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House of Representatives

The House met at noon and was called to order by the Speaker pro tempore (Mr. BUCSHON).

DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,
May 14, 2024.

I hereby appoint the Honorable LARRY BUCSHON to act as Speaker pro tempore on this day.

MIKE JOHNSON,
Speaker of the House of Representatives.

MORNING-HOUR DEBATE

The SPEAKER pro tempore. Pursuant to the order of the House of January 9, 2023, the Chair will now recognize Members from lists submitted by the majority and minority leaders for morning-hour debate.

The Chair will alternate recognition between the parties, with time equally allocated between the parties and each Member other than the majority and minority leaders and the minority whip limited to 5 minutes, but in no event shall debate continue beyond 1:50 p.m.

RECOGNIZING NATIONAL POLICE WEEK

The SPEAKER pro tempore. The Chair recognizes the gentleman from Pennsylvania (Mr. JOYCE) for 5 minutes.

Mr. JOYCE of Pennsylvania. Mr. Speaker, during National Police Week, we recognize the brave men and women of law enforcement who serve and protect our communities each and every day.

From carrying out arrest warrants to conducting outreach at our schools to patrolling our streets, police officers provide invaluable service to our communities, helping to keep each and every American safe.

Far too often, these officers experience threats and violence in their work, and tragically, 136 law enforcement officers were killed in the line of duty last year.

It was President Ronald Reagan who said: ''Evil is powerless if the good are unafraid.'' Through their heroic actions, these officers embodied the spirit of that message, and we can never truly fully repay the debt that we owe them.

This week, let's recommit ourselves to standing with law enforcement and ensuring that these men and women have the tools and resources that they need to do their jobs safely and effectively.

INVESTING IN AMERICAN ENERGY

Mr. JOYCE of Pennsylvania. Mr. Speaker, under President Biden's failed leadership, energy prices have skyrocketed, and American families are feeling the effects of an administration that has neglected our energy security in favor of far-left Green New Deal policies.

Since President Biden took office, energy prices have soared by 30 percent, squeezing families who are already hurting from President Biden's inflation.

By canceling the Keystone XL pipeline, by halting new oil and natural gas leases, and by deploying new EPA rules that limit new development, Joe Biden has sent a clear message that he cares more about scoring political points with his base than he does about the safety and the security of the American people.

This past January, the Biden administration announced a ban on new LNG export projects, empowering countries like Russia and Iran while hurting our allies who depend on U.S. energy.

Now isn't the time to rely on ineffective energy sources like wind turbines and solar farms. We know that the power American families need is underneath the feet of my constituents in Pennsylvania. Unlocking the natural gas that we have can lower energy prices while providing clean and reliable power.

Now isn't the time for new regulations that limit energy growth. It is time to invest in American energy and put a stop to the Green New Deal.

CONGRATULATING CHRIS SILVA AND STEPHEN LAMARCA

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. RYAN) for 5 minutes.

Mr. RYAN. Mr. Speaker, I rise today to honor two visionaries of the Hudson Valley arts scene upon their retirement.

Chris Silva and Stephen LaMarca have been life forces for the region's live music and theater performances for the past three decades, revitalizing the Bardavon Opera House built in 1869 in Poughkeepsie and the Ulster Performing Arts Center in my hometown of Kingston.

The two together preserved the Bardavon's record as the oldest operating theater in New York State, keeping it afloat through many trying times.

Their ingenuity and savviness brought big name stars from Aretha Franklin and Bob Dylan to Jon Stewart to the theaters.

Chris and Stephen's impact on the community goes beyond the bright marquee lights. Their big-time gigs helped fund extensive service to our community, from free films for kids to educational programs, and igniting economic boons for the surrounding downtown neighborhoods in both Poughkeepsie and Kingston.

Although their retirement won't come until the end of this year, as they prepare, I wish them a restful and

happy retirement, spent with the satisfaction of knowing they are responsible for inspiring an estimated 2.5 million audience members through the over 2,500 artists and performances they brought to the stage in the Hudson Valley.

HONORING DENNIS DEGROAT, JR.

Mr. RYAN. Mr. Speaker, I rise today to honor World War II veteran Dennis DeGroat, Jr., who recently passed in his hometown of Port Jervis, New York, only weeks after the entire community came together to celebrate his 100th birthday and only hours after finally being pinned with a Purple Heart that had been missing and replaced from years ago.

Dennis' life of service to our Nation is incredible and started in the Civilian Conservation Corps. He then went on to serve in the Army, protecting freedom and democracy for all Americans and the world on the front lines in Europe, including on the shores of Normandy and in the Battle of the Bulge, and suffering grievous injuries at the Battle of Aachen.

In that battle, he nearly lost both of his legs and was told that he would never walk again, but that was no match for Dennis. He relearned to walk and never slowed down again.

He came back to his home community and worked well into his 90s, and his incredible legacy of service and positivity lives on through 20 grandchildren, 47 great-grandchildren, 19 great-great-grandchildren, and countless others that his 100 years of heroism, humility, and service inspired.

Dennis is proof that a century spent in service to others leaves an impact that will last many, many more.

CONGRATULATING LIEUTENANT BRANDON ROLA

Mr. RYAN. Mr. Speaker, I rise today to congratulate Lieutenant Brandon Rola on being named the new chief of police for the city of Newburgh, New York.

Lieutenant Rola is Newburgh through and through. He decided early on in his life to commit fully to serving his community, our community.

At only 38, he is already a 16-year veteran of the Newburgh Police Department, recognized over 30 times for his meritorious and heroic acts.

If you know Brandon, it truly is not about the awards; it is about protecting his community and protecting his neighbors.

It is this sense of duty and selfless service that drove him into a cold, snowy Thanksgiving night in 2014 at 2 a.m. in search of two missing boys.

During the search, he found a shovel next to a snowbank, felt a gut instinct to dig, and ultimately found the missing boys buried in an 8-foot tall snowbank. He rightly received national attention after the rescue but humbly said: It was a good day.

Today is a good day for Newburgh, and tomorrow and many more after, with the city's safety in the hands of Lieutenant Rola, a tried-and-true public servant.

CONGRATULATING CAPTAIN STEVEN MINARD

Mr. RYAN. Mr. Speaker, I rise today to congratulate Captain Steven Minard on his retirement after over four decades of extraordinary and selfless public service to the city of Poughkeepsie Police Department and all the residents of the city of Poughkeepsie in the Hudson Valley.

Throughout his incredible career, Captain Minard went above and beyond in his call to protect and serve. In addition to his selfless service and great risk to himself and his family, he earned a master's degree and ultimately a Ph.D., becoming Dr. Minard, expanding the impact of his service and training others in our local community colleges and surrounding universities. He attended the FBI Academy and developed training ultimately for the FBI National Executive Institute.

He has not only directly uplifted the Poughkeepsie community by building trust and delivering peace of mind but made countless communities across New York safer through the curriculum he developed and taught.

While his retirement from the force will be felt and he will be deeply missed, I am hopeful for the future because of the thousands of others he has trained to be champions for their communities just like he has been.

HONORING PUBLIX SUPER MARKETS

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Florida (Ms. LEE) for 5 minutes.

Ms. LEE of Florida. Mr. Speaker, I rise today to honor Publix Super Markets as they donate their one-hundred-millionth pound of produce to food banks across their eight-State footprint.

When leaders at Publix learned that farmers were plowing under produce crops in 2000 because markets dried up, they decided to purchase produce from farmers and give it away to their partners at Feeding America.

As of today, Publix has donated 100 million pounds of produce to 35 food banks.

I am proud to have Publix headquartered in my congressional district and appreciate all they are doing in partnership with food banks throughout the Southeast.

We congratulate all Publix associates on this important milestone and for doing good, together.

HONORING JACKIE AND DAVID SIEGEL

The SPEAKER pro tempore. The Chair recognizes the gentleman from Texas (Mr. SESSIONS) for 5 minutes.

Mr. SESSIONS. Mr. Speaker, I appreciate the opportunity to speak on the floor about a very important topic but really to honor two people, Jackie and David Siegel of central Florida.

Jackie and David Siegel, as proud Americans, have stepped up to form what is known as the Victoria's Voice Foundation.

The story behind this is one that resonates with millions of Americans. They lost their daughter, 18 years old, to the ravages of drug addiction, to the ravages of what started as a simple marijuana cigarette turning into a THC-induced addiction that led her onward through drugs, ultimately to her death.

Mr. Speaker, across this country, millions of American families are searching for ideas not only about the truth behind the problems with THC, which is the active ingredient in marijuana, but also the ravages of drugs that come after that because marijuana is a gateway to these harder drugs that so many people move to.

David and Jackie Siegel understood this as they watched not just their daughter's addiction but how she moved herself through drugs, and eventually it led them to seek time for her to receive treatment.

Treatment, while very important, is stronger than love is, and that is what they learned also. David and Jackie watched their daughter as she spiraled through not only drug addiction but the people that she became associated with.

I stand today to say that David and Jackie Siegel did something about this as they joined a nationwide organization that is intended to teach communities, schools, and parents that there is a way to not only understand and comprehend the things that are happening to our youth but a way to become active to where they can address these issues. They accomplish this by working with schools, by working with parents, and by working with law enforcement to make sure that these ravages of drug addiction are not only understood but addressed.

Mr. Speaker, David Siegel lost an 18-year-old daughter he loved very much, and it has caused him and Jackie to spend millions of dollars to give this outreach the voice that Victoria held and brings to light how important that is to them because they care about other people also.

Families all across this country are struggling to find exactly how to address this; how to take on a big problem. I would suggest today that Jackie and David Siegel, through Victoria's Voice Foundation, have provided a really clear way for the American people, for families, for communities, and for schools who are struggling with these addiction problems, who are struggling with not just the psychosis that happens but ultimately the death of so many of our students.

I think that David had the right idea when he said he didn't want this to happen to another family without the knowledge of what they could do to become engaged to save not just their children but other children in their community.

Mr. Speaker, today, I stand up and salute Jackie and David Siegel for not

just sitting back in their own sorrow but actually moving forward in the American spirit, in working with people of goodwill, who want to protect our children, who want to see the dangers as they exist in our country today and make a meaningful difference.

I applaud David Siegel for not only his investment of millions of dollars, but I also applaud David Siegel for standing up and saying that he believes that the only way we can win this battle is through the confidence that we give our children, showing them that we care about them, that our schools will take this same rigorous responsibility, and, we, as a community and as a Nation, can solve this problem.

Mr. Speaker, I stand today in support of David and Jackie Siegel, not in their grief but in the resiliency that they had to move forward to help other people in our country.

□ 1215

SALT DEDUCTION CAP HYPOCRISY

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. LALOTA) for 5 minutes.

Mr. LALOTA. Hypocrisy, Mr. Speaker. Hypocrisy.

For years, House Democrats said they were in favor of raising or eliminating the State and local tax deduction cap. Yet, exactly 3 months ago today on the floor of the House of Representatives, every single House Democrat voted to block a bill that would eliminate the marriage penalty on the SALT deduction cap.

It is shameful, Mr. Speaker, that House Democrats claim to support SALT relief but vote otherwise. Their party line ''no'' vote denied many Long Island families, including many of my constituents, about $2,000 in much-needed tax relief.

As a lifelong Long Islander, I understand how costly Albany Democrats have made life for New York suburbs. We have the highest property, sales, and income taxes in the entire Nation. Yet, when we needed Washington Democrats to help relieve us of some of that burden by raising the SALT cap, they ran for the hills, Mr. Speaker.

I am disappointed in my colleagues from the other side of the aisle, but, Mr. Speaker, I am not deterred. I will continue to call on all of my colleagues to help raise or eliminate the cap on the SALT deduction. My constituents deserve nothing less.

HONORING RICHARD JOHN MCDERMOTT II AND ANNAMARIE MCDERMOTT

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from New York (Ms. TENNEY) for 5 minutes.

Ms. TENNEY. Mr. Speaker, I rise today to honor and celebrate the lives of Richard John McDermott II and Annamarie Christine McDermott, valued and beloved members of the Oswego County community who were tragically killed in a car accident last year, on June 10, 2023.

Nearly 1 year later, our community still feels the gaping hole created by the sudden loss of these two wonderful people. Rick and Annamarie left an enduring legacy and profound impact on their three children and their grandchildren, family, friends, and community, and also on me.

I was fortunate enough to know Rick and to actually become friends with him over the past 20 years. He was a bright, engaging, and passionate advocate, particularly for the Second Amendment, and also an avid sportsman and conservationist. Rick believed in preserving the natural resources we are blessed to have in New York State, especially in the beautiful region of upstate New York, where he resided for most of his life.

Rick McDermott worked at Novelis for over 23 years as an electrical engineer and retired in April 2023, just a few months before his life was tragically taken from him.

As an avid outdoorsman, Rick devoted countless hours to local gun clubs and conservation groups. He was a tireless advocate and trusted resource for hunting rights and Second Amendment rights across New York State.

In 2012, Rick founded the New York Crossbow Coalition, which was critically important to the efforts to legalize the crossbow as hunting equipment in New York. I remember meeting with Rick when I was a member of the State legislature to organize several rallies in Albany against New York's unconstitutional gun law, known as the SAFE Act, passed in the dark of night in 2013.

Earlier today, I had the honor of meeting Tom, Rick's son, at the White House. They were touring the White House, a wonderful opportunity that we have as American citizens. Tom informed me earlier that he was actually an attendee at one of these massive rallies at the capitol in Albany.

Rick was always leading the way on Second Amendment issues and always in Oswego. He was passionate, always trying to educate everyone in our community so they understood the true value of our Bill of Rights and everything that we stood for as Americans and as New Yorkers, particularly. Understanding the value of outdoor recreational programs, Rick led many youth pheasant hunts and wounded veterans crossbow hunts throughout the years, making this his mission.

Although I never had the pleasure of meeting Rick's lovely wife, Annamarie, she exhibited a similar passion and dedication to our community.

The heartwarming tributes by their own hometown to Annamarie and Rick are really incredible and touching, and they reveal the depth of devotion of these two wonderful people to our community and to their families.

Annamarie McDermott was a devoted teacher's assistant for nearly 20 years in the Altmar-Parish-Williamstown, the APW, school district, as we call it. Annamarie was dedicated to supporting young, aspiring leaders in our community. She was described by so many who loved and admired her as a person who would strive to go above and beyond for her students.

Annamarie created the Breakfast Club and also another club called the Rebel Club, which were beloved morning and afternoon programs that encouraged students to embrace learning and foster stronger relationships with other students.

They were united in marriage on May 16, 1987. Rick and Annamarie's legacy is not only defined by their professional achievements but by the love and devotion they poured into their role as parents of Megan Burch and her husband, Eric, who now reside in Canandaigua, also in New York's 24th District; Valerie Bullock and her husband, Troy, of Pulaski; Thomas McDermott and his girlfriend, Allie Hamilton, of West Monroe; and also as the grandparents of Brayleigh and Mason Bullock.

Rick and Annamarie and their unwavering support and presence at every milestone event underscored their commitment to this wonderful family and community, leaving an indelible mark on all fortunate enough to know them. Certainly, it was an honor for me to know Rick. What an impression he left on me.

My deepest condolences to the family and friends of these wonderful people taken too early in life. I hope this modest recognition and remembrance of Rick and Annamarie McDermott on the House floor will provide some comfort to their family, friends, and everyone who knew Rick and Annamarie.

I also hope that all Americans will know that, as they witness on this floor, there are wonderful people living wonderful lives of courage, compassion, and patriotism in our own communities who are not seeking recognition but always seeking to do good for their communities, for their families, and for everyone who knows them, and who leave a beautiful and indelible impression on so many people they met.

I thank the families and everyone who have suffered through this very difficult year and provided so much support, including the communities, in all that has happened to the young children, the grandchildren, and also to the kids, Valerie, Thomas, and Megan, and all that they have done to try to stand strong in the face of this tragedy.

I thank, again, everyone who supported Annamarie and Rick and who supports their family.

CELEBRATING JAYLIN SIMPSON

The SPEAKER pro tempore. The Chair recognizes the gentleman from Georgia (Mr. CARTER) for 5 minutes.

Mr. CARTER of Georgia. Mr. Speaker, I rise today to celebrate the

achievements of Jaylin Simpson, who was drafted by the Indianapolis Colts. Jaylin was drafted in the fifth round of the 2024 NFL draft after 5 years of playing at the University of Auburn.

Before attending Auburn, Jaylin graduated high school from Frederica Academy in the First District of Georgia. In his senior year at Frederica, Jaylin racked up 1,433 passing yards, 441 rushing yards, 22 touchdowns, and 1 interception as Frederica's quarterback. He also made 48 tackles and 4 interceptions while playing corner in a season that led to a GISA State Championship for Frederica.

At Auburn, Jaylin played in 47 games, tallying 116 total tackles, 7 interceptions, 14 pass breakups, and 4 tackles for a loss during his career.

The Indianapolis Colts have no doubt just received an outstanding football player. I congratulate Jaylin. I know I speak for the whole First District when I say we are very proud of him.

FLETC DEPUTY DIRECTOR KAI MUNSHI

Mr. CARTER of Georgia. Mr. Speaker, I rise today to celebrate the career of Kai Munshi, who is retiring from his position as deputy director of the Federal Law Enforcement Training Centers.

Deputy Director Munshi's law enforcement career began in August 2002 as a U.S. Secret Service special agent. He helped conduct investigations related to issues such as counterfeit currency, bank fraud, and other financial crimes.

Deputy Director Munshi also served in the Special Operations Division Counter Assault Team, where he led countless protective missions for the President of the United States and other dignitaries domestically and abroad.

During his time as deputy director, he oversaw training for 125 Federal partner organizations. He directed operations across all four of FLETC's training delivery points, leading FLETC's administrative, security, financial, mission support, and resource management programs.

I thank Deputy Director Munshi for his years of dedicated service to this great country. I hope he enjoys his well-earned retirement.

CELEBRATING JAMARI MCIVORY

Mr. CARTER of GEORGIA. Mr. Speaker, I rise today to celebrate the achievements of Savannah Christian's Jamari McIvory, who recently received the 71st annual Dearing Award.

The Ashley Dearing Award, given annually to the area's most versatile male athlete for more than seven decades, was recently presented at Savannah Christian to Jamari, who consistently brings home hardware for his alma mater.

He is the 10th Savannah Christian Raider to win the award in 71 years, and he is currently signed to play football at Northern Illinois.

Jamari is truly an all-star. Not only is he great at football, but he is a star on the basketball court. He is one of the greatest track athletes Georgians have seen in ages. He is the reigning State champion for both 200 and 400 meters for track. Jamari's record speaks for itself. He is a multisport star, and the First District could not be more proud of him.

I congratulate Jamari. I know we will continue to see his success on the field for years to come.

RECOGNIZING REPRESENTATIVE LINDSAY THOMAS

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize a former United States House of Representatives Member from the great State of Georgia, Lindsay Thomas, for receiving the 2023 Rock Howard Conservation Achievement Award.

The Rock Howard Conservation Achievement Award is given to those who are recognized as an environmental and natural resources leader, embodying the passion and success of Rock Howard, Georgia's first director of the Environmental Protection Division.

It is only natural that Representative Thomas received this award. He was a champion of the outdoors and conservation during his 10 years in Congress. He cofounded the Congressional Sportsmen's Caucus in 1989 to bring together Members of the House and Senate in a bipartisan effort to support America's hunting and fishing communities and Federal policy decisions.

This bipartisan caucus has helped influence policy benefiting hunters and anglers, and it has inspired the creation of parallel caucuses in 50 States and 36 Governors' offices.

Again, I thank my good friend, Representative Thomas, for being a tireless supporter of sportsmen and our environment. I congratulate him on winning this prestigious award.

□ 1230

GHOST GUNS

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Pennsylvania (Ms. SCANLON) for 5 minutes.

Ms. SCANLON. Mr. Speaker, I rise today to speak about ghost guns. They have been called the Ikea of firearms. You can order them online, and in less than an hour, have a firearm as deadly as any sold by a gun dealer.

These fully functioning, untraceable firearms can be bought without a background check, and they are wreaking havoc on our communities.

That is why they have become the weapon of choice for people who would otherwise be banned from purchasing a gun, including known violent offenders, gun traffickers, and increasingly, teenagers, whose digital literacy enables them to purchase ghost gun kits freely online.

Prior to 2019, Philadelphia police discovered five or fewer handmade firearms per year during criminal investigations; but by 2022, 575 ghost guns turned up in investigations, and that number has only grown.

Last summer, the mass shooter who killed five people in the Kingsessing neighborhood had two ghost guns in his possession when he was arrested.

Recently, Delaware County was rocked when a 15-year-old killed another 15-year-old using a ghost gun.

These guns are reaching into every community, including the heartland, and not just our big cities.

According to the Bureau of Alcohol, Tobacco, Firearms and Explosives, the number of ghost guns seized by law enforcement has skyrocketed in the last decade from less than 3,000 in 2017 to nearly 26,000 in 2022 alone.

They have become a lucrative business for gun traffickers.

In the last couple years, district attorneys in three suburban and rural counties near Philadelphia have busted gun traffickers assembling and selling ghost guns for profit.

In one instance, the trafficker had set up shop across the street from the county courthouse.

This has to stop.

We hear all the time from lawmakers who oppose gun safety laws that we should focus on violent crime. Well, that is exactly what H.R. 4992, the Ghost Guns and Untraceable Firearms Act of 2023, would do.

There is no reason why anyone would want an untraceable gun that can be purchased without a background check, except to use it in a crime.

Chairman JORDAN likes to say that bad guys aren't stupid, they are just bad. But this bill has been waiting for consideration since it was referred to the House Judiciary Committee nearly a year ago.

In the absence of Federal action, cities like Philadelphia, Baltimore, and L.A. have been forced to undertake creative legal strategies like suing ghost gun manufacturers to block them from selling these guns without background checks.

However, that is far from enough to stem the tide.

The White House also stepped up to issue a regulation that would require ghost guns to be traceable and subject to background checks, but that regulation has been challenged in the Supreme Court.

Get this: The argument is that the White House cannot regulate guns because it is Congress' job to regulate guns.

It is time for Congress to stop arming people who should not have access to guns.

Members of Congress need to make a choice. Will they stand with Americans who want to live free from gun violence, or will they stay in the pocket of ghost gun manufacturers? Americans—our children—deserve to know where their Representatives stand.

HONORING THE LEGACY OF MARIAN ANDERSON

Ms. SCANLON. Mr. Speaker, I rise today to speak about the legacy of

Marian Anderson. The world knows the story of Marian Anderson, the legendary singer who, after being barred from performing at the DAR's Constitution Hall here in D.C. because of her race, instead sang at an open-air concert at the Lincoln Memorial before more than 75,000 people and a radio audience in the millions.

What is not so well known is that she was a proud daughter of Philadelphia. Born in 1897, she lived there most of her life, almost 100 years, and she is buried in the Eden Cemetery just outside of Philadelphia in Delaware County.

Marian Anderson's home in south Philadelphia, which she purchased in 1924 and where she entertained famous Black musicians including Louis Armstrong, Bessie Smith, Billie Holiday, Duke Ellington and the like, is a museum celebrating her legacy as an outstanding artist, a champion of modern civil rights, and a true Philadelphian.

Between 1925 and 1965, Marian Anderson performed opera, spirituals, and American classics in major venues across the United States and Europe.

She sang at the White House in 1939, and in 1955 she became the first Black soloist to perform at the Metropolitan Opera.

She served as a delegate to the U.N. Human Rights Committee and a goodwill ambassador for the United States Department of State.

But the acclaimed contralto's talent was never fully recognized in her native country because of the color of her skin, until now.

On June 8, 2024, 85 years after she sang on the steps of the Lincoln Memorial, the Philadelphia Orchestra is renaming its principal performing venue in the heart of Philadelphia as Marian Anderson Hall. This will be the first major concert venue in the world to honor Marian Anderson, and it is fitting that this honor will be bestowed in her hometown by the renowned Philadelphia Orchestra, which has its own history of cultural diplomacy as a proud global ambassador for our Nation.

HONORING DR. FRANCES PRATT

The SPEAKER pro tempore. The Chair recognizes the gentleman from New York (Mr. LAWLER) for 5 minutes.

Mr. LAWLER. Mr. Speaker, today I rise to honor an exemplary leader, Dr. Frances Pratt, for her remarkable service to Rockland County and New York State as we celebrate her 90th—I mean, 29th—birthday.

Known for her distinctive hats, advocacy in our community, and a deep faith, Dr. Pratt's life has been marked by a passionate commitment to civil rights and an unwavering ability to unite people from diverse backgrounds.

Growing up in South Carolina in the segregated South, she traveled northward with her husband, eventually settling in Nyack in 1957.

After receiving her nursing degree from Rockland Community College in 1959, she served as a nurse and in the medical field in Rockland for over 45 years.

Beyond her heroic service in medicine, Dr. Pratt also served as president of the Nyack branch of the NAACP for over 40 years, growing the organization into a major force for good within Rockland and beyond.

Throughout her career, Dr. Pratt has been a beacon of hope and a pillar of strength, advocating tirelessly for justice and working to make her community better each and every day.

Mr. Speaker, I thank Dr. Pratt for her many years of service, her inspirational leadership, and the indelible mark she has left on Nyack, Rockland County, New York State, and our Nation. Her impact will resonate for generations to come. On a personal level, I adore her.

HONORING THE LIFE OF ALFRED ROBERT MOSIELLO, JR.

Mr. LAWLER. Mr. Speaker, today I rise during National Police Week to honor the life of Alfred Robert Mosiello, Jr., known affectionately as Ally, who tragically passed away on May 2, 2024.

Born in the Bronx, Ally grew up in Mahopac, New York, and was a standout defensive lineman at Mahopac High School. He carried his passion for football to Hobart College where he earned degrees in engineering and economics/finance.

In 2013, Ally began a career with the Village of Pelham Manor Police Department and later joined the Westchester County Police Department in 2021. His work ethic, integrity, and commitment to the community set him apart as a model police officer.

Beyond his professional life, Ally was a loving husband to Angela and a devoted father to Jaxson and Isabella. He found joy in the simplest pleasures: riding ATVs, throwing pool parties, and spending quality time with his family.

Ally was also a man who stood ready to help anyone in need, a testament to his generous spirit and kind heart.

To his wife, Angela, his children, his colleagues in law enforcement, and all his loved ones, our deepest sympathies go out to you.

May Ally rest in peace, knowing that his life was well lived and his memory will forever be cherished.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until 2 p.m. today.

Accordingly (at 12 o'clock and 38 minutes p.m.), the House stood in recess.

□ 1400

AFTER RECESS

The recess having expired, the House was called to order by the Speaker at 2 p.m.

PRAYER

The Chaplain, the Reverend Margaret Grun Kibben, offered the following prayer:

Holy God, we seek You first this day. Graced with power and privilege, we humble ourselves to be subjects of Your kingdom and agents of Your righteousness.

God, be in our heads and in our understanding, that our knowledge and fear of You would be the beginning of all wisdom.

God, be in our eyes and in our seeing. Let the scales of human judgment and narrow opinion fall away from us, that we would see the world through Your lens of mercy.

God, be in our mouths and in our speaking, that the word You speak would not return to You empty, but in our speech shall what You desire be accomplished.

God, be in our heart and in our thinking, that we would meditate always on what is true, honorable, just, pure, and lovely.

God, be in us this day, and may You be glorified through us.

In Your gracious name we pray.

Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House the approval thereof.

Pursuant to clause 1 of rule I, the Journal stands approved.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from Ohio (Mr. LATTA) come forward and lead the House in the Pledge of Allegiance.

Mr. LATTA led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

CELEBRATING CHARTER SCHOOLS

(Ms. FOXX asked and was given permission to address the House for 1 minute.)

Ms. FOXX. Mr. Speaker, this week, we celebrate and recognize the impact of the 8,000 public charter schools across the country.

Charter schools offer students and their families a crucial alternative to the one-size-fits-all education model. About 4 million students benefit from charter school education, 60 percent of whom are from low-income communities.

In a clear testament to the effectiveness of charter schools, a recent study found that charter school students gain an additional 16 days of learning and reading and 6 days of math per year over their traditional public school peers.

I thank all the advocates across the country who are working tirelessly to expand charter school access. Their work is vital for the parents who desire more options and for the students who are now able to learn in an environment best suited to their individual goals and needs.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Ms. Avery M. Stringer, one of his secretaries.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore (Ms. FOXX) laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, May 14, 2024.

Hon. MIKE JOHNSON,
The Speaker, House of Representatives, Washington, DC.

DEAR MR. SPEAKER: Under Clause 2(g) of Rule II of the Rules of the U.S. House of Representatives, I herewith designate Ms. Lisa P. Grant, Deputy Clerk, Ms. Sarah Meier, Legal Counsel, and Ms. Cheryl H. Muller, Director of Personnel, to sign any and all papers and perform all other acts for me under the name of the Clerk of the House for which they would be authorized to do by virtue of this designation, except such as are provided by statute, in case of my temporary absence or disability.

This designation shall remain in effect for the 118th Congress or until modified by me.

With best wishes, I am,

Sincerely,

KEVIN F. MCCUMBER,
Acting Clerk of the House.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or votes objected to under clause 6 of rule XX.

The House will resume proceedings on postponed questions at a later time.

NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION REAUTHORIZATION ACT OF 2024

Mr. LATTA. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 4510) to reauthorize the National Telecommunications and Information Administration, to update the mission and functions of the agency, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4510

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the ''National Telecommunications and Information Administration Reauthorization Act of 2024'' or the ''NTIA Reauthorization Act of 2024''.

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

SEC. 2. DEFINITIONS.

In this Act:

(1) COMMISSION.—The term ''Commission'' means the Federal Communications Commission.

(2) NTIA.—The term ''NTIA'' means the National Telecommunications and Information Administration.

(3) UNDER SECRETARY.—The term ''Under Secretary'' means the Under Secretary of Commerce for Communications and Information.

TITLE I—REAUTHORIZATION

SEC. 101. REAUTHORIZATION OF THE NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION ORGANIZATION ACT.

(a) AUTHORIZATION OF APPROPRIATIONS.—Section 151 of the National Telecommunications and Information Administration Organization Act is amended by striking ''$17,600,000 for fiscal year 1992 and $17,900,000 for fiscal year 1993'' and inserting ''$57,000,000 for fiscal year 2024 and $57,000,000 for fiscal year 2025''.

(b) UNDER SECRETARY OF COMMERCE FOR COMMUNICATIONS AND INFORMATION.—

(1) UNDER SECRETARY; DEPUTY UNDER SECRETARY.—

(A) UNDER SECRETARY.—The National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq) is amended by striking ''Assistant Secretary'' each place it appears and inserting ''Under Secretary''.

(B) DEPUTY UNDER SECRETARY.—Section 103(a) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 902(a)), as amended by this section, is amended by adding at the end the following:

''(3) DEPUTY UNDER SECRETARY.—The Deputy Under Secretary of Commerce for Communications and Information shall—

''(A) be the principal policy advisor of the Under Secretary;

''(B) perform such other functions as the Under Secretary shall from time to time assign or delegate; and

''(C) act as Under Secretary during the absence or disability of the Under Secretary or in the event of a vacancy in the office of the Under Secretary.''.

(2) CONTINUATION OF CIVIL ACTIONS.—This subsection, and the amendments made by this subsection, shall not abate any civil action commenced by or against the Assistant Secretary of Commerce for Communications and Information before the date of the enactment of this Act, except that the Under Secretary shall be substituted as a party to the action on and after such date.

(3) CONTINUATION IN OFFICE.—The individual serving as the Assistant Secretary of Commerce for Communications and Information and the individual serving as the Deputy Assistant Secretary of Commerce for Communications and Information on the day before the date of the enactment of this Act may serve as the Under Secretary and the Deputy Under Secretary of Commerce for Communications and Information, respectively, on and after that date without the need for renomination or reappointment.

(4) REFERENCES.—Any reference in a law, regulation, document, paper, or other record of the United States to the Assistant Secretary of Commerce for Communications and Information shall, on and after the date of the enactment of this Act, be deemed to be a reference to the Under Secretary.

(5) EXECUTIVE SCHEDULE.—

(A) IN GENERAL.—Subchapter II of chapter 53 of title 5, United States Code, is amended—

(i) in section 5314, by adding at the end the following:

''Under Secretary of Commerce for Communications and Information.''; and

(ii) in section 5315, in the item relating to the Assistant Secretaries of Commerce, by striking ''(11)'' and inserting ''(10)''.

(B) EFFECTIVE DATE.—The amendment made by subparagraph (A) (establishing the annual rate of the basic pay of the Under Secretary) shall take effect on the first day of the first pay period beginning after the date of the enactment of this Act.

(c) AUTHORITIES AND RESPONSIBILITIES.—

(1) COORDINATION OF EXECUTIVE BRANCH VIEWS ON MATTERS BEFORE THE FEDERAL COMMUNICATIONS COMMISSION.—Section 105(a)(1) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 904(a)(1)) is amended—

(A) by striking ''to ensure that the conduct'' and inserting the following: ''to ensure that—

''(A) the conduct'';

(B) in subparagraph (A), as so designated, by striking the period at the end and inserting ''; and''; and

(C) by adding at the end the following:

''(B) the views of the executive branch on matters presented to the Commission are, consistent with section 103(b)(2)(J)—

''(i) appropriately coordinated; and

''(ii) reflective of executive branch policy.''.

(2) MODERNIZATION OF AGENCY MISSION.—

(A) POLICY.—Section 102(c) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901(c)) is amended by adding at the end the following:

''(6) Fostering the digital economy of the United States in order to ensure the competitiveness, future economic growth, and security of the United States.

''(7) Working to ensure that global communications networks remain open and innovative, including without inappropriate barriers to entry or operation.

''(8) With respect to the United States, in coordination with the Commission, achieving the universal availability of and access to telecommunications service and information service (as those terms are defined in section 3 of the Communications Act of 1934) and any technology related to such service.''.

(B) ASSIGNED FUNCTIONS.—Section 103(b)(2) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 902(b)(2)) is amended—

(i) in the matter preceding subparagraph (A), by inserting '', some of which were'' before ''transferred to the Secretary'';

(ii) in subparagraph (H)—

(I) by inserting ''and information'' after ''telecommunications''; and

(II) by striking ''and emergency readiness'' and inserting ''emergency readiness, the flow of information, and with respect to the United States, in coordination with the Commission, the universal availability of and access to telecommunications service and information service (as those terms are defined in section 3 of the Communications Act of 1934) and any technology related to such service'';

(iii) in subparagraph (M), by inserting '', publish reports,'' after ''studies''; and

(iv) by inserting at the end the following:

''(V) The authority to conduct studies, publish reports, and make recommendations—

''(i) on any Federal, State, local, or private policy or practice relating to communications, information, or the digital economy of the United States; and

''(ii) that consider interoperability, privacy, security, spectrum use, emergency readiness, the flow of information, and with respect to the United States, in coordination with the Commission, the universal availability of and access to telecommunications service and information service (as those terms are defined in section 3 of the Communications Act of 1934) and any technology related to such service.''.

(3) RULE OF CONSTRUCTION.—Nothing in the amendments made by paragraphs (1) and (2) may be construed to expand or contract the authority of the Commission.

(d) TECHNICAL AND CONFORMING AMENDMENTS.—

(1) PUBLIC TELECOMMUNICATIONS FINANCING ACT OF 1978.—Section 106(c) of the Public Telecommunications Financing Act of 1978 (5 U.S.C. 5316 note; Public Law 95–567) is amended by striking ''The position of Deputy Assistant Secretary of Commerce for Communications and Information, established in Department of Commerce Organization Order Numbered 10–10 (effective March 26, 1978),'' and inserting ''The position of Deputy Under Secretary of Commerce for Communications and Information, established under section 103(a) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 902(a)),''.

(2) COMMUNICATIONS ACT OF 1934.—Section 344(d)(2) of the Communications Act of 1934 (47 U.S.C. 344(d)(2)) is amended by striking ''Assistant Secretary'' and inserting ''Under Secretary''.

(3) HOMELAND SECURITY ACT OF 2002.—Section 1805(d)(2) of the Homeland Security Act of 2002 (6 U.S.C. 575(d)(2)) is amended by striking ''Assistant Secretary for Communications and Information of the Department of Commerce'' and inserting ''Under Secretary of Commerce for Communications and Information''.

(4) AGRICULTURE IMPROVEMENT ACT OF 2018.—Section 6212 of the Agriculture Improvement Act of 2018 (7 U.S.C. 950bb–6) is amended—

(A) in subsection (d)(1), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(B) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(5) TITLE 17, UNITED STATES CODE.—Section 1201(a)(1)(C) of title 17, United States Code, is amended by striking ''Assistant Secretary for Communications and Information of the Department of Commerce'' and inserting ''Under Secretary of Commerce for Communications and Information''.

(6) UNLOCKING CONSUMER CHOICE AND WIRELESS COMPETITION ACT.—Section 2(b) of the Unlocking Consumer Choice and Wireless Competition Act (17 U.S.C. 1201 note; Public Law 113–144) is amended by striking ''Assistant Secretary for Communications and Information of the Department of Commerce'' and inserting ''Under Secretary of Commerce for Communications and Information''.

(7) COMMUNICATIONS SATELLITE ACT OF 1962.—Section 625(a)(1) of the Communications Satellite Act of 1962 (47 U.S.C. 763d(a)(1)) is amended, in the matter preceding subparagraph (A), by striking ''Assistant Secretary'' and inserting ''Under Secretary of Commerce''.

(8) SPECTRUM PIPELINE ACT OF 2015.—The Spectrum Pipeline Act of 2015 (47 U.S.C. 921 note; title X of Public Law 114–74) is amended—

(A) in section 1002(1), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(B) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(9) WARNING, ALERT, AND RESPONSE NETWORK ACT.—Section 606 of the Warning, Alert, and Response Network Act (47 U.S.C. 1205) is amended—

(A) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''; and

(B) in subsection (b), in the first sentence, by striking ''for7Communications'' and inserting ''for Communications''.

(10) AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009.—Section 6001 of the American Recovery and Reinvestment Act of 2009 (47 U.S.C. 1305) is amended by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(11) MIDDLE CLASS TAX RELIEF AND JOB CREATION ACT OF 2012.—Title VI of the Middle Class Tax Relief and Job Creation Act of 2012 (47 U.S.C. 1401 et seq.) is amended—

(A) in section 6001 (47 U.S.C. 1401)—

(i) by striking paragraph (4);

(ii) by redesignating paragraphs (5) through (32) as paragraphs (4) through (31), respectively; and

(iii) by inserting after paragraph (31), as so redesignated, the following:

''(32) UNDER SECRETARY.—The term 'Under Secretary' means the Under Secretary of Commerce for Communications and Information.''; and

(B) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(12) RAY BAUM'S ACT OF 2018.—The RAY BAUM'S Act of 2018 (division P of Public Law 115–141; 132 Stat. 348) is amended by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(13) SECURE AND TRUSTED COMMUNICATIONS NETWORKS ACT OF 2019.—Section 8 of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1607) is amended—

(A) in subsection (c)(1), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(B) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(14) TITLE 51, UNITED STATES CODE.—Section 50112(3) of title 51, United States Code, is amended, in the matter preceding subparagraph (A), by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(15) CONSOLIDATED APPROPRIATIONS ACT, 2021.—The Consolidated Appropriations Act, 2021 (Public Law 116–260) is amended—

(A) in title IX of division N—

(i) in section 902(a)(2), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(ii) in section 905—

(I) in subsection (a)(1), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(II) in subsection (c)(3)(B), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(III) in subsection (d)(2)(B), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(iii) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''; and

(B) in title IX of division FF—

(i) in section 903(g)(2), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(ii) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''.

(16) INFRASTRUCTURE INVESTMENT AND JOBS ACT.—The Infrastructure Investment and Jobs Act (Public Law 117–58) is amended—

(A) in section 27003, by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary'';

(B) in division F—

(i) in section 60102—

(I) in subsection (a)(2)(A), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(II) in subsection (d)(1), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(III) in subsection (h)—

(aa) in paragraph (1)(B), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(bb) in paragraph (5)(B)(iii), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(ii) in title III—

(I) in section 60302(5), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(II) in section 60305(d)(2)(B)(ii), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(iii) in section 60401(a)(2), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(iv) by striking ''Assistant Secretary'' each place the term appears and inserting ''Under Secretary''; and

(C) in division J, in title I, in the matter under the heading ''distance learning, telemedicine, and broadband program'' under the heading ''Rural Utilities Service'' under the

heading ''RURAL DEVELOPMENT PROGRAMS'', by striking ''Assistant Secretary'' and inserting ''Under Secretary''.

SEC. 102. NTIA CONSOLIDATED REPORTING ACT.

(a) ELIMINATION OF CERTAIN OUTDATED OR COMPLETED REPORTING REQUIREMENTS.—

(1) BTOP QUARTERLY REPORT.—Section 6001(d) of the American Recovery and Reinvestment Act of 2009 (47 U.S.C. 1305(d)) is amended—

(A) in paragraph (2), by striking the semicolon at the end and inserting ''; and'';

(B) in paragraph (3), by striking ''; and'' and inserting a period; and

(C) by striking paragraph (4).

(2) CERTAIN REPORTS REQUIRED BY NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION ORGANIZATION ACT.—Sections 154, 155, and 156 of the National Telecommunications and Information Administration Organization Act are repealed.

(3) INITIAL REPORT REQUIRED BY SECTION 9202(a)(1)(G) OF THE NDAA FOR FISCAL YEAR 2021.—Section 9202(a)(1)(G) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (47 U.S.C. 906(a)(1)(G)) is amended—

(A) in clause (ii), by redesignating subclauses (I), (II), and (III) as clauses (i), (ii), and (iii), respectively, and conforming the margins of such clauses accordingly; and

(B) by striking ''REPORTS TO CONGRESS'' and all that follows through ''For each fiscal year'' and inserting ''ANNUAL REPORT TO CONGRESS.—For each fiscal year''.

(4) REPORT TO PRESIDENT.—Section 105(a) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 904(a)) is amended—

(A) by striking paragraph (2); and

(B) by redesignating paragraph (3) as paragraph (2).

(5) EFFECT ON AUTHORITY.—Nothing in this subsection or the amendments made by this subsection may be construed to expand or contract the authority of the Secretary, the Under Secretary, the NTIA, or the Commission.

(6) OTHER REPORTS.—Nothing in this subsection or the amendments made by this subsection may be construed to prohibit or otherwise prevent the Secretary, the Under Secretary, the NTIA, or the Commission from producing any additional reports otherwise within the authority of the Secretary, the Under Secretary, the NTIA, or the Commission, respectively.

(b) CONSOLIDATED ANNUAL REPORT.—

(1) IN GENERAL.—In the first quarter of each calendar year, the Under Secretary shall publish on the website of the NTIA and submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that contains the reports described in paragraph (2) for the fiscal year ending most recently before the beginning of such quarter.

(2) REPORTS DESCRIBED.—The reports described in this paragraph are the following:

(A) The report required by section 903(c)(2)(C) of division FF of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1307(c)(2)(C)).

(B) If amounts in the Public Wireless Supply Chain Innovation Fund established by section 9202(a)(1)(A)(i) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (47 U.S.C. 906(a)(1)(A)(i)) were available for the fiscal year described in paragraph (1) of this subsection, the report required by section 9202(a)(1)(G) of such Act (47 U.S.C. 906(a)(1)(G)).

(C) If the Under Secretary awarded grants under section 60304(d)(1) of the Infrastructure Investment and Jobs Act (47 U.S.C. 1723(d)(1)) in the fiscal year described in paragraph (1) of this subsection, the report required by section 60306(a)(1)(A) of such Act (47 U.S.C. 1725(a)(1)(A)).

(D) A summary of the reports for the fiscal year described in paragraph (1) that are required to be submitted to the Under Secretary by executive agencies under section 107(b)(5) of the National Telecommunications and Information Administration Organization Act, as added by this Act.

(3) TIMING OF UNDERLYING REPORTING REQUIREMENTS.—

(A) REPORT OF OFFICE OF INTERNET CONNECTIVITY AND GROWTH.—Section 903(c)(2)(C) of division FF of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1307(c)(2)(C)) is amended—

(i) in the matter preceding clause (i)—

(I) by striking ''Not later than 1 year after the date of the enactment of this Act, and every year thereafter,'' and inserting ''In the first quarter of each calendar year,''; and

(II) by inserting '', for the fiscal year ending most recently before the beginning of such quarter,'' after ''a report''; and

(ii) in clause (i), by striking ''for the previous year''.

(B) REPORT ON DIGITAL EQUITY GRANT PROGRAMS.—Section 60306(a)(1) of the Infrastructure Investment and Jobs Act (47 U.S.C. 1725(a)(1)) is amended—

(i) in the matter preceding subparagraph (A), by striking ''Not later than 1 year'' and all that follows through ''shall—'' and inserting the following: ''For the first fiscal year in which the Under Secretary awards grants under section 60304(d)(1), and each fiscal year thereafter in which the Under Secretary awards grants under such section, the Under Secretary shall—''; and

(ii) in subparagraph (A)—

(I) by inserting ''in the first quarter of the first calendar year that begins after the end of such fiscal year,'' before ''submit''; and

(II) by striking '', for the year covered by the report''.

(4) SATISFACTION OF UNDERLYING REPORTING REQUIREMENTS.—

(A) IN GENERAL.—Except as provided in subparagraph (B), the publication and submission of a report as required by paragraph (1) in the first quarter of a calendar year shall be treated as satisfying any requirement to publish or otherwise make publicly available or to submit to Congress or to a committee of Congress a report described in paragraph (2) for the fiscal year ending most recently before the beginning of such quarter.

(B) CERTAIN SUBMISSION REQUIREMENTS.—At the time when the Under Secretary submits a report required by paragraph (1) to the committees described in such paragraph, the Under Secretary shall submit any portion of such report that relates to a report described in paragraph (2)(C) to each committee of Congress not described in paragraph (1) to which such report would (without regard to subparagraph (A) of this paragraph) be required to be submitted.

(5) APPLICABILITY.—Paragraph (1), and the amendments made by paragraph (3), shall apply beginning on January 1 of the first calendar year that begins after the date of the enactment of this Act.

(c) EXTENSION OF CERTAIN AUDIT AND REPORTING REQUIREMENTS.—Section 902(c)(4)(A) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1306(c)(4)(A)) is amended by striking ''fiscal years 2021 and 2022'' and inserting ''fiscal years 2021, 2022, 2023, and 2024''.

(d) DEFINITION.—In this section, the term ''Secretary'' means the Secretary of Commerce.

TITLE II—OFFICE OF SPECTRUM MANAGEMENT

SEC. 201. OFFICE OF SPECTRUM MANAGEMENT.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.) is amended by adding at the end the following:

''SEC. 106. OFFICE OF SPECTRUM MANAGEMENT.

''(a) ESTABLISHMENT.—There is established within the NTIA an Office of Spectrum Management (in this section referred to as the 'Office').

''(b) HEAD OF OFFICE.—

''(1) IN GENERAL.—The head of the Office shall be an Associate Administrator for Spectrum Management (in this section referred to as the 'Associate Administrator').

''(2) REQUIREMENT TO REPORT.—The Associate Administrator shall report to the Under Secretary (or a designee of the Under Secretary).

''(c) DUTIES.—The Associate Administrator shall, at the direction of the Under Secretary—

''(1) carry out responsibilities under section 103(b)(2)(A) (relating to frequency assignments for radio stations belonging to and operated by the United States), make frequency allocations for frequencies that will be used by such stations, and develop and maintain techniques, databases, measurements, files, and procedures necessary for such allocations;

''(2) carry out responsibilities under section 103(b)(2)(K) (relating to establishing policies concerning spectrum assignments and use by radio stations belonging to and operated by the United States) and provide Federal agencies with guidance to ensure that the conduct of telecommunications activities by such agencies is consistent with such policies;

''(3) represent the interests of Federal agencies in the process through which the Commission and the NTIA jointly determine the National Table of Frequency Allocations, and coordinate with the Commission in the development of a comprehensive long-range plan for improved management of all electromagnetic spectrum resources;

''(4) appoint the chairpersons of and provide secretariat functions for the Interdepartmental Radio Advisory Committee and the ISAC (as defined in section 107(d));

''(5) carry out responsibilities under section 103(b)(2)(B) (relating to authorizing a foreign government to construct and operate a radio station at the seat of Government of the United States) and assign frequencies for use by such stations;

''(6) provide advice and assistance to the Under Secretary and coordinate with the Associate Administrator for International Affairs in carrying out spectrum management aspects of the international policy responsibilities of the NTIA, including spectrum-related responsibilities under section 103(b)(2)(G);

''(7) advise and assist the Under Secretary on spectrum-related technical and policy issues regarding—

''(A) the security of telecommunications in the United States; and

''(B) systems and means to ensure such security;

''(8) in coordination with the Associate Administrator for Policy Development and Cybersecurity, carry out spectrum-related responsibilities under section 103(b)(2)(H) (relating to coordination of the telecommunications activities of the executive branch and assistance in the formulation of policies and standards for such activities);

''(9) carry out spectrum-related responsibilities under section 103(b)(2)(Q) (relating to certain activities with respect to telecommunications resources);

''(10) carry out responsibilities under section 107 (relating to improving spectrum management); and

''(11) carry out any other duties of the NTIA with respect to spectrum policy that the Under Secretary may designate.''.

SEC. 202. IMPROVING SPECTRUM MANAGEMENT.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

''SEC. 107. IMPROVING SPECTRUM MANAGEMENT.

''(a) FEDERAL COORDINATION PROCEDURES.—

''(1) NOTICE.—With respect to each spectrum action, not later than the end of the period for submitting comments to the Commission in the proceeding relating to the spectrum action, the Under Secretary shall file in the public record with respect to the proceeding information (redacted as necessary if the information is protected from disclosure for a reason described in paragraph (3)) regarding—

''(A) when the Commission provided notice to the Under Secretary regarding the spectrum action, as required under the Memorandum;

''(B) the Federal entities that may be impacted by the spectrum action;

''(C) when the Under Secretary provided notice to the Federal entities described in subparagraph (B) regarding the spectrum action;

''(D) a summary of any general technical or procedural concerns raised by Federal entities to the Under Secretary regarding the spectrum action; and

''(E) any policy concerns of the Under Secretary regarding the spectrum action.

''(2) FINAL RULE.—If the Commission promulgates a final rule under section 553 of title 5, United States Code, involving a spectrum action, the Commission shall prepare, make available to the public, and publish in the Federal Register along with the final rule an interagency coordination summary that describes—

''(A) when the Commission provided notice to the Under Secretary regarding the spectrum action, as required under the Memorandum;

''(B) whether the Under Secretary raised technical, procedural, or policy concerns regarding the spectrum action; and

''(C) how any concerns described in subparagraph (B) were resolved.

''(3) RULE OF CONSTRUCTION.—Nothing in this subsection may be construed to require the disclosure of classified information, or other information reflecting technical, procedural, or policy concerns that is exempt from disclosure under section 552 of title 5, United States Code (commonly known as the 'Freedom of Information Act').

''(4) FCC CONSIDERATION.—

''(A) IN GENERAL.—The Commission may not consider any technical, procedural, or policy concerns of a Federal entity regarding a spectrum action unless such concerns are filed by the Under Secretary on behalf of the Federal entity in the public record, or in a classified non-public filing made in accordance with subparagraph (B), with respect to the proceeding of the Commission relating to the spectrum action.

''(B) CLASSIFIED INFORMATION.—Any classified information that is filed by the Under Secretary on behalf of a Federal entity with respect to the proceeding of the Commission relating to a spectrum action shall be filed in accordance with Commission procedures and using appropriate protective measures to prevent unauthorized disclosure.

''(b) FEDERAL SPECTRUM COORDINATION RESPONSIBILITIES.—

''(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this section, the Under Secretary shall establish a charter for the ISAC.

''(2) ISAC REPRESENTATIVE.—

''(A) IN GENERAL.—The head of each Federal entity that is reflected in the membership of the ISAC, as identified in the charter established under paragraph (1), shall appoint a senior-level employee (or an individual occupying a Senior Executive Service position, as defined in section 3132(a) of title 5, United States Code) who is eligible to receive a security clearance that allows for access to sensitive compartmented information to serve as the representative of the Federal entity to the ISAC.

''(B) SECURITY CLEARANCE REQUIREMENT.—If an individual appointed under subparagraph (A) is not eligible to receive a security clearance described in that subparagraph—

''(i) the appointment shall be invalid; and

''(ii) the head of the Federal entity making the appointment shall appoint another individual who satisfies the requirements of that subparagraph, including the requirement that the individual is eligible to receive such a security clearance.

''(3) DUTIES.—An individual appointed under paragraph (2) shall—

''(A) oversee the spectrum coordination policies and procedures of the applicable Federal entity;

''(B) be responsible for timely notification to the ISAC and to the Under Secretary of technical or procedural concerns of the applicable Federal entity regarding a spectrum action; and

''(C) work closely with the representative of the applicable Federal entity to the Interdepartmental Radio Advisory Committee.

''(4) PUBLIC CONTACT.—

''(A) IN GENERAL.—The head of each Federal entity described in paragraph (2) shall list, on the website of the Federal entity, the name and contact information of the representative of the Federal entity to the ISAC, as appointed under such paragraph.

''(B) NTIA RESPONSIBILITY.—The Under Secretary shall publish on the public website of the NTIA a complete list of the representatives to the ISAC appointed under paragraph (2).

''(5) ANNUAL REPORT.—In the last quarter of each calendar year, each executive agency that is authorized and directed to cooperate with the NTIA under section 105(c)(2) shall submit to the Under Secretary a report, for the fiscal year ending most recently before the beginning of such quarter, describing the steps taken in such fiscal year by the executive agency to comply with such section.

''(c) COORDINATION BETWEEN COMMISSION AND NTIA.—

''(1) UPDATES.—Not later than 3 years after the date of the enactment of this section, and every 4 years thereafter or more frequently as appropriate, the Commission and the NTIA shall update the Memorandum.

''(2) NATURE OF UPDATE.—The updates required by paragraph (1) shall reflect such changing technological, procedural, and policy circumstances as the Commission and the NTIA determine necessary and appropriate.

''(d) DEFINITIONS.—In this section:

''(1) ISAC.—The term 'ISAC' means the interagency advisory body that, as of the date of the enactment of this section, is known as the Interagency Spectrum Advisory Council.

''(2) MEMORANDUM.—The term 'Memorandum' means the Memorandum of Understanding between the Commission and the NTIA (relating to increased coordination between Federal spectrum management agencies to promote the efficient use of the radio spectrum in the public interest), signed on August 1, 2022, or any successor memorandum.

''(3) SPECTRUM ACTION.—The term 'spectrum action' means a proposed action by the Commission to reallocate radio frequency spectrum that is anticipated to result in a system of competitive bidding conducted under section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)) or that could potentially cause interference to the spectrum operations of a Federal entity.''.

SEC. 203. SPECTRUM MANAGEMENT IMPROVEMENTS.

(a) PROTOTYPING.—Consistent with subparagraphs (F), (L), (P), and (U) of section 103(b)(2) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 902(b)(2)), the Under Secretary, in coordination with the Commission and in consultation with other relevant Federal agencies, shall develop, establish, prototype, and support the implementation of common models, common methodologies, and common inputs to inform, with respect to frequencies assigned on a primary or coprimary basis to 1 or more Federal entities, electromagnetic spectrum management decisions relating to—

(1) technologies and techniques to control radio frequency emissions and interference;

(2) advanced antenna arrays, and artificial intelligence systems and technologies capable of operating advanced antenna arrays, including multiple-input, multiple-output antennas, beam forming and steering technology, antenna nulling technology, and conformal arrays;

(3) network sensing and monitoring technologies;

(4) advanced receivers that incorporate new technologies supporting new waveforms and multiple bands;

(5) dynamic spectrum access technologies across wireless systems and frequencies, including local-to-the-radio and cognitive multidomain access;

(6) novel spectrum access technologies;

(7) artificial intelligence systems to enable dynamic spectrum access, Internet of Things networks, and other advanced communications technologies; and

(8) optical and quantum communications technologies.

(b) SPECTRUM MANAGEMENT AND ADVANCED COMMUNICATIONS TECHNOLOGIES.—Section 104 of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 903) is amended by adding at the end the following:

''(f) IDENTIFICATION AND FACILITATION OF IMPLEMENTATION OF SPECTRUM MANAGEMENT TECHNOLOGIES.—The Under Secretary shall identify and facilitate implementation of technologies that promote, with respect to frequencies assigned on a primary or co-primary basis to 1 or more Federal entities—

''(1) dynamic spectrum access;

''(2) network sensing and monitoring; and

''(3) optical and quantum communications.

''(g) PROTOTYPING OF ADVANCED COMMUNICATIONS TECHNOLOGIES.—The Under Secretary shall, with respect to frequencies assigned on a primary or co-primary basis to 1 or more Federal entities—

''(1) encourage the development of, and broad participation in, a skilled workforce to conduct prototyping of advanced communications technologies; and

''(2) support partnerships among institutions to develop a skilled workforce to conduct prototyping of advanced communications technologies.''.

SEC. 204. INSTITUTE FOR TELECOMMUNICATION SCIENCES.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as

amended by the preceding provisions of this Act, is further amended by adding at the end the following:

"SEC. 108. INSTITUTE FOR TELECOMMUNICATION SCIENCES.

''(a) ESTABLISHMENT.—

''(1) IN GENERAL.—Under the authority provided to the Under Secretary under section 103, the Under Secretary shall operate a test center to be known as the Institute for Telecommunication Sciences (in this section referred to as 'ITS').

''(2) FUNCTIONS.—

''(A) IN GENERAL.—In addition to any functions delegated by the Under Secretary under subparagraph (B), ITS shall serve as the primary laboratory for the executive branch of the Federal Government to—

''(i) study radio frequency emissions, including technologies and techniques to control such emissions and interference caused by such emissions;

''(ii) determine spectrum propagation characteristics;

''(iii) conduct tests on technology that enhances the sharing of electromagnetic spectrum between Federal and non-Federal users;

''(iv) improve the interference tolerance of Federal systems operating with, or using, Federal spectrum;

''(v) promote activities relating to access to Federal spectrum by non-Federal users and the sharing of Federal spectrum between Federal and non-Federal users; and

''(vi) conduct such other activities as determined necessary by the Under Secretary.

''(B) ADDITIONAL FUNCTIONS.—The Under Secretary may delegate to ITS any of the functions assigned to the Under Secretary under section 103(b)(1).

''(3) AGREEMENTS AND TRANSACTIONS.—In carrying out the functions described in paragraph (2), the Under Secretary, acting through the head of ITS, may enter into agreements as provided under the following authorities:

''(A) Sections 11 and 12 of the Stevenson–Wydler Technology Innovation Act of 1980.

''(B) Section 1535 of title 31, United States Code.

''(C) Sections 207 and 209 of title 35, United States Code.

''(D) Section 103(b)(2) of this Act.

''(E) Section 113(g) of this Act.

''(F) The first undesignated section of Public Law 91–412.

''(G) Authority provided under any other Federal statute.

''(4) FEDERAL SPECTRUM DEFINED.—In this subsection, the term 'Federal spectrum' means frequencies assigned on a primary basis to a Federal entity (as defined in section 113(l)).

''(b) EMERGENCY COMMUNICATION AND TRACKING TECHNOLOGIES INITIATIVE.—

''(1) ESTABLISHMENT.—The Under Secretary, acting through the head of ITS, shall establish an initiative to support the development of emergency communication and tracking technologies for use in locating trapped individuals in confined spaces, such as underground mines, and other shielded environments, such as high-rise buildings or collapsed structures, where conventional radio communication is limited.

''(2) ACTIVITIES.—In order to carry out this subsection, the Under Secretary, acting through the head of ITS, shall work with private sector entities and the heads of appropriate Federal agencies, to—

''(A) perform a needs assessment to identify and evaluate the measurement, technical specifications, and conformity assessment needs required to improve the operation and reliability of such emergency communication and tracking technologies; and

''(B) support the development of technical specifications and conformance architecture to improve the operation and reliability of such emergency communication and tracking technologies.

''(3) REPORT.—Not later than 18 months after the date of the enactment of this section, the Under Secretary shall submit to Congress, and make publicly available, a report on the assessment performed under paragraph (2)(A).''.

SEC. 205. COMMERCE SPECTRUM MANAGEMENT ADVISORY COMMITTEE.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

"SEC. 109. COMMERCE SPECTRUM MANAGEMENT ADVISORY COMMITTEE.

''(a) ESTABLISHMENT.—

''(1) IN GENERAL.—Not later than 90 days after the date of the enactment of this section, the Under Secretary shall establish within the NTIA a Commerce Spectrum Management Advisory Committee (referred to in this section as the 'CSMAC').

''(2) EXISTING ADVISORY COMMITTEES.—A Federal advisory committee of the NTIA that is operating, on the date of the enactment of this section, under a charter for the purpose of carrying out duties substantially similar to the duties described in subsection (b), satisfies the requirements of paragraph (1) if the membership of such committee complies with subsection (c) or is modified to comply with such subsection not later than 90 days after the date of the enactment of this section.

''(b) DUTIES.—The CSMAC shall advise and make recommendations to the Under Secretary with respect to—

''(1) developing and maintaining spectrum management policies that enable the United States to maintain or strengthen its global leadership role in the introduction of innovative communications technologies and services, including those that enable critical missions of the Federal Government;

''(2) objectives that advance spectrum-based innovation, including facilitating access to—

''(A) wireless broadband internet access service;

''(B) space-based services;

''(C) non-communications services, including radiolocation services and sensing services; and

''(D) other emerging technologies;

''(3) fostering increased spectrum sharing among all users;

''(4) promoting innovation and rapid advances in technology that support the more efficient use of spectrum;

''(5) authorizing radio systems and frequencies in a way that maximizes the benefits to the public;

''(6) establishing a long-range spectrum planning process and identifying international opportunities to advance the economic interests of the United States through spectrum management;

''(7) how best to leverage radio frequency-related research, development, and testing and evaluation efforts;

''(8) ways to foster more efficient and innovative uses of electromagnetic spectrum resources across the Federal Government, subject to and consistent with the needs and missions of Federal agencies;

''(9) issues associated with spectrum sharing, including harmful interference and associated enforcement challenges; and

''(10) developing balanced policies that promote licensed, unlicensed, and other forms of access to spectrum.

''(c) MEMBERS.—

''(1) COMPOSITION OF COMMITTEE.—To the extent practicable, the CSMAC shall be composed of not less than 10 but not more than 30 members appointed by the Under Secretary with the goal of providing a balanced representation of—

''(A) non-Federal spectrum users;

''(B) State government and local government;

''(C) technology developers and manufacturers;

''(D) academia;

''(E) civil society;

''(F) providers of mobile broadband internet access service and providers of fixed broadband internet access service, including—

''(i) providers with customers in both domestic and international markets;

''(ii) small providers; and

''(iii) rural providers;

''(G) providers of communications services using satellite communications networks;

''(H) Federal agency spectrum users; and

''(I) Tribal organizations.

''(2) APPOINTMENTS.—

''(A) IN GENERAL.—The Under Secretary shall appoint members to the CSMAC for up to a two-year term, except that members may be reappointed for additional terms by the Under Secretary.

''(B) REMOVAL.—Each member appointed under subparagraph (A) shall serve on the CSMAC at the pleasure and discretion of the Under Secretary.

''(3) CHAIR.—

''(A) APPOINTMENT.—The Under Secretary shall appoint one or more members from among those appointed to the CSMAC to serve as Chair or Co-Chairs of the CSMAC.

''(B) SERVICE.—The Chair, or Co-Chairs, as the case may be, shall serve at the pleasure and discretion of the Under Secretary.

''(4) VACANCY.—A vacancy on the CSMAC shall be filled in the manner in which the original appointment was made and the member so appointed shall serve for the remainder of the term.

''(5) COMPENSATION.—The members of the CSMAC shall serve without compensation.

''(d) SUBCOMMITTEES.—

''(1) AUTHORITY.—Subject to the approval of the Under Secretary, as the Under Secretary determines necessary for the performance by the CSMAC of the duties described under subsection (b), the CSMAC may establish subcommittees, working groups, standing committees, ad hoc groups, task groups, or other subgroups of the CSMAC.

''(2) LIMITATIONS AND ADDITIONAL PARTICIPATION.—Any subcommittee, working group, standing committee, ad hoc group, task group, or other subgroup established under paragraph (1)—

''(A) shall report to the CSMAC;

''(B) may not provide any advice, recommendation, or other work product directly to the Under Secretary; and

''(C) may seek participation by any person who is not a member of the CSMAC to inform the activity of such subcommittee, working group, standing committee, ad hoc group, task group, or other subgroup.

''(e) DURATION.—Section 1013(a)(2)(B) of title 5, United States Code (relating to the termination of advisory committees) shall not apply to the CSMAC.''.

SEC. 206. VOLUNTARY CRITERIA, STANDARDS, RATINGS, AND OTHER MEASURES FOR CERTAIN RADIO RECEIVERS.

(a) ESTABLISHMENT OF WORKING GROUP.—

(1) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Under Secretary shall convene a working group to assist the Under Secretary in developing, and periodically updating, voluntary criteria, standards, ratings, and other measures with respect to radio receivers operating in spectrum bands allocated for exclusive Federal use.

(2) PURPOSE.—The purpose of the voluntary criteria, standards, ratings, and other measures developed, and periodically updated, by the Under Secretary under this section, with the assistance of the working group, shall be to provide guidance on the design, manufacture, and sale of radio receivers designed (in whole or in part) to operate in spectrum bands allocated for exclusive Federal use—

(A) with respect to the incorporation of appropriate measures to mitigate, or enhance resiliency to, potential harmful interference; and

(B) with the goal of ensuring that the reasonable current and future use of cochannel and non-cochannel spectrum, including use by non-Federal systems of spectrum designated by the Commission for commercial operations, will not result in the operation of such receivers being seriously degraded or obstructed, including such operation being repeatedly interrupted.

(3) CHAIR; MEMBERS; PARTICIPATION BY FEDERAL ENTITIES.—

(A) CHAIR AND MEMBERS.—The Chair of the working group shall be the Under Secretary and the working group shall include representatives from the following:

(i) The Commission.

(ii) The communications industry.

(iii) Academia.

(iv) Entities that manufacture radio receivers.

(v) Entities that establish technical specifications for radio receivers.

(B) PARTICIPATION BY FEDERAL ENTITIES.—The Under Secretary shall invite a representative from each Federal entity to participate in the working group.

(4) FEDERAL ADVISORY COMMITTEE ACT EXEMPTION.—Chapter 10 of title 5, United States Code, shall not apply to the working group.

(b) PUBLICATION OF VOLUNTARY CRITERIA, STANDARDS, RATINGS, AND OTHER MEASURES.—Not later than 18 months after the date on which the working group is convened, the Under Secretary shall publish, consistent with the protection of classified information and intelligence sources and methods, the voluntary criteria, standards, ratings, and other measures developed pursuant to subsection (a) on a publicly accessible page on the website of the NTIA and in the Federal Register.

(c) PERIODIC REVIEW AND UPDATE.—Not less frequently than every 4 years, the Under Secretary shall review and update, if appropriate, the voluntary criteria, standards, ratings, and other measures published under subsection (b). Any such update shall be published as described in subsection (b) not later than 14 days after the date on which the update is completed.

(d) CONSIDERATION.—In developing, and periodically updating, voluntary criteria, standards, ratings, and other measures under this section, the Under Secretary shall take into consideration the unique technical and operational characteristics of different Federal systems.

(e) RULE OF CONSTRUCTION.—Nothing in this section may be construed to provide authority for the establishment of any—

(1) mandatory criteria, standards, ratings, or other measures; or

(2) voluntary criteria, standards, ratings, or other measures with technical parameters not determined by the Under Secretary.

(f) DEFINITIONS.—In this section:

(1) FEDERAL ENTITY.—The term ''Federal entity'' has the meaning given such term in section 113(l) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 923(l)).

(2) FEDERAL SYSTEM.—The term ''Federal system'' means a system of radio stations belonging to and operated by the Federal Government that receives radio frequency signals on spectrum that is allocated exclusively for Federal use or allocated for shared Federal and non-Federal use.

(3) WORKING GROUP.—The term ''working group'' means the working group convened under subsection (a)(1).

TITLE III—OFFICE OF INTERNET CONNECTIVITY AND GROWTH

SEC. 301. NATIONAL STRATEGY TO CLOSE DIGITAL DIVIDE.

(a) NATIONAL STRATEGY.—

(1) IN GENERAL.—Not later than 18 months after the date of the enactment of this Act, the Under Secretary, in consultation with the heads of the covered agencies, shall develop and submit to the appropriate committees of Congress a National Strategy to Close the Digital Divide to—

(A) support better management of Federal broadband programs to deliver on the goal of providing high-speed, affordable broadband internet access service to all individuals in the United States;

(B) synchronize interagency coordination among covered agencies for Federal broadband programs;

(C) synchronize interagency coordination regarding the process for approving the grant of an easement, right of way, or lease to, in, over, or on a building or any other property owned by the Federal Government for the right to install, construct, modify, or maintain infrastructure with respect to broadband internet access service; and

(D) reduce barriers, lower costs, and ease administrative burdens for State, local, and Tribal governments to participate in Federal broadband programs.

(2) REQUIRED CONTENTS.—The Strategy shall—

(A) list all—

(i) Federal broadband programs; and

(ii) programs known to the NTIA that exist at the State and local levels that are directly or indirectly intended to increase the deployment of, access to, the affordability of, or the adoption of broadband internet access service;

(B) describe current, as of the date on which the Strategy is submitted, Federal efforts to coordinate Federal broadband programs;

(C) identify gaps, limitations, and requirements, including with respect to laws and data, that hinder, or may hinder, coordination across Federal broadband programs;

(D) establish clear roles and responsibilities for the heads of the covered agencies, as well as clear goals, objectives, and performance measures, for—

(i) the management of all Federal broadband programs; and

(ii) interagency coordination efforts with respect to Federal broadband programs;

(E) address the sources and types of resources and investments needed by covered agencies to carry out the Strategy, and where those resources and investments should be targeted based on balancing risk reductions with costs;

(F) address factors that increase the costs and administrative burdens for State, local, and Tribal governments with respect to participation in Federal broadband programs;

(G) recommend incentives, legislative solutions, and administrative actions to help State, local, and Tribal governments more efficiently—

(i) distribute, and effectively administer, funding received from Federal broadband programs; and

(ii) resolve conflicts with respect to the funding described in clause (i);

(H) recommend incentives, legislative solutions, and administrative actions to—

(i) improve the coordination and management of Federal broadband programs; and

(ii) eliminate duplication with respect to Federal broadband programs;

(I) describe current, as of the date on which the Strategy is submitted, efforts by covered agencies to streamline the process for granting access to an easement, right of way, or lease to, in, over, or on a building or any other property owned by the Federal Government for the right to install, construct, modify, or maintain infrastructure with respect to broadband internet access service;

(J) identify gaps and limitations with respect to allowing regional, interstate, or cross-border economic development organizations to participate in Federal broadband programs; and

(K) address specific issues relating to closing the digital divide on Tribal lands.

(3) PUBLIC CONSULTATION.—In developing the Strategy, the Under Secretary shall consult with—

(A) groups that represent consumers or the interests of the public, including economically or socially disadvantaged individuals;

(B) subject matter experts;

(C) providers of broadband internet access service;

(D) Tribal entities; and

(E) State and local agencies and entities.

(b) IMPLEMENTATION PLAN.—

(1) IN GENERAL.—Not later than 240 days after the date on which the Under Secretary submits the Strategy to the appropriate committees of Congress under subsection (a)(1), the Under Secretary, in consultation with the heads of the covered agencies, shall develop and submit to the appropriate committees of Congress an implementation plan for the Strategy.

(2) REQUIRED CONTENTS.—The Implementation Plan shall, at a minimum—

(A) provide a plan for implementing the roles, responsibilities, goals, objectives, and performance measures for the management of Federal broadband programs and interagency coordination efforts identified in the Strategy;

(B) provide a plan for coordinating with covered agencies on the roles, responsibilities, goals, objectives, and performance measures identified in the Strategy;

(C) describe the roles and responsibilities of the covered agencies, and the interagency mechanisms, to coordinate the implementation of the Strategy;

(D) provide a plan for regular meetings among the heads of the covered agencies to coordinate the implementation of the Strategy and improve coordination among Federal broadband programs and for permitting processes for infrastructure with respect to broadband internet access service;

(E) provide a plan for regular engagement with interested members of the public to evaluate Federal broadband programs, permitting processes for infrastructure with respect to broadband internet access service, and progress in implementing the Strategy;

(F) with respect to the awarding of Federal funds or subsidies to support the deployment of broadband internet access service, provide a plan for the adoption of—

(i) common data sets to use when making awards, including a requirement that covered agencies use the maps created under title VIII of the Communications Act of 1934 (47 U.S.C. 641 et seq.); and

(ii) applications regarding those awards, as described in section 903(e) of the ACCESS BROADBAND Act (47 U.S.C. 1307(e));

(G) provide a plan to monitor and reduce waste, fraud, and abuse in Federal broadband programs, including wasteful spending resulting from fragmented, overlapping, and unnecessarily duplicative programs;

(H) require consistent obligation and expenditure reporting by covered agencies for

Federal broadband programs, which shall be consistent with section 903(c)(2) of the ACCESS BROADBAND Act (47 U.S.C. 1307(c)(2));

(I) provide a plan to—

(i) increase awareness of, and participation and enrollment in, Federal broadband programs relating to the affordability and adoption of broadband internet access service;

(ii) adopt common data sets to evaluate the performance of such Federal broadband programs and make such data sets available as open Government data assets; and

(iii) address barriers to participation in such Federal broadband programs for eligible households;

(J) provide a plan to monitor the service offerings, consistency, and quality of broadband internet access service supported by Federal broadband programs; and

(K) describe the administrative and legislative action that is necessary to carry out the Strategy.

(3) PUBLIC COMMENT.—Not later than 30 days after the date on which the Under Secretary submits the Strategy to the appropriate committees of Congress under subsection (a)(1), the Under Secretary shall seek public comment regarding the development and execution of the Implementation Plan.

(c) BRIEFINGS AND IMPLEMENTATION.—

(1) BRIEFING.—Not later than 21 days after the date on which the Under Secretary submits the Implementation Plan to the appropriate committees of Congress under subsection (b)(1), the Under Secretary, and appropriate representatives from the covered agencies involved in the formulation of the Strategy, shall provide a briefing on the implementation of the Strategy to the appropriate committees of Congress.

(2) IMPLEMENTATION.—The Under Secretary shall—

(A) implement the Strategy in accordance with the terms of the Implementation Plan; and

(B) not later than 90 days after the date on which the Under Secretary begins to implement the Strategy, and not less frequently than once every 90 days thereafter until the date on which the Implementation Plan is fully implemented, brief the appropriate committees of Congress on the progress in implementing the Implementation Plan.

(d) GOVERNMENT ACCOUNTABILITY OFFICE STUDY AND REPORT.—

(1) STUDY.—The Comptroller General of the United States shall conduct a study that shall—

(A) examine the efficacy of the Strategy and the Implementation Plan in closing the digital divide; and

(B) make recommendations regarding how to improve the Strategy and the Implementation Plan.

(2) REPORT.—Not later than 1 year after the date on which the Under Secretary submits the Implementation Plan to the appropriate committees of Congress under subsection (b)(1), the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study conducted under paragraph (1).

(e) RULE OF CONSTRUCTION.—Nothing in this section may be construed to affect the authority or jurisdiction of the Commission or confer upon the Under Secretary or any executive agency the power to direct the actions of the Commission, either directly or indirectly.

(f) DEFINITIONS.—In this section:

(1) APPROPRIATE COMMITTEES OF CONGRESS.—The term ''appropriate committees of Congress'' means—

(A) the Committee on Commerce, Science, and Transportation of the Senate; and

(B) the Committee on Energy and Commerce of the House of Representatives.

(2) COVERED AGENCIES.—The term ''covered agencies'' means—

(A) the Commission;

(B) the Department of Agriculture;

(C) the NTIA;

(D) the Department of Health and Human Services;

(E) the Appalachian Regional Commission;

(F) the Delta Regional Authority;

(G) the Economic Development Administration;

(H) the Department of Education;

(I) the Department of the Treasury;

(J) the Department of Transportation;

(K) the Institute of Museum and Library Services;

(L) the Northern Border Regional Commission;

(M) the Department of Housing and Urban Development; and

(N) the Department of the Interior.

(3) FEDERAL BROADBAND PROGRAM.—The term ''Federal broadband program'' means any program administered by a covered agency that is directly or indirectly intended to increase the deployment of, access to, the affordability of, or the adoption of broadband internet access service.

(4) IMPLEMENTATION PLAN.—The term ''Implementation Plan'' means the implementation plan developed under subsection (b)(1).

(5) STATE.—The term ''State'' means each State of the United States, the District of Columbia, and each commonwealth, territory, or possession of the United States.

(6) STRATEGY.—The term ''Strategy'' means the National Strategy to Close the Digital Divide developed under subsection (a)(1).

TITLE IV—OFFICE OF POLICY DEVELOPMENT AND CYBERSECURITY

SEC. 401. OFFICE OF POLICY DEVELOPMENT AND CYBERSECURITY.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

''SEC. 110. OFFICE OF POLICY DEVELOPMENT AND CYBERSECURITY.

''(a) ESTABLISHMENT.—There is established within the NTIA an Office of Policy Development and Cybersecurity (in this section referred to as the 'Office').

''(b) HEAD OF OFFICE.—

''(1) IN GENERAL.—The head of the Office shall be an Associate Administrator for Policy Development and Cybersecurity (in this section referred to as the 'Associate Administrator').

''(2) REQUIREMENT TO REPORT.—The Associate Administrator shall report to the Under Secretary (or a designee of the Under Secretary).

''(c) DUTIES.—

''(1) IN GENERAL.—The Associate Administrator shall, at the direction of the Under Secretary, oversee and conduct national communications and information policy analysis and development for the internet and communications technologies.

''(2) PARTICULAR DUTIES.—In carrying out paragraph (1), the Associate Administrator shall, at the direction of the Under Secretary—

''(A) develop, analyze, and advocate for market-based policies that promote innovation, competition, consumer access, digital inclusion, workforce development, and economic growth in the communications, media, and technology markets;

''(B) conduct studies, as delegated by the Under Secretary or required by Congress, on how individuals in the United States access and use the internet, wireline and wireless telephony, mass media, other digital services, and video services;

''(C) coordinate transparent, consensus-based, multistakeholder processes to create guidance for and to support the development and implementation of cybersecurity and privacy policies with respect to the internet and other communications networks;

''(D) promote increased collaboration between security researchers and providers of communications services and software system developers;

''(E) perform such duties as the Under Secretary considers appropriate relating to the program for preventing future vulnerabilities established under section 8(a) of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1607(a));

''(F) advocate for policies that promote the security and resilience to cybersecurity incidents of communications networks while fostering innovation, including policies that promote secure communications network supply chains;

''(G) present security of the digital economy and infrastructure and cybersecurity policy efforts before the Commission, Congress, and elsewhere;

''(H) provide advice and assistance to the Under Secretary in carrying out the policy responsibilities of the NTIA with respect to cybersecurity policy matters, including the evaluation of the impact of cybersecurity matters pending before the Commission, other Federal agencies, and Congress;

''(I) in addition to the duties described in subparagraph (H), perform such other duties regarding the policy responsibilities of the NTIA with respect to cybersecurity policy matters as the Under Secretary considers appropriate;

''(J) develop policies to accelerate innovation and commercialization with respect to advances in technological understanding of communications technologies;

''(K) identify barriers to trust, security, innovation, and commercialization with respect to communications technologies, including access to capital and other resources, and ways to overcome such barriers;

''(L) provide public access to relevant data, research, and technical assistance on innovation and commercialization with respect to communications technologies, consistent with the protection of classified information;

''(M) strengthen collaboration on and coordination of policies relating to innovation and commercialization with respect to communications technologies, including policies focused on the needs of small businesses and rural communities—

''(i) within the Department of Commerce;

''(ii) between the Department of Commerce and State government agencies, as appropriate; and

''(iii) between the Department of Commerce and the Commission or any other Federal agency the Under Secretary determines to be necessary; and

''(N) solicit and consider feedback from small and rural communications service providers, as appropriate.''.

SEC. 402. ECONOMIC COMPETITIVENESS OF INFORMATION AND COMMUNICATION TECHNOLOGY SUPPLY CHAIN.

(a) REPORT.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the information and communication technology supply chain that—

(1) identifies—

(A) information and communication technology critical to the economic competitiveness of the United States; and

(B) the industrial capacity of—

(i) United States vendors that produce information and communication technology identified under subparagraph (A); and

(ii) trusted information and communication technology vendors that produce information and communication technology identified under subparagraph (A);

(2) assesses the economic competitiveness of vendors described under paragraph (1)(B);

(3) assesses whether, and to what extent, there is a dependence by providers of advanced telecommunications capability in the United States on information and communication technology identified under paragraph (1)(A) that is not trusted;

(4) identifies—

(A) what actions by the Federal Government are needed to support, and bolster the economic competitiveness of, trusted information and communication technology vendors; and

(B) what Federal resources are needed to reduce dependence by providers of advanced telecommunications capability in the United States on companies that—

(i) produce information and communication technology; and

(ii) are not trusted; and

(5) defines lines of effort and assigns responsibilities for a whole-of-Government response to ensuring the competitiveness of the information and communication technology supply chain in the United States.

(b) WHOLE-OF-GOVERNMENT STRATEGY.—

(1) IN GENERAL.—The Secretary shall develop, on the basis of the report required by subsection (a), a whole-of-Government strategy to ensure the economic competitiveness of trusted information and communication technology vendors that includes—

(A) recommendations on how—

(i) to strengthen the structure, resources, and authorities of the Federal Government to support the economic competitiveness of trusted information and communication technology vendors, including United States vendors that are trusted information and communication technology vendors; and

(ii) the Federal Government can address any barriers to a market-based solution for increasing the economic competitiveness of such information and communication technology vendors;

(B) defined lines of effort and responsibilities for Federal agencies to implement the strategy; and

(C) a description of—

(i) any change to a Federal program, Federal law, or structure of the Federal Government necessary to implement any recommendation under subparagraph (A); and

(ii) any additional Federal resource necessary to implement any recommendation under subparagraph (A).

(2) REPORT.—Not later than 180 days after the submission of the report required by subsection (a), the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the strategy developed under paragraph (1).

(c) CONSULTATION REQUIRED.—In carrying out subsections (a) and (b), the Secretary shall consult with—

(1) a cross-section of trusted information and communication technology vendors; and

(2) the Secretary of State, the Secretary of Homeland Security, the Attorney General, the Director of National Intelligence, the Secretary of Defense, the Chair of the Commission, and any other head of an agency the Secretary determines necessary.

(d) DEFINITIONS.—In this section:

(1) ADVANCED TELECOMMUNICATIONS CAPABILITY.—The term ''advanced telecommunications capability'' has the meaning given that term in section 706(d) of the Telecommunications Act of 1996 (47 U.S.C. 1302(d)).

(2) INFORMATION AND COMMUNICATION TECHNOLOGY.—The term ''information and communication technology'' means a technology (including software), component, or material that enables communications by radio or wire.

(3) INFORMATION AND COMMUNICATION TECHNOLOGY SUPPLY CHAIN.—The term ''information and communication technology supply chain'' means all of the companies that produce information and communication technology.

(4) NOT TRUSTED.—The term ''not trusted'' means, with respect to a company or information and communication technology, that the company or information and communication technology is determined by the Secretary to pose an unacceptable risk to the national security of the United States or the security and safety of United States persons based solely on one or more determinations described under paragraphs (1) through (4) of section 2(c) of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1601(c)).

(5) SECRETARY.—The term ''Secretary'' means the Secretary of Commerce, acting through the Under Secretary.

(6) TRUSTED.—The term ''trusted'' means, with respect to a company, that the Secretary has not determined that the company is not trusted.

(7) TRUSTED INFORMATION AND COMMUNICATION TECHNOLOGY VENDOR.—The term ''trusted information and communication technology vendor'' means a company—

(A) that produces information and communication technology; and

(B) that is trusted.

SEC. 403. DIGITAL ECONOMY AND CYBERSECURITY BOARD OF ADVISORS.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

''SEC. 110A. DIGITAL ECONOMY AND CYBERSECURITY BOARD OF ADVISORS.

''(a) ESTABLISHMENT.—There is established within the NTIA a Digital Economy and Cybersecurity Board of Advisors (in this section referred to as the 'Board').

''(b) DUTIES.—The Board shall provide to the Under Secretary recommendations (for implementation by the Under Secretary or that the Under Secretary could recommend for implementation by other appropriate entities) with respect to the following:

''(1) Technical cybersecurity best practices that enable economic growth while securing information and communications networks, including practices that Federal and non-Federal entities can implement to secure internet routing protocols, including the Border Gateway Protocol used by Federal and non-Federal entities.

''(2) Cybersecurity policies to support the development and implementation of cybersecurity practices with respect to the internet and information and communications networks.

''(3) Policies that foster collaboration through public-private partnerships to promote the security and resilience to cybersecurity incidents of information and communications networks while fostering innovation, including policies that promote secure supply chains for information and communications networks.

''(4) Policies to remove barriers to trust, security, innovation, and commercialization with respect to information and communications networks.

''(c) MEMBERS.—

''(1) COMPOSITION.—

''(A) IN GENERAL.—The Board shall be composed of not fewer than 5, and not more than 25, members appointed by the Under Secretary.

''(B) EXPERTISE.—Each member of the Board shall have cybersecurity or supply chain security technical expertise, cybersecurity or supply chain security policy expertise, or expertise in managing or overseeing the cybersecurity or supply chain security functions of a business.

''(C) REPRESENTATION.—In appointing members of the Board under subparagraph (A), the Under Secretary shall ensure that the members appointed provide a balanced representation of the following:

''(i) Chief cybersecurity officers or other qualified individuals employed in cybersecurity positions, representing both the public and private sectors.

''(ii) Persons who operate or maintain information and communications networks, including persons who operate or maintain small or rural information and communications networks.

''(iii) Vendors that produce or provide equipment used in information and communications networks.

''(iv) Vendors that produce or provide software used in information and communications networks.

''(v) Persons who operate or maintain internet applications.

''(2) TERMS.—

''(A) IN GENERAL.—Except as provided in subparagraphs (C) and (D), each member of the Board shall be appointed for a term of a length not to exceed 2 years, to be determined by the Under Secretary.

''(B) REAPPOINTMENT.—A member of the Board, including a member appointed to fill a vacancy as provided in subparagraph (D), may be reappointed for 1 or more additional terms by the Under Secretary.

''(C) REMOVAL.—The Under Secretary may remove a member of the Board at the discretion of the Under Secretary.

''(D) VACANCY.—Any member of the Board appointed to fill a vacancy occurring before the expiration of the term for which the predecessor of the member was appointed shall be appointed only for the remainder of such term. A vacancy in the Board shall be filled in the manner in which the original appointment was made.

''(3) CHAIR.—The Chair of the Board shall be the Associate Administrator of the NTIA for Policy Development and Cybersecurity.

''(4) COMPENSATION.—The members of the Board shall serve without compensation.

''(d) SUBCOMMITTEES.—

''(1) AUTHORITY.—Subject to the approval of the Under Secretary, as the Under Secretary determines necessary for the performance by the Board of the duties described in subsection (b), the Board may establish subcommittees, working groups, standing committees, ad hoc groups, task groups, or other subgroups of the Board.

''(2) LIMITATION.—Any subcommittee, working group, standing committee, ad hoc group, task group, or other subgroup of the Board established under paragraph (1)—

''(A) shall report to the Board; and

''(B) may not provide any advice, recommendation, or other work product directly to the Under Secretary.

''(e) TERMINATION.—Notwithstanding section 1013 of title 5, United States Code, the Board shall terminate on the date that is 4 years after the date of the enactment of this section.

''(f) DEFINITIONS.—In this section:

''(1) BORDER GATEWAY PROTOCOL.—The term 'Border Gateway Protocol' means the routing protocol used to exchange network

reachability information among independently managed networks on the internet.

''(2) INFORMATION AND COMMUNICATIONS NETWORK.—The term 'information and communications network' means a network that provides advanced telecommunications capability (as defined in section 706(d) of the Telecommunications Act of 1996 (47 U.S.C. 1302(d))).''.

SEC. 404. CYBERSECURITY LITERACY.

(a) SENSE OF CONGRESS.—It is the sense of Congress that the United States has a national security and economic interest in promoting cybersecurity literacy amongst the general public.

(b) IN GENERAL.—The Under Secretary shall develop and conduct a cybersecurity literacy campaign (which shall be available in multiple languages and formats, if practicable) to increase the knowledge and awareness of individuals in the United States with respect to best practices to reduce cybersecurity risks.

(c) CAMPAIGN REQUIREMENTS.—In carrying out subsection (b), the Under Secretary shall—

(1) educate individuals in the United States on how to prevent and mitigate cyberattacks and cybersecurity risks, including by—

(A) instructing such individuals on how to identify—

(i) phishing emails and messages; and

(ii) secure websites;

(B) instructing such individuals about the benefits of changing default passwords on hardware and software technology;

(C) encouraging the use of cybersecurity tools, including—

(i) multi-factor authentication;

(ii) complex passwords;

(iii) anti-virus software;

(iv) patching and updating software and applications; and

(v) virtual private networks;

(D) identifying the devices that could pose possible cybersecurity risks, including—

(i) personal computers;

(ii) smartphones;

(iii) tablets;

(iv) Wi-Fi routers;

(v) smart home appliances;

(vi) webcams;

(vii) internet-connected monitors; and

(viii) any other device that can be connected to the internet, including mobile devices other than smartphones and tablets;

(E) encouraging such individuals to—

(i) regularly review mobile application permissions;

(ii) decline privilege requests from mobile applications that are unnecessary;

(iii) download applications only from trusted vendors or sources; and

(iv) consider a product's life cycle and the developer or manufacturer's commitment to providing security updates during a connected device's expected period of use; and

(F) identifying the potential cybersecurity risks of using publicly available Wi-Fi networks and the methods a user may utilize to limit such risks; and

(2) encourage individuals in the United States to use resources to help mitigate the cybersecurity risks identified in this subsection.

SEC. 405. UNDERSTANDING CYBERSECURITY OF MOBILE NETWORKS.

(a) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Under Secretary, in consultation with the Department of Homeland Security, shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report examining the cybersecurity of mobile service networks and the vulnerability of such networks and mobile devices to cyberattacks and surveillance conducted by adversaries.

(b) MATTERS TO BE INCLUDED.—The report required by subsection (a) shall include the following:

(1) An assessment of the degree to which providers of mobile service have addressed, are addressing, or have not addressed cybersecurity vulnerabilities (including vulnerabilities the exploitation of which could lead to surveillance conducted by adversaries) identified by academic and independent researchers, multistakeholder standards and technical organizations, industry experts, and Federal agencies, including in relevant reports of—

(A) the NTIA;

(B) the National Institute of Standards and Technology; and

(C) the Department of Homeland Security, including—

(i) the Cybersecurity and Infrastructure Security Agency; and

(ii) the Science and Technology Directorate.

(2) A discussion of—

(A) the degree to which customers (including consumers, companies, and government agencies) consider cybersecurity as a factor when considering the purchase of mobile service and mobile devices; and

(B) the commercial availability of tools, frameworks, best practices, and other resources for enabling such customers to evaluate cybersecurity risk and price tradeoffs.

(3) A discussion of the degree to which providers of mobile service have implemented cybersecurity best practices and risk assessment frameworks.

(4) An estimate and discussion of the prevalence and efficacy of encryption and authentication algorithms and techniques used in each of the following:

(A) Mobile service.

(B) Mobile communications equipment or services.

(C) Commonly used mobile phones and other mobile devices.

(D) Commonly used mobile operating systems and communications software and applications.

(5) A discussion of the barriers for providers of mobile service to adopt more efficacious encryption and authentication algorithms and techniques and to prohibit the use of older encryption and authentication algorithms and techniques with established vulnerabilities in mobile service, mobile communications equipment or services, and mobile phones and other mobile devices.

(6) An estimate and discussion of the prevalence, usage, and availability of technologies that authenticate legitimate mobile service and mobile communications equipment or services to which mobile phones and other mobile devices are connected.

(7) An estimate and discussion of the prevalence, costs, commercial availability, and usage by adversaries in the United States of cell site simulators (often known as international mobile subscriber identity catchers) and other mobile service surveillance and interception technologies.

(c) CONSULTATION.—In preparing the report required by subsection (a), the Under Secretary shall, to the degree practicable, consult with—

(1) the Commission;

(2) the National Institute of Standards and Technology;

(3) the intelligence community;

(4) the Cybersecurity and Infrastructure Security Agency of the Department of Homeland Security;

(5) the Science and Technology Directorate of the Department of Homeland Security;

(6) academic and independent researchers with expertise in privacy, encryption, cybersecurity, and network threats;

(7) participants in multistakeholder standards and technical organizations (including the 3rd Generation Partnership Project and the Internet Engineering Task Force);

(8) international stakeholders, in coordination with the Department of State as appropriate;

(9) providers of mobile service, including small providers (or the representatives of such providers) and rural providers (or the representatives of such providers);

(10) manufacturers, operators, and providers of mobile communications equipment or services and mobile phones and other mobile devices;

(11) developers of mobile operating systems and communications software and applications; and

(12) other experts that the Under Secretary considers appropriate.

(d) SCOPE OF REPORT.—The Under Secretary shall—

(1) limit the report required by subsection (a) to mobile service networks;

(2) exclude consideration of 5G protocols and networks in the report required by subsection (a);

(3) limit the assessment required by subsection (b)(1) to vulnerabilities that have been shown to be—

(A) exploited in non-laboratory settings; or

(B) feasibly and practicably exploitable in real-world conditions; and

(4) consider in the report required by subsection (a) vulnerabilities that have been effectively mitigated by manufacturers of mobile phones and other mobile devices.

(e) FORM OF REPORT.—

(1) CLASSIFIED INFORMATION.—The report required by subsection (a) shall be produced in unclassified form but may contain a classified annex.

(2) POTENTIALLY EXPLOITABLE UNCLASSIFIED INFORMATION.—The Under Secretary shall redact potentially exploitable unclassified information from the report required by subsection (a) but shall provide an unredacted form of the report to the committees described in such subsection.

(f) DEFINITIONS.—In this section:

(1) ADVERSARY.—The term ''adversary'' includes—

(A) any unauthorized hacker or other intruder into a mobile service network; and

(B) any foreign government or foreign nongovernment person engaged in a long-term pattern or serious instances of conduct significantly adverse to the national security of the United States or security and safety of United States persons.

(2) ENTITY.—The term ''entity'' means a partnership, association, trust, joint venture, corporation, group, subgroup, or other organization.

(3) INTELLIGENCE COMMUNITY.—The term ''intelligence community'' has the meaning given that term in section 3 of the National Security Act of 1947 (50 U.S.C. 3003).

(4) MOBILE COMMUNICATIONS EQUIPMENT OR SERVICE.—The term ''mobile communications equipment or service'' means any equipment or service that is essential to the provision of mobile service.

(5) MOBILE SERVICE.—The term ''mobile service'' means, to the extent provided to United States customers, either or both of the following services:

(A) Commercial mobile service (as defined in section 332(d) of the Communications Act of 1934 (47 U.S.C. 332(d))).

(B) Commercial mobile data service (as defined in section 6001 of the Middle Class Tax Relief and Job Creation Act of 2012 (47 U.S.C. 1401)).

(6) PERSON.—The term ''person'' means an individual or entity.

(7) UNITED STATES PERSON.—The term ''United States person'' means—

(A) an individual who is a United States citizen or an alien lawfully admitted for permanent residence to the United States;

(B) an entity organized under the laws of the United States or any jurisdiction within the United States, including a foreign branch of such an entity; or

(C) any person in the United States.

SEC. 406. OPEN RAN OUTREACH.

(a) IN GENERAL.—The Under Secretary shall conduct outreach and provide technical assistance to small communications network providers—

(1) to raise awareness regarding the uses, benefits, and challenges of Open RAN networks and other open network architectures; and

(2) regarding participation in the grant program established under section 9202(a)(1) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (47 U.S.C. 906(a)(1)).

(b) DEFINITIONS.—In this section:

(1) UNDER SECRETARY.—The term ''Under Secretary'' means the Under Secretary, acting through the head of the Office of Internet Connectivity and Growth.

(2) OPEN NETWORK ARCHITECTURE.—The term ''open network architecture'' means Open RAN networks and other network elements that follow a set of published open standards for multi-vendor network equipment interoperability, including open core and open transport.

(3) OPEN RAN NETWORK.—The term ''Open RAN network'' means a wireless network that follows the Open Radio Access Network architecture and published open standards for multi-vendor network equipment interoperability.

TITLE V—OFFICE OF PUBLIC SAFETY COMMUNICATIONS

SEC. 501. ESTABLISHMENT OF THE OFFICE OF PUBLIC SAFETY COMMUNICATIONS.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

''SEC. 110B. ESTABLISHMENT OF THE OFFICE OF PUBLIC SAFETY COMMUNICATIONS.

''(a) ESTABLISHMENT.—There is established within the NTIA an Office of Public Safety Communications (in this section referred to as the 'Office').

''(b) HEAD OF OFFICE.—

''(1) IN GENERAL.—The head of the Office shall be an Associate Administrator for Public Safety Communications (in this section referred to as the 'Associate Administrator').

''(2) REQUIREMENT TO REPORT.—The Associate Administrator shall report to the Under Secretary (or a designee of the Under Secretary).

''(c) DUTIES.—The Associate Administrator shall, at the direction of the Under Secretary—

''(1) administer any grant program of the Federal Government related to Next Generation 9–1–1 on behalf of the Under Secretary;

''(2) analyze public safety policy communications issues, including by obtaining such analysis;

''(3) provide to the Under Secretary advice and assistance with respect to the Under Secretary—

''(A) carrying out the responsibilities of the NTIA related to public safety communications policy; and

''(B) evaluating the domestic impact of public safety communications matters pending before the Commission, Congress, or other entities of the executive branch of the Federal Government;

''(4) carry out any duties established under section 10 of Department Organizational Order 25–7 of the Department of Commerce titled 'National Telecommunications and Information Administration', effective September 17, 2012;

''(5) be responsible for the oversight of the studies carried out by the Federal Government relating to enhancing public safety communications;

''(6) coordinate with the head of the Institute of Telecommunication Sciences with respect to the initiative established under section 108(b);

''(7) communicate public safety communications policies to public entities, including the Commission and Congress, or private entities; and

''(8) carry out any duties regarding the responsibilities of the NTIA with respect to public safety communications policy as the Under Secretary may designate.

''(d) COORDINATION.—The Associate Administrator shall, as the Under Secretary determines applicable, coordinate with Federal, State, local, and tribal government entities that are engaged in public safety communications in carrying out the duties of the Office.''.

TITLE VI—OFFICE OF INTERNATIONAL AFFAIRS

SEC. 601. OFFICE OF INTERNATIONAL AFFAIRS.

Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

''SEC. 110C. OFFICE OF INTERNATIONAL AFFAIRS.

''(a) ESTABLISHMENT.—There is established within the NTIA an Office of International Affairs (in this section referred to as the 'Office').

''(b) HEAD OF OFFICE.—

''(1) IN GENERAL.—The head of the Office shall be an Associate Administrator for International Affairs (in this section referred to as the 'Associate Administrator').

''(2) REQUIREMENT TO REPORT.—The Associate Administrator shall report to the Under Secretary (or a designee of the Under Secretary).

''(c) DUTIES.—The Associate Administrator shall, at the direction of the Under Secretary—

''(1) in coordination with the Secretary of State, conduct analysis of, review, and formulate international telecommunications and information policy;

''(2) present on international telecommunications and information policy—

''(A) before the Commission, Congress, and others; and

''(B) in coordination with the Secretary of State, before international telecommunications bodies, including the International Telecommunication Union;

''(3) conduct or obtain analysis on economic and other aspects of international telecommunications and information policy;

''(4) formulate, and recommend to the Under Secretary, polices and plans with respect to preparation for and participation in international telecommunications and information policy activities;

''(5) in coordination with the Secretary of State, coordinate NTIA and interdepartmental economic, technical, operational, and other preparations related to participation by the United States in international telecommunications and information policy conferences and negotiations;

''(6) ensure NTIA representation with respect to international telecommunications and information policy meetings and the activities related to preparation for such meetings;

''(7) coordinate with Federal agencies and private organizations engaged in activities involving international telecommunications and information policy matters and maintain cognizance of the activities of United States signatories with respect to related treaties, agreements, and other instruments;

''(8) provide advice and assistance related to international telecommunications and information policy to other Federal agencies charged with responsibility for international negotiations, to strengthen the position and serve the best interests of the United States in the conduct of negotiations with foreign nations;

''(9) provide advice and assistance to the Under Secretary with respect to evaluating the international impact of matters pending before the Commission, other Federal agencies, and Congress;

''(10) carry out, at the request of the Secretary, the responsibilities of the Secretary under the Communications Satellite Act of 1962 (47 U.S.C. 701 et seq.) and other Federal laws related to international telecommunications and information policy; and

''(11) carry out any other duties of the NTIA with respect to international telecommunications and information policy that the Under Secretary may designate.''.

SEC. 602. ESTABLISHMENT OF INTERAGENCY NATIONAL SECURITY REVIEW PROCESS.

(a) IN GENERAL.—Part A of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.), as amended by the preceding provisions of this Act, is further amended by adding at the end the following:

''SEC. 110D. ESTABLISHMENT OF INTERAGENCY NATIONAL SECURITY REVIEW PROCESS.

''(a) ESTABLISHMENT AND TRANSITION.—

''(1) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this section, the Under Secretary, in coordination with the head of each appropriate Federal entity, shall develop and issue procedures for, and establish, an interagency review process (which shall include each appropriate Federal entity) that considers the law enforcement and national security policy implications of the approval of a covered application that may arise from the foreign ownership interests held in the covered applicant that submitted the covered application.

''(2) TRANSITION.—Upon establishment of the review process under paragraph (1), the Committee for the Assessment of Foreign Participation in the United States Telecommunications Services Sector, established by Executive Order 13913 (85 Fed. Reg. 19643), shall terminate.

''(b) APPLICABILITY.—Any covered application pending before the Commission that was submitted by a covered applicant that meets or exceeds the threshold foreign ownership limit is subject to review under the review process established pursuant to subsection (a).

''(c) PROCESS AND PROCEDURAL REQUIREMENTS.—

''(1) REFERRAL FOR REVIEW.—

''(A) REQUIREMENT FOR FCC TO REFER COMPLETE APPLICATION.—The Commission shall refer any covered application subject to the review process established pursuant to subsection (a) to the Under Secretary promptly after the Commission determines that the covered application, under the rules and regulations of the Commission, is complete.

''(B) REFERRAL OF OTHER REQUESTS.—The Commission may refer for review under the review process established pursuant to subsection (a) any other request for action by

the Commission for which the Commission determines review is necessary under such process.

''(2) INTERAGENCY REVIEW DEADLINE; DETERMINATION.—

''(A) IN GENERAL.—Not later than 120 days after the date on which the Under Secretary receives a referral from the Commission pursuant to paragraph (1)—

''(i) the review of the covered application or other request under the review process established pursuant to subsection (a) shall be completed; and

''(ii) the Under Secretary, in coordination with the head of each appropriate Federal entity, shall make a determination—

''(I) to recommend to the Commission that the Commission grant, grant conditioned on mitigation, or deny the covered application or other request; or

''(II) that the Under Secretary cannot make a recommendation with respect to the covered application or other request.

''(B) PRESIDENTIAL DETERMINATION.—If the Under Secretary determines under subparagraph (A)(ii)(II) that the Under Secretary cannot make a recommendation with respect to the covered application or other request, the President, not later than 15 days after the Under Secretary makes such determination, shall make a determination to recommend to the Commission that the Commission grant, grant conditioned on mitigation, or deny the covered application or other request.

''(C) EXTENSION.—The Under Secretary, in coordination with the head of each appropriate Federal entity, may extend the deadline described in subparagraph (A) an additional 45 days.

''(D) NOTIFICATION OF EXTENSION.—If the Under Secretary, in coordination with the head of each appropriate Federal entity, extends a deadline pursuant to subparagraph (C), the Under Secretary shall provide notice of the extension to the covered applicant or other requesting party, the Commission, Congress, and any executive agency the Under Secretary determines appropriate.

''(3) NOTIFICATION OF DETERMINATION.—Not later than 7 days (excepting Saturdays, Sundays, and legal holidays) after the Under Secretary or the President (as the case may be) makes a determination under paragraph (2) to recommend that the Commission grant, grant conditioned on mitigation, or deny the application or other request, the Under Secretary shall notify, in writing, the Commission and the covered applicant or other requesting party of the determination.

''(4) DISCLOSURE OF STATUS OF REVIEW.—Not later than 5 days (excepting Saturdays, Sundays, and legal holidays) after receiving an inquiry from a covered applicant or other requesting party, the Commission, Congress, or an appropriate executive agency (as determined by the Under Secretary) for an update with respect to the status of the review of a relevant covered application or other request that was referred by the Commission for review under the review process established pursuant to subsection (a), the Under Secretary, in coordination with the head of each appropriate Federal entity, shall provide, consistent with the protection of classified information and intelligence sources and methods, a complete and accurate written response to such inquiry.

''(5) STANDARDIZATION OF INFORMATION REQUIRED.—With respect to the review process established pursuant to subsection (a), the Under Secretary, in coordination with the Commission and the head of each appropriate Federal entity, shall establish a list of questions requesting written information from a covered applicant or other requesting party that shall be made publicly available and posted on the internet website of the NTIA. Such questions shall, to the maximum extent possible, be standardized for any potential covered applicant or other requesting party.

''(6) DEADLINE FOR PROVISION OF INFORMATION REQUESTED.—Not later than 10 days (excepting Saturdays, Sundays, and legal holidays) after the date on which the Under Secretary, in coordination with the head of each appropriate Federal entity, requests information from a covered applicant or other requesting party, the covered applicant or other requesting party shall submit, in writing, to the NTIA complete and accurate responses.

''(d) CONFIDENTIALITY OF INFORMATION.—

''(1) IN GENERAL.—Except as provided in paragraph (2), any information or documentary material provided to the Under Secretary under the review process established pursuant to subsection (a) shall be exempt from disclosure under section 552(b)(3)(B) of title 5, United States Code, and no such information or documentary material may be made public.

''(2) EXCEPTIONS.—Paragraph (1) does not prohibit disclosure of the following:

''(A) Information disclosed for purposes of an administrative or judicial action or proceeding, subject to appropriate confidentiality and classification requirements.

''(B) Information disclosed to Congress or a duly authorized committee or subcommittee of Congress, subject to appropriate confidentiality and classification requirements.

''(C) Information disclosed to a domestic governmental entity, or to a foreign governmental entity of a United States ally or partner, under the exclusive direction and authorization of the Under Secretary, only to the extent necessary for national security purposes and subject to appropriate confidentiality and classification requirements, including that confidential information disclosed shall remain confidential.

''(D) Information disclosed to a third party by mutual agreement of each relevant covered applicant and the Under Secretary, in consultation with appropriate Federal entities.

''(e) RULE OF CONSTRUCTION.—Except as provided in subsection (d), nothing in this section may be construed as limiting, superseding, or preventing the invocation of any privileges or defenses that are otherwise available at law or in equity to protect against the disclosure of information.

''(f) DEFINITIONS.—In this section:

''(1) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term 'appropriate congressional committees' means the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

''(2) APPROPRIATE FEDERAL ENTITIES.—The term 'appropriate Federal entities' means the following:

''(A) The Department of Commerce.

''(B) The Department of Defense.

''(C) The Department of Homeland Security.

''(D) The Department of Justice.

''(E) The Department of the Treasury.

''(F) The Department of State.

''(G) The United States Trade Representative.

''(H) The Executive Office of the President.

''(I) The Office of the Director of National Intelligence.

''(3) CLASSIFIED INFORMATION.—The term 'classified information' means any information or material that has been determined by the Federal Government pursuant to an Executive order, statute, or regulation, to require protection against unauthorized disclosure for reasons of national security.

''(4) COVERED APPLICANT.—The term 'covered applicant' means an entity seeking approval of a covered application from the Commission.

''(5) COVERED APPLICATION.—

''(A) IN GENERAL.—The term 'covered application' means—

''(i) an application under section 214(a) of the Communications Act of 1934 (47 U.S.C. 214(a)) for authorization to undertake the construction of a new line or of an extension of any line, or to acquire or operate any line, or extension thereof, or to engage in transmission over or by means of such additional or extended line;

''(ii) an application under the Act titled 'An Act relating to the landing and operation of submarine cables in the United States,' approved May 27, 1921 (47 U.S.C. 34 et seq.; 42 Stat. 8) for—

''(I) a submarine cable landing license; or

''(II) an assignment, modification, or transfer of control of a submarine cable landing license; or

''(iii) an application for a new license, or for the transfer, assignment, or disposal of an existing license under section 310(d) of the Communications Act of 1934 (47 U.S.C. 310(d)), that is—

''(I) subject to approval by the Commission under section 310(b)(4) of such Act (47 U.S.C. 310(b)(4)); or

''(II) eligible, under the rules of the Commission, for forbearance under section 10 of such Act (47 U.S.C. 160) from the application of paragraph (3) of section 310(b) of such Act (47 U.S.C. 310(b)).

''(B) LIMITATION.—The term 'covered application' does not include the following:

''(i) An application described in subparagraph (A) with respect to which the applicant seeks to transfer, assign, or otherwise dispose of an authorization or license to an entity that—

''(I) is owned or controlled by such applicant;

''(II) owns or controls such applicant; or

''(III) is under common ownership or control with such applicant.

''(ii) An application described in subparagraph (A) with respect to which the applicant—

''(I) is an applicant that has been previously approved under the review process established pursuant to subsection (a); and

''(II) at the time of such application does not have a level of foreign ownership that is more than 10 percent greater than the level of foreign ownership of such applicant—

''(aa) except as provided in item (bb), at any time such applicant was previously approved under the review process established pursuant to subsection (a); or

''(bb) if such applicant has been subjected to the review process established pursuant to subsection (a) as a result of exceeding a level of foreign ownership pursuant to this clause, at the time such applicant was most recently approved under such review process after having been subjected to such review process as a result of exceeding a level of foreign ownership pursuant to this clause.

''(iii) An application described in subparagraph (A)(i) that is domestic.

''(iv) An application described in subparagraph (A) with respect to which the foreign ownership interests of the applicant are held by wholly owned intermediate holding companies that are controlled by—

''(I) a citizen of the United States; or

''(II) an entity organized under the laws of the United States.

''(6) THRESHOLD FOREIGN OWNERSHIP LIMIT.—The term 'threshold foreign ownership limit' means foreign ownership of, as applicable—

''(A) at least the amount determined by the Commission under section 214(a) of the

Communications Act of 1934 (47 U.S.C. 214(a)), in the case of an application described in paragraph (5)(A)(i) of this subsection;

''(B) any amount, in the case of an application described in paragraph (5)(A)(ii) of this subsection;

''(C) at least an amount sufficient for paragraph (3) or (4) of section 310(b) of such Act (47 U.S.C. 310(b)) to apply, in the case of an application described in paragraph (5)(A)(iii) of this subsection; or

''(D) any amount, in the case of any application described in paragraph (5)(A) of this subsection if the foreign ownership is held by a foreign adversary (as specified in section 7.4 of title 15, Code of Federal Regulations (or a successor regulation)).''.

(b) APPLICABILITY.—This section, and the amendment made by this section, shall apply to any covered application (as such term is defined in section 110D of the National Telecommunications and Information Administration Organization Act, as added by subsection (a)) filed on or after the date on which the review process is established pursuant to such section 110D.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. LATTA) and the gentlewoman from Massachusetts (Mrs. TRAHAN) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. LATTA. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. LATTA. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of H.R. 4510, the National Telecommunications and Information Administration Reauthorization Act of 2023, which I am pleased to lead with the ranking member of the Subcommittee on Communications and Technology, the gentlewoman from California's Seventh District.

The NTIA is an agency within the Department of Commerce tasked with advising the President on matters related to telecommunications policy. It is responsible for a variety of activities, which include Federal spectrum management, administration of broadband grants, internet governance, representing the United States at international telecommunication forums, and developing cybersecurity policy.

Congress has not reauthorized NTIA since 1992 before many of these responsibilities existed or were relevant. This legislation ensures NTIA has the right structure and resources to fulfill the 21st century mission as directed by Congress.

Today's NTIA also plays a key role in our effort to maintain global leadership in wireless communications. NTIA has important statutory obligations to manage Federal spectrum, which is especially important as Federal and non-Federal use of spectrum has intensified with the explosion of mobile phones and new connected technologies.

The bill considered today reaffirms NTIA is responsible for coordinating the views of the executive branch and presenting them to the FCC, building more safeguards into the Federal coordination procedures so other agencies' needs are appropriately accounted for as the FCC makes decisions on commercial spectrum use.

Indeed, many Federal agencies use spectrum. It is important to have an open and transparent spectrum management process so all agency views are heard and accounted for as NTIA prepares and presents the views of the executive branch on spectrum policy.

I look forward to working with all stakeholders as well as reauthorizing spectrum auction authority and identifying future opportunities for spectrum use.

Today's NTIA also plays a significant role in closing the digital divide. Congress recently provided NTIA with $48.2 billion for broadband deployment and digital equity and inclusion. This reauthorization is one way to ensure NTIA has the tools it needs to effectively manage these programs and is held accountable for the decisions it makes.

Further, with over 130 Federal broadband programs spread across 15 agencies, this legislation would direct NTIA to develop a strategy to improve coordination of these programs.

NTIA also addresses some of the Nation's spectrum changes, including cybersecurity and public safety. The legislation codifies existing offices related to both and outlines their duties. The bill also provides clarity and transparency to the Team Telecom process for national security reviews of foreign participation in the telecommunication sector.

Finally, we need to make sure NTIA's leadership reflects the important role it plays today, both domestically and internationally. That is why this legislation elevates the NTIA Administrator from an Assistant Secretary of Commerce to Under Secretary of Commerce. This elevation will help NTIA best represent the United States as it coordinates with other agencies and works with other countries.

NTIA's role has drastically changed since it was last reauthorized, and I appreciate the work from the agency and my colleagues to update its authorizing statute.

I thank the gentlewoman from California's Seventh District for her work on this bipartisan legislation, and I urge my colleagues to support H.R. 4510.

Madam Speaker, I reserve the balance of my time.

Mrs. TRAHAN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 4510, the National Telecommunications and Information Administration Reauthorization Act.

The National Telecommunications and Information Administration, or NTIA, has done tremendous work to help connect all Americans to high-speed, reliable, and affordable broadband. The historic $65 billion in broadband investments we included in the bipartisan infrastructure law last Congress are supercharging those efforts. I have confidence that NTIA is doing all that it can with this funding to connect as many Americans as possible to fast, reliable, and affordable internet.

Congress has also tasked NTIA with other meaningful responsibilities. The agency manages Federal spectrum and its users and coordinates with the Federal Communications Commission to ensure that our airwaves are effectively managed in a safe and secure manner. It is also charged with advising the President on advanced technologies.

A lot has changed since the NTIA was last reauthorized in 1992. We should ensure that it continues to have the authorities it needs to implement many of the Nation's broadband efforts and technological advancements in such areas as spectrum management and artificial intelligence.

H.R. 4510 helps achieve this goal. This bipartisan bill reauthorizes NTIA and elevates its leadership by making its Administrator an Under Secretary within the Department of Commerce. Taking these important steps will better reflect NTIA's importance as the President's primary adviser on telecommunications and technology policy.

This legislation also includes the text of several bipartisan bills the Energy and Commerce Committee has worked on this Congress and last Congress. It includes the PLAN for Broadband Act, co-led by Representatives KUSTER and WALBERG, which directs the NTIA to develop a national strategy to close the digital divide. As part of this strategy, the agency must develop a plan to monitor the consistency, affordability, and quality of broadband services supported by Federal broadband programs.

It also includes Representative ALLRED's Open RAN Outreach Act and two bills co-led by Representative ESHOO to address cybersecurity issues.

This bill also includes important provisions to codify NTIA's current work and responsibilities. It would firmly establish NTIA's role in public safety communications. From managing Next Generation 911 grants to overseeing FirstNet to its important first responder work at the Institute for Telecommunication Sciences, NTIA plays an important role in ensuring that the public and law enforcement agencies have a modern and reliable communications network. I am pleased that this bill cements NTIA's public safety possibilities.

I also want to note that this bill incorporates feedback to address questions and concerns that we heard from

other committees, including the Armed Services Committee, the Science, Space, and Technology Committee, and the Intelligence Committee. The staffs have had productive discussions about these important issues. Among other things, we have improved NTIA's ability to file classified information with the FCC on behalf of other agencies.

We have also agreed to work further with our colleagues to better develop methods for advancing NTIA's spectrum management capabilities. I am pleased that we could find a path forward to vote on this bill today, and I thank the chairs, ranking members, and staff of these three committees for their cooperation.

I also thank Chair RODGERS, Communications and Technology Subcommittee Ranking Member MATSUI, and Chairman LATTA for their bipartisan work on this bill. With this legislation, we ensure that NTIA has the authorities it needs to continue both connecting all Americans to high-speed, reliable, and affordable broadband and overseeing innovative technological developments.

Madam Speaker, I urge my colleagues to support H.R. 4510, and I reserve the balance of my time.

Mr. LATTA. Madam Speaker, I yield 3 minutes to the gentleman from Michigan (Mr. WALBERG).

□ 1415

Mr. WALBERG. Madam Speaker, I thank my friend and colleague from Ohio for yielding.

Madam Speaker, I rise in support of H.R. 4510, the NTIA Authorization Act.

The legislation includes my bipartisan, bicameral PLAN for Broadband Act, which requires the NTIA, in consultation with all relevant agencies, to develop and implement a national strategy to close the digital divide.

I thank my cosponsor, Representative KUSTER, for her efforts with regard to this legislation.

A GAO report found that there are more than 130 Federal broadband programs administered by at least 15 separate agencies, totaling hundreds of billions of dollars that could be used to increase connectivity across the country.

Without clear goals, objectives, and performance measures, these programs are fragmented and can result in duplication and overbuilding or not building at all.

In rural districts like mine where thousands of my constituents lack access to a reliable connection, we must ensure Federal dollars are spent effectively and efficiently.

The plan would synchronize interagency coordination among Federal broadband programs, identify ways to lower costs, and ease administrative burdens for States and localities to participate in these programs, and make recommendations to better distribute and administer the Federal taxpayer funds.

We can't be wasting time, money, and resources deploying to areas that have already been covered at the expense of those who haven't or are inadequate. A national broadband strategy is key to closing the digital divide.

The broader package also includes much-needed language to reauthorize the NTIA, enhance spectrum management processes, fortify network security, and foster nationwide connectivity. I want to thank Chairman LATTA for his leadership on the larger bill, as well as my co-leads in the House and Senate for their partnership and commitment to connecting rural America.

I urge my colleagues to support this legislation.

Mrs. TRAHAN. Madam Speaker, this reauthorization of NTIA is bipartisan legislation that ensures that NTIA will have the authority it needs to continue both connecting Americans to high-speed, reliable, and affordable broadband and overseeing innovative technological developments.

Madam Speaker, I urge my colleagues to support H.R. 4510, and I yield back the balance of my time.

Mr. LATTA. Madam Speaker, as I mentioned already, the NTIA has not been reauthorized since 1992. Again, as stated before, many of the responsibilities that it has didn't even exist or were irrelevant at that time, such as Federal spectrum management, administration of broadband grants, internet governance, representing the United States in international telecommunication forums, and especially developing cybersecurity policy.

It is absolutely essential that H.R. 4510 be enacted. Madam Speaker, I urge passage of this legislation, and I yield back the balance of my time.

Ms. LOFGREN. Mr. Speaker, I rise to express concerns with H.R. 4510, the National Telecommunications and Information Reauthorization Act of 2024.

The National Telecommunications and Information Administration, or NTIA, is a critical agency within the Department of Commerce that works across the Federal government to develop telecommunications and information policy. It also serves an important role as the voice of the federal government in spectrum management issues and for regulatory processes considered at the Federal Communications Commission. Congress should support this agency and give it the resources and authorities it needs to fulfill its mission. However, H.R. 4510 would upend the interagency spectrum management process. Specifically, the Act would restrict the input FCC can consider from Federal agencies, and it would designate NTIA as the primary laboratory for spectrum studies for the whole federal government rather than leveraging each agency's unique expertise and technical contributions as occurs under the existing interagency approach. Further, the bill would waste taxpayer dollars by unnecessarily duplicating activities already authorized by Congress.

Unfortunately, there are two main areas in which this bill would cause a significant disruption to the interagency process related to spectrum management: First, rather than ensuring more informed spectrum decision-making, the bill explicitly directs the FCC not to consider any technical, procedural, or policy concerns of a federal entity regarding a spectrum action unless such concerns are publicly filed by the NTIA. I appreciate that the bill text considered by the House today does reflect feedback from various Committees for the consideration of classified information in the spectrum management process. However, allowing for consideration of classified information is not enough to overcome the significant limitations this bill would place on the interagency spectrum management process. Currently, agencies routinely participate in coordination and communication with one another through the interagency process, which was recently bolstered through a new Memorandum of Understanding. A significant amount of this communication is informal. Some of this communication is reliant on information that is proprietary, pre-decisional, controlled unclassified, or otherwise sensitive. Restricting interagency feedback to only fully public or fully classified information misses a litany of relevant data and would hinder the federal government's ability to adequately protect spectrum allocated for critical national security, safety, weather forecasting, and scientific services. This would also create inefficiencies that threaten federal agencies' abilities to carry out their own statutory missions.

Second, H.R. 4510 would authorize the Institute of Telecommunications Science (ITS) and place it over other federal science agencies. ITS is a wonderful research laboratory that does important work, and Congress should authorize it. However, the bill goes further, and designates ITS to be the primary laboratory for the entire executive branch on spectrum management and interference. This would elevate ITS, an important tool for broad-application spectrum R&D, over the many specialized spectrum labs and testbeds throughout the federal scientific enterprise. Some federal mission agencies bring unique and critical expertise. For example. NASA's understanding of spectrum coordination and interference in space missions is unparalleled, and NTIA relies on NASA for such studies. We should be seeking to leverage Federal agency expertise wherever it exists, not undermining or duplicating it.

The Science Committee has consistently voiced the need for a more coordinated, whole-of-government approach to spectrum management policy. We need robust, informed technical analyses to support evidence-based policy decisions, especially in the face of ever-increasing demands on radiofrequency spectrum. The FCC, NTIA, and federal incumbent spectrum users have made meaningful progress in recent years to update and strengthen the interagency process to manage spectrum in a more effective and collaborative manner. By limiting the information that the FCC may consider and elevating one NTIA capability, the ITS, over the application-specific expertise in the rest of the federal government. H.R. 4510 would run roughshod over the interagency spectrum management process and undo such progress.

Unfortunately, my concerns about H.R. 4510 go beyond just the spectrum provisions. The NTIA was originally part of its sister agency, NIST. Since Congress established NTIA as its own agency in 1978, the two agencies have carried out complementary but distinct areas of work. NIST serves as an independent, unbiased arbiter of trusted measurements and

standards and NTIA has regulatory responsibilities. While the two agencies often work together, this bill would expand the NTIA's mission and blur the lines between them, especially on issues related to cybersecurity. For example, Congress authorized NIST, in collaboration with CISA, to conduct a cybersecurity literacy program for the public in the Cybersecurity Enhancements Act of 2014. H.R. 4510 would directly duplicate, at NTIA, those ongoing efforts underway at NIST. The intent of these provisions is unclear, and merits further vetting and input from DOC. There are additional provisions in the bill that implicate yet other agencies outside of the Department of Commerce. For example, the bill would direct the NTIA to oversee public safety studies authored by FEMA and duplicate DHS's information technology supply chain security programs.

An earlier version of this bill mandated a fundamental change in how we do spectrum management by requiring the adoption of incumbent informing capability (IIC), a system that would allow for time-based spectrum sharing between incumbent mission agencies and commercial users. I appreciate the bill sponsors' decision to remove this provision from the text we are voting on today. Such a requirement would be premature. While advanced spectrum sharing capabilities would hopefully one day be widely deployed to support flexible spectrum usage, IIC is an untried, untested system that, if executed incorrectly or inefficiently, could harm agencies' missions, including those critical to safety and scientific advancement. The 2023 National Spectrum Strategy rightly focuses on initial steps, best practices, and information gathering that would be required to support a viable IIC.

It is my hope that these concerns can be addressed as the bill moves through the legislative process.

The SPEAKER pro tempore (Mr. WALBERG). The question is on the motion offered by the gentleman from Ohio (Mr. LATTA) that the House suspend the rules and pass the bill, H.R. 4510, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. LATTA. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

YOUTH POISONING PROTECTION ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4310) to ban the sale of products with a high concentration of sodium nitrite to individuals, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4310

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Youth Poisoning Protection Act''.

SEC. 2. BANNING OF PRODUCTS CONTAINING A HIGH CONCENTRATION OF SODIUM NITRITE.

(a) IN GENERAL.—Any consumer product containing a high concentration of sodium nitrite shall be considered to be a banned hazardous product under section 8 of the Consumer Product Safety Act (15 U.S.C. 2057).

(b) DEFINITIONS.—For purposes of this section:

(1) CONSUMER PRODUCT.—The term ''consumer product'' has the meaning given that term under section 3(a)(5) of the Consumer Product Safety Act (15 U.S.C. 2052(a)(5)).

(2) HIGH CONCENTRATION OF SODIUM NITRITE.—The term ''high concentration of sodium nitrite'' means a concentration of 10 or more percent by weight of sodium nitrite.

(c) EFFECTIVE DATE.—This section shall take effect 90 days after the date of enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

I rise today in strong support of H.R. 4310, the Youth Poisoning Protection Act.

It is important for the House to pass H.R. 4310 because, sadly, we have seen a significant rise in self-poisonings using sodium nitrite in the United States since 2017.

Many of these poisonings occur due to simple online purchase of these ingredients. While sodium nitrite has a wide variety of valuable commercial and industrial uses, which importantly this legislation does not affect, it is also crucial that Congress intervene to prevent these tragic outcomes, particularly amongst our children.

This legislation seeks to address poisonings through a narrowly tailored prohibition on the sale of consumer products that contain sodium nitrite at concentrations greater than 10 percent, which precludes consumer access to products regulated under the Consumer Product Safety Act.

I thank Representatives TRAHAN and CASEY for their strong bipartisan work on this legislation.

Mr. Speaker, I urge my colleagues to vote ''yes'' today, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 4310, the Youth Poisoning Protection Act.

This legislation is necessary because, sadly, online forums are providing detailed instructions and real-time guidance on how to die by suicide by consuming just a small amount of sodium nitrite.

As a result, over the past few years, data from the Centers for Disease Control and Prevention has shown a sharp increase in the rise of self-poisoning using sodium nitrite.

H.R. 4310 would ban the sale of highly concentrated sodium nitrite to consumers in order to help prevent it for this use. Experts have made it clear that there is no good reason for consumers to purchase this product at such high concentration.

This bill is an important step in ensuring that lethal levels of sodium nitrite stay out of the hands of those who will use it to harm themselves.

I commend the sponsor of this bill, Representative TRAHAN, from our committee for her leadership on this issue.

Mr. Speaker, I urge my colleagues to support this bill, and I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Massachusetts (Mrs. TRAHAN), the sponsor of this legislation.

Mrs. TRAHAN. Mr. Speaker, I thank the gentleman for yielding, and I am grateful to Ranking Member PALLONE, Chair RODGERS, Ranking Member SCHAKOWSKY, Chairman BILIRAKIS, and members of the Energy and Commerce Committee for their unanimous support for this bipartisan, bicameral legislation.

Mr. Speaker, the Youth Poisoning Protection Act is urgently needed to limit consumer access to high concentrations of a dangerous toxic chemical that is being promoted online as a method to die by suicide.

Two years ago, an investigation by The New York Times exposed online suicide assistance forums, websites that operate in the shadows of the internet. These platforms are home to many users who present themselves as a community dedicated to helping others experiencing suicidal ideation, but who instead encourage those in dire need of help to end their lives and even help facilitate their attempt to do so.

Their activities have contributed to a rise in suicides using the chemical sodium nitrite, which in low concentrations is safe and often used to cure meat and fish.

However, in high concentrations, sodium nitrite is toxic at levels comparable to cyanide.

If that is not bad enough, it gets worse.

While those same anonymous users promote the poison as a painless way to die by suicide, survivors tell a very different story, detailing experiences of nausea, vomiting, intense stomach pain, and heart palpitations as the substance chokes off oxygen to critical organs.

When notified by my office of the product's popularization as a suicide

method, many websites that sold the product, including Amazon, eventually took down their listings or limited sales to businesses with a proven use for it.

There are bad actors out there looking to capitalize on people experiencing suicidal ideation by creating websites for the sole purpose of selling the chemical as suicide kits. Right now there is no law on the books to stop them from doing so.

Mr. Speaker, the Youth Poisoning Protection Act changes that by prohibiting the consumer sale of sodium nitrite products with a concentration higher than 10 percent—the usefulness threshold agreed upon by independent experts.

I will note for my colleagues that this bill solely limits the sale of this product to consumers. There are some businesses that cure meat and fish in bulk and need to purchase sodium nitrite in high concentrations as part of that process. This bill will not affect them.

It solely seeks to end the straight-to-consumer sale of highly concentrated sodium nitrite that is helping fuel the efforts of anonymous suicide forum users pushing vulnerable people to end their lives.

This bill is simple, it is straightforward, and it has the potential to save lives.

That is why I am so grateful to my colleagues on both sides of the aisle and in both Chambers who were instrumental in the drafting and advancement of this legislation, including Representative MIKE CAREY who has been a tireless advocate for his constituents who have fallen victim to this poison, as well as Representatives KATIE PORTER and CELESTE MALOY and Senators TAMMY DUCKWORTH and J.D. VANCE.

I urge Members on both sides of the aisle to join us in supporting this strong bipartisan legislation.

Mr. PALLONE. Mr. Speaker, I urge everyone to support this bill. I think it is pretty obvious why this bill is so important.

I want to thank the sponsor again, Mrs. TRAHAN, for bringing this up because it will save lives.

Mr. Speaker, I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, this is a bipartisan bill. As far as I am concerned, it is a no-brainer. We need to get it over to the Senate as soon as possible to save lives.

Mr. Speaker, in closing, again, I encourage a ''yes'' vote on this particular bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 4310.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BILIRAKIS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

□ 1430

MATERNAL AND CHILD HEALTH STILLBIRTH PREVENTION ACT OF 2024

Mr. BUCSHON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4581) to amend title V of the Social Security Act to support stillbirth prevention and research, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4581

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Maternal and Child Health Stillbirth Prevention Act of 2024''.

SEC. 2. CLARIFICATION SUPPORTING PERMISSIBLE USE OF FUNDS FOR STILLBIRTH PREVENTION ACTIVITIES.

Section 501(a) of the Social Security Act (42 U.S.C. 701(a)) is amended—

(1) in paragraph (1)(B), by inserting ''to reduce the incidence of stillbirth,'' after ''among children,''; and

(2) in paragraph (2), by inserting after ''follow-up services'' the following: '', and for evidence-based programs and activities and outcome research to reduce the incidence of stillbirth (including tracking and awareness of fetal movements, improvement of birth timing for pregnancies with risk factors, initiatives that encourage safe sleeping positions during pregnancy, screening and surveillance for fetal growth restriction, efforts to achieve smoking cessation during pregnancy, community-based programs that provide home visits or other types of support, and any other research or evidence-based programming to prevent stillbirths)''.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Indiana (Mr. BUCSHON) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Indiana.

GENERAL LEAVE

Mr. BUCSHON. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

Mr. BUCSHON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 4581, the Maternal and Child Health Stillbirth Prevention Act led by Representative HINSON.

The United States sees more than 21,000 stillbirths per year, according to recent data reported by the CDC. This equates to 1 out of 75 births. This is unacceptably high, and a recent study funded by the National Institutes of Health shows that one in four stillbirths may be preventable. It is clear that we must do more.

States are authorized to use their Maternal and Child Health Services Block Grant funding for stillbirth education and related activities, but due to a lack of clear Federal guidance, some States have refrained from using this funding for these purposes.

H.R. 4581 clarifies that States can use this funding for evidence-based programs and outcomes research to help prevent and reduce the incidence of stillbirth.

This bill supports the sanctity of human life by helping to prevent future stillbirths and supporting mothers and babies across the country.

Mr. Speaker, I encourage my colleagues to support this bill, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the United States continues to face a devastating crisis in maternal health, and this includes an ongoing crisis of stillbirths. According to data from the Centers for Disease Control and Prevention, there are approximately 21,000 stillbirth infants born every year in the United States. That is about 58 stillbirths every day. According to the March of Dimes, the annual number of stillbirths far exceeds the number of deaths among children from preterm birth, SIDS, accidents, drownings, fire, and flu combined.

Women who experience a stillbirth are also more likely to experience complications or even death after the delivery. According to the March of Dimes, severe morbidity is nearly five times more common than in women who experience a healthy pregnancy and delivery. These women are also justifiably more likely to suffer from depression.

H.R. 4581, the Maternal and Child Health Stillbirth Prevention Act, is bipartisan legislation which clarifies that States can use title V funding for evidence-based programs, activities, and outcome research to reduce the incidence of stillbirth. These activities could include community-based programs that provide home visits or other types of support and research or evidence-based programming to prevent stillbirths. This bill is supported by more than 30 women's health and research organizations across our healthcare spectrum.

This bill will provide better certainty for States to enhance the safety of women throughout their pregnancy, delivery, and postpartum experiences. The hope is that States would focus their efforts on communities with large health disparities in birth outcomes.

I thank Representative ADAMS for her leadership on this legislation. I encourage all my colleagues to vote ''yes'' on this important bill, and I reserve the balance of my time.

Mr. BUCSHON. Mr. Speaker, I yield 3 minutes to the gentlewoman from Iowa (Mrs. HINSON.)

Mrs. HINSON. Mr. Speaker, I rise today to urge my colleagues to support my bill, the Maternal and Child Health Stillbirth Prevention Act.

The United States continues to lead the world in medical innovation, development of new cures, and cutting-edge medical technology. However, the high maternal mortality and stillbirth rate in the United States is inexcusable. Over 21,000 babies are stillborn every year, and nearly one in four of these deaths are preventable.

In the last two decades, the stillbirth rate in the United States declined by a negligible 0.4 percent. In a report published by the World Health Organization comparing progress in improving stillbirth rates, the United States ranked 183 out of 195 countries.

Our moms and our babies deserve better.

The tragedy of a stillbirth, the unexpected death of a baby after 20 weeks of pregnancy, is devastating to mothers and fathers. Many women who endure a stillbirth have already picked out their baby's name or started decorating a nursery. The heartbreak of stillbirth leaves an unfillable void for the families that it impacts.

Stillbirth disproportionately impacts minority, rural, and underserved communities, including many communities in my home State of Iowa that are designated as maternal healthcare deserts.

I have heard from women in rural Iowa who drive over an hour to see their OB/GYN or visit the nearest maternal ward or hospital and struggle to receive the quality care they need throughout their pregnancy. Ensuring expecting women have access to high-quality maternal care, regardless of their ZIP Code or their income level, is critical to preventing stillbirths and improving outcomes for both moms and babies.

Congress must use every tool at our disposable to end stillbirth and support stillbirth prevention, awareness, and research. That is why we are here today.

My bipartisan Maternal and Child Health Stillbirth Prevention Act would finally dedicate funds toward stillbirth prevention and research, saving the lives of mothers and babies.

Throughout my work on this legislation, I have had the opportunity to sit down with stillbirth prevention advocates who have turned their pain into passion. These brave women are on a mission to ensure that no mother, father, or family ever endures the tragedy of stillbirth again. They are truly some of the strongest women I have ever met.

I have been honored to fight alongside them to bring this vital legislation across the finish line, as well as with my co-lead on the bill, Congresswoman ALMA ADAMS. She has long fought to improve stillbirth prevention, and I am proud of the work that we have done together in a bipartisan manner to support expecting moms from Iowa to North Carolina and across the country.

Additionally, this bipartisan legislation has been endorsed by dozens of women's health, public health, and medical provider associations, and it has been passed by the Senate already in a similar form by unanimous consent.

I was blessed to be able to spend Mother's Day with my two sons over the weekend, but my heart continues to ache for the women who were mourning the loss of a child they never got to meet. I hope my colleagues join me in bringing more wonderful babies and healthy pregnancies into this world by supporting this bill.

Mr. PALLONE. Mr. Speaker, I have no additional speakers, I am prepared to close, and I reserve the balance of my time.

Mr. BUCSHON. Mr. Speaker, I have one additional speaker.

Mr. Speaker, I yield 1 minute to the gentleman from Georgia (Mr. CARTER).

Mr. CARTER of Georgia. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I rise today in strong support of the bipartisan Maternal and Child Health Stillbirth Prevention Act.

As a father to three sons and a grandfather to seven beautiful grandbabies, there is nothing more important to me than improving health outcomes for mothers and children.

Tragically, more than 21,000 babies are stillborn every year, upending the lives of mothers and families across the United States.

No family should have to experience the heartbreak of a stillbirth. That is why I am proud to support the Maternal and Child Health Stillbirth Prevention Act so that women and children have the best health outcomes our Nation can provide.

Increasing access to maternal care, especially for rural and underserved communities, is critical toward preventing stillbirths so more babies experience a healthy birth and make it home with their families. This critical legislation would strengthen and enhance the Maternal and Child Health Services Block Grant, which will help ensure expecting moms can receive quality prenatal care.

We value women, we value life, and this bipartisan bill prioritizes both.

Mr. Speaker, I thank Representative HINSON for working on this important issue, and I urge my colleague to support this legislation.

Mr. PALLONE. Mr. Speaker, this is a very important bill for mothers' safety to prevent stillborn infants. I urge all my colleagues to support this on a bipartisan basis, and I yield back the balance of my time.

Mr. BUCSHON. Mr. Speaker, in closing, I encourage a ''yes'' vote on the bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. JOYCE of Pennsylvania). The question is on the motion offered by the gentleman from Indiana (Mr. BUCSHON) that the House suspend the rules and pass the bill, H.R. 4581, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BUCSHON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

EMERGENCY MEDICAL SERVICES FOR CHILDREN REAUTHORIZATION ACT OF 2024

Mr. BUCSHON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6960) to amend the Public Health Service Act to reauthorize the Emergency Medical Services for Children program.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6960

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Emergency Medical Services for Children Reauthorization Act of 2024''.

SEC. 2. REAUTHORIZATION OF GRANTS FOR EMERGENCY MEDICAL SERVICES FOR CHILDREN.

Section 1910(d) of the Public Health Service Act (42 U.S.C. 300w–9(d)) is amended by striking ''and $22,334,000 for each of fiscal years 2020 through 2024'' and inserting ''$22,334,000 for each of fiscal years 2020 through 2024, and $24,334,000 for each of fiscal years 2025 through 2029''.

The SPEAKER pro tempore (Mr. EDWARDS). Pursuant to the rule, the gentleman from Indiana (Mr. BUCSHON) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Indiana.

GENERAL LEAVE

Mr. BUCSHON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Indiana?

There was no objection.

Mr. BUCSHON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6960, the Emergency Medical Services for Children Reauthorization Act led by Representative CARTER.

Recent data from the Health Resources and Services Administration suggests that emergency departments with high pediatric readiness have lower mortality rates among children with critical illness. This data also found that more than 1,400 pediatric deaths may have been avoided had all the surveyed emergency departments been well prepared.

H.R. 6960 reauthorizes the Emergency Medical Services for Children program,

which provides support to States and schools of medicine to expand and improve emergency care for children.

This bill will continue support for this critical program and help prevent avoidable pediatric deaths. I encourage my colleagues to support this bill, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6960, the Emergency Medical Services for Children Reauthorization Act sponsored by Representatives Castor and Carter.

The Emergency Medical Services for Children program works in communities across the country to improve the quality of pediatric medical care. We know that children have unique needs in emergency situations and that treating children requires specialized skills, training, and equipment.

The Emergency Medical Services for Children Reauthorization Act will reauthorize this important program. This bill will allow the program to continue supporting improvements such as adding child-appropriate equipment in ambulances and emergency departments, providing training to paramedics and first responders, and improving the systems that allow for efficient and effective pediatric emergency medical care. The program also funds research to set the standards for pediatric emergency care and to assess the current capabilities of healthcare systems.

Now, this program has been a success. It has helped to reduce pediatric injury-related death rates by more than 40 percent since it began four decades ago.

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This bill will ensure that the program can continue building on this work for another 5 years, so I hope my colleagues will join me in this effort to strengthen and expand emergency medical services for children in each State.

Mr. Speaker, I encourage all my colleagues to vote ''yes'' on H.R. 6960, and I reserve the balance of my time.

Mr. BUCSHON. Mr. Speaker, I yield 2 minutes to the gentleman from Georgia (Mr. CARTER).

Mr. CARTER of Georgia. Mr. Speaker, I rise today in strong support of my bill, H.R. 6960, the Emergency Medical Services for Children Reauthorization Act of 2024.

As a healthcare professional serving in Congress, my goal is to increase the accessibility, affordability, and quality of healthcare for all patients, including children. That is why I am proud to sponsor the bipartisan Emergency Medical Services for Children Reauthorization Act, which will improve emergency care for children.

This bill reauthorizes the Emergency Medical Services for Children program, which focuses on addressing the unique needs of children in emergency medical systems with the ultimate goal of reducing the prevalence of morbidity and mortality in children. For nearly four decades, the Emergency Medical Services for Children program has been the only Federal grant program specifically focused on addressing the needs of children in emergency medical systems.

As we know today, children have special healthcare needs. Whether children require emergency care following a car crash or when falling ill in the middle of the night with nowhere else to turn, our emergency medical system needs to have staff trained to treat children. A major part of that is providing the resources to equip healthcare professionals with the right size medical tools.

As a pharmacist, I understand how critical it is that children receive care that is specialized to their unique needs. That is why I am proud to be leading the reauthorization of the Emergency Medical Services for Children program, which has proven to be an effective approach for saving America's children.

The authorization of the Emergency Medical Services for Children program is set to lapse on September 30 if Congress does not reauthorize it. That is why we are strongly urging Congress to reauthorize this program through 2029 without any disruption to it.

I thank Representatives CASTOR, JOYCE, and SCHRIER for working with me on this important issue, and I urge my colleagues to support this legislation.

Mr. PALLONE. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Florida (Ms. CASTOR), the Democratic sponsor of the bill and ranking member of our O&I Subcommittee.

Ms. CASTOR of Florida. Mr. Speaker, I thank Mr. PALLONE for yielding the time.

Mr. Speaker, I rise in support of H.R. 6960, the Emergency Medical Services for Children Reauthorization Act. I am proud to lead the effort with the gentleman from Georgia (Mr. CARTER), my good friend.

Mr. Speaker, children and adolescents require unique emergency care, and Congress can ensure the best medical outcomes when we pass this reauthorization.

In Congress, I serve as the co-chair of the Children's Health Care Caucus, where we focus on the unique healthcare needs of our kids, and that includes care in times of emergency. That is why this bill is so important.

It is a bipartisan, bicameral bill that would reauthorize EMSC for another 5 years at increased funding levels. It passed the House Energy and Commerce Committee unanimously earlier in the year.

It has worked for 40 years to improve care for young patients, saving lives and improving health outcomes. It really is one of the cornerstones of pediatric care across America because it gives all providers a playbook for the best ways to treat children in an emergency every day and in every State and territory.

My local providers in Florida are leading the way. In Florida, EMSC has served 4.3 million children and their families, providing resources to 320 EMS agencies and 335 emergency departments. When that monster storm, Hurricane Ian, slammed into the State in 2022, it resulted in the evacuation of 81 critically ill neonatal and pediatric patients from local hospitals. We knew then that the transport vehicles were properly equipped for children thanks to Florida EMSC Safe Transport. Using EMSC funding, the Florida EMSC Disaster Response Committee has also developed a pediatric mass-casualty triage tool. They have distributed it across the State.

Florida EMSC was able to develop and distribute more than 2,300 communications cards for children who speak Spanish or Haitian Creole, or who may be nonverbal, to help healthcare professionals communicate with them directly during an emergency.

The results speak for themselves. Nationally, pediatric injury-related death rates have decreased by more than 40 percent because of this initiative. That is why it is important to reauthorize it today.

Mr. Speaker, I encourage a ''yes'' vote.

Mr. BUCSHON. Mr. Speaker, I yield 2 minutes to the gentleman from Pennsylvania (Mr. JOYCE).

Mr. JOYCE of Pennsylvania. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, there is a saying in the medical field that children are not just small adults. Children have unique medical needs, and ensuring that they receive the correct care from the moment that an ambulance is called is critical in helping to save individual lives.

For decades, the Emergency Medical Services for Children Reauthorization Act has helped to protect some of the most vulnerable members of society when they are in need. Any parent or grandparent who has a child who is sick will tell you that making sure that they can recover is the most important thing in their world.

Reauthorizing the EMSC program will help provide tailored medical equipment, increase training materials for paramedics and EMTs, and develop educational materials that cover every aspect of pediatric emergency care.

Since this program was first enacted, pediatric injury-related death rates have fallen by more than 40 percent, and we can only hope and pray that this recovery rate continues to fall.

Mr. Speaker, I urge all of my colleagues to support this vital legislation.

Mr. PALLONE. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, we need to reauthorize this program. It is successful in reducing pediatric injury-related deaths, so it should be reauthorized for another 5 years.

Mr. Speaker, I yield back the balance of my time.

Mr. BUCSHON. Mr. Speaker, I encourage a ''yes'' vote on this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Indiana (Mr. BUCSHON) that the House suspend the rules and pass the bill, H.R. 6960.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BUCSHON. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

SETTING CONSUMER STANDARDS FOR LITHIUM-ION BATTERIES ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1797) to require the Consumer Product Safety Commission to promulgate a consumer product safety standard with respect to rechargeable lithium-ion batteries used in micromobility devices, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1797

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Setting Consumer Standards for Lithium-Ion Batteries Act''.

SEC. 2. CONSUMER PRODUCT SAFETY STANDARD FOR CERTAIN BATTERIES.

(a) CONSUMER PRODUCT SAFETY STANDARD REQUIRED.—

(1) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, the Consumer Product Safety Commission shall promulgate, under section 553 of title 5, United States Code, a final consumer product safety standard for rechargeable lithium-ion batteries used in micromobility devices, including electric bicycles and electric scooters, to protect against the risk of fires caused by such batteries.

(2) INCLUSION OF RELATED EQUIPMENT.—The standard promulgated under paragraph (1) shall include requirements with respect to equipment related to or used with rechargeable lithium-ion batteries used in micromobility devices, including battery chargers, charging cables, external terminals on battery packs, external terminals on micromobility devices, and free-standing stations used for recharging.

(b) CPSC DETERMINATION OF SCOPE.—In promulgating the standard under subsection (a), the Commission shall determine the types of products subject to the standard and shall ensure that such products are—

(1) within the jurisdiction of the Commission; and

(2) reasonably necessary to include to protect against the risk of fires.

(c) MODIFICATIONS.—At any time after the promulgation of the standard under subsection (a), the Commission may, through a rulemaking under section 553 of title 5, United States Code, modify the requirements of the standard.

(d) TREATMENT OF STANDARD.—A standard promulgated under this section, including a modification of such standard, shall be treated as a consumer product safety rule promulgated under section 9 of the Consumer Product Safety Act (15 U.S.C. 2058).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 1797, the Setting Consumer Standards for Lithium-Ion Batteries Act.

It is important that the House pass this legislation because when lithium-ion batteries are poorly made—usually ones that come from China, I might add—lack adequate safety standards, are charged improperly, or are damaged, they are prone to ignite a fire.

The associated fires may be accompanied by explosions and the release of toxic gas, causing significant injuries to consumers. We cannot let that happen.

As these micromobility devices have risen in popularity, the use of lithium-ion batteries has increased, as has the use of counterfeit or unsafe batteries coming from China, creating the need for a Federal safety standard.

H.R. 1797 would require the Consumer Product Safety Commission to issue a consumer product safety standard for rechargeable lithium-ion batteries used in micromobility devices to protect against the risk of fires.

Mr. Speaker, I thank Representatives Garbarino and Torres, and others from New York such as Representative CLARKE, and all other Members, for leading this important bipartisan effort to protect citizens and first responders.

Mr. Speaker, I urge my colleagues to support this necessary piece of legislation, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 1797, the Setting Consumer Standards for Lithium-Ion Batteries Act.

This bill will protect Americans from fires from lithium-ion batteries. It requires the Consumer Product Safety Commission to create a safety standard for rechargeable lithium-ion batteries in micromobility devices, like electric bicycles and scooters.

Fires caused by faulty or misused batteries are increasing throughout our Nation. As just one example, between 2019 and 2023, the Fire Department of the City of New York reported more than 400 fires, 300 injuries, and 12 deaths from fires caused by lithium-ion batteries in New York City alone.

Just a few weeks ago, two people and a cat had to be rescued from a Bridgewater, New Jersey, apartment, not far from my district, because of a fire caused by an electric bicycle battery. After all of these accidents, right now, there is no Federal standard to ensure the products on the market are safe.

As electric bikes and scooters grow in popularity, we must act to guarantee a strong Federal safety standard for lithium-ion batteries. Consumers deserve to feel confident that the products that they see for sale are thoroughly tested and safe, and this legislation would do just that.

Mr. Speaker, I commend the gentleman from New York (Mr. TORRES), the main sponsor of this bill, for his leadership on this issue. I also thank the gentlewoman from New York (Ms. CLARKE) for championing this bill in our committee.

Mr. Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield such time as he may consume to the gentleman from New York (Mr. TORRES), the sponsor of this bill.

Mr. TORRES of New York. Mr. Speaker, I rise in strong support of my bipartisan legislation titled Setting Consumer Standards for Lithium-Ion Batteries Act.

I am grateful for the support of Chair RODGERS, Ranking Member PALLONE, and all the members of the Energy and Commerce Committee. I am also grateful for the partnership of Congress Members YVETTE CLARKE and ANDREW GARBARINO.

At the core of our legislative progress has been the indefatigable advocacy of the FDNY, the Nation's premier fire department.

The sheer speed and scale of the destruction that a lithium-ion battery fire can bring to communities like mine is nothing short of staggering. In the Bronx, we saw one of our few neighborhood supermarkets, 2096 Grand Concourse, reduced to complete rubble at the hands of a five-alarm fire caused by a malfunctioning lithium-ion battery.

Lithium-ion battery fires are happening with greater frequency and ferocity in America. Indeed, New York City, in particular, has emerged as the epicenter of lithium-ion battery fires, which have grown exponentially, from more than 30 in 2019 to more than 40 in 2020, to more than 100 in 2021, to more than 200 in 2022. In the span of just 4 years, America's largest city has seen a 900 percent surge in lithium-ion batteries, creating an unprecedented crisis in fire safety.

Poorly manufactured lithium-ion batteries, largely imported from China, are hidden ticking time bombs waiting to detonate in American homes and communities. The fire hazard here has become too glaring to ignore.

The House of Representatives is poised to pass bipartisan legislation that would finally empower the Consumer Product Safety Commission to set long-overdue mandatory safety standards for the manufacturing of lithium-ion batteries in e-mobility devices. In passing legislation so urgently needed, we are upholding our most solemn obligation: public safety.

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Mr. BILIRAKIS. Mr. Speaker, the gentleman is correct, the sponsor of the bill. We are upholding this very important need. We are moving forward because we have a chairman and a ranking member that worked very hard to address these issues and move them forward. Let's get this done as soon as possible.

Mr. Speaker, I encourage a ''yes'' vote on this particular bill, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, I don't think I can stress enough the importance of this bill as Mr. TORRES has related. These fires and these problems are getting worse all the time, so we have to set a standard.

I urge my colleagues on a bipartisan, unanimous basis to support this bill, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, in closing, I encourage a ''yes'' vote on this particular bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 1797, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BILIRAKIS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

CONSUMER SAFETY TECHNOLOGY ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4814) to direct the Consumer Product Safety Commission to establish a pilot program to explore the use of artificial intelligence in support of the mission of the Commission and to direct the Secretary of Commerce and the Federal Trade Commission to study and report on the use of blockchain technology and digital tokens, respectively, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4814

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the ''Consumer Safety Technology Act''.

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

SEC. 2. DEFINITIONS.

In this Act—

(1) the term ''consumer product'' has the meaning given such term in section 3(a) of the Consumer Product Safety Act (15 U.S.C. 2052(a));

(2) the term ''Secretary'' means the Secretary of Commerce; and

(3) the term ''token'' means a transferrable, digital representation of information recorded on a blockchain or other distributed ledger technology.

TITLE I—ARTIFICIAL INTELLIGENCE AND CONSUMER PRODUCT SAFETY

SEC. 101. SHORT TITLE.

This title may be cited as the ''AI for Consumer Product Safety Act''.

SEC. 102. PILOT PROGRAM FOR USE OF ARTIFICIAL INTELLIGENCE BY CONSUMER PRODUCT SAFETY COMMISSION.

(a) ESTABLISHMENT.—Not later than 1 year after the date of the enactment of this Act, the Consumer Product Safety Commission shall establish a pilot program to explore the use of artificial intelligence by the Commission in support of the consumer product safety mission of the Commission, as described in section 2(b) of the Consumer Product Safety Act (15 U.S.C. 2051(b)).

(b) REQUIREMENTS.—In conducting the pilot program established under subsection (a), the Commission shall do the following:

(1) Use artificial intelligence for at least 1 of the following purposes:

(A) Tracking trends with respect to injuries involving consumer products.

(B) Identifying consumer product hazards.

(C) Monitoring the retail marketplace (including internet websites) for the sale of recalled consumer products (including both new and used products).

(D) Identifying consumer products required by section 17(a) of the Consumer Product Safety Act (15 U.S.C. 2066(a)) to be refused admission into the customs territory of the United States.

(2) Consistent with section 6 of the Consumer Product Safety Act (15 U.S.C. 2055), consult with the following:

(A) Technologists, data scientists, and experts in artificial intelligence and machine learning.

(B) Cybersecurity experts.

(C) Members of the retail industry.

(D) Consumer product manufacturers.

(E) Consumer product safety organizations.

(F) Any other person the Commission considers appropriate.

(c) REPORT TO CONGRESS.—Not later than 1 year after the conclusion of the pilot program established under subsection (a), the Consumer Product Safety Commission shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and make publicly available on the website of the Commission, a report on the findings and data derived from such program, including the extent to which the use of artificial intelligence improved the ability of the Commission to advance the consumer product safety mission of the Commission.

TITLE II—BLOCKCHAIN TECHNOLOGY INNOVATION

SEC. 201. SHORT TITLE.

This title may be cited as the ''Blockchain Innovation Act''.

SEC. 202. STUDY ON BLOCKCHAIN TECHNOLOGY AND ITS USE IN CONSUMER PROTECTION.

(a) IN GENERAL.—

(1) STUDY REQUIRED.—Not later than 1 year after the date of the enactment of this Act, the Secretary of Commerce, in consultation with the Federal Trade Commission and any other Federal agency the Secretary determines appropriate, shall complete a study on the possible uses of blockchain technology for consumer protection purposes, including preventing or mitigating fraud and other unfair or deceptive acts or practices.

(2) REQUIREMENTS FOR STUDY.—In conducting the study required by paragraph (1), the Secretary shall examine—

(A) existing and emerging uses of blockchain technology that could help protect consumers, including by preventing or mitigating fraud and other unfair or deceptive acts or practices within the meaning of section 5 of the Federal Trade Commission Act (15 U.S.C. 45);

(B) trends in the commercial use of and investment in blockchain technology to prevent or mitigate fraud and other unfair or deceptive acts or practices as described in subparagraph (A);

(C) best practices in facilitating public-private partnerships in blockchain technology to prevent or mitigate fraud and other unfair or deceptive acts or practices as described in subparagraph (A);

(D) potential benefits and risks related to the use of blockchain technology to prevent or mitigate fraud and other unfair or deceptive acts or practices as described in subparagraph (A);

(E) possible modifications to Federal regulations that could encourage the use of blockchain technology to prevent or mitigate fraud and other unfair or deceptive acts or practices as described in subparagraph (A); and

(F) any other relevant observations or recommendations related to the use of blockchain technology for consumer protection purposes, including preventing or mitigating fraud and other unfair or deceptive acts or practices as described in subparagraph (A).

(3) PUBLIC COMMENT.—In conducting the study required by paragraph (1), the Secretary shall provide opportunity for public comment and advice relevant to conducting the study.

(b) REPORT TO CONGRESS.—Not later than 6 months after the completion of the study required by subsection (a)(1), the Secretary shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and make publicly available on the website of the Department of Commerce, a report that contains the results of such study.

TITLE III—TOKEN TAXONOMY

SEC. 301. SHORT TITLE.

This title may be cited as the ''Digital Taxonomy Act''.

SEC. 302. FINDINGS.

Congress finds that—

(1) it is important that the United States remains a leader in innovation;

(2) tokens and blockchain technology are driving innovation and providing consumers with increased choice and convenience;

(3) the use of tokens and blockchain technology is likely to increase in the future;

(4) the Federal Trade Commission is responsible for protecting consumers from unfair or deceptive acts or practices, including relating to tokens;

(5) the Commission has previously taken action against unscrupulous companies and individuals that committed unfair or deceptive acts or practices involving tokens; and

(6) to bolster the Commission's ability to enforce against unfair or deceptive acts or practices involving tokens, the Commission should ensure staff have appropriate training and resources to identify and pursue such cases.

SEC. 303. REPORT ON UNFAIR OR DECEPTIVE ACTS OR PRACTICES IN TRANSACTIONS RELATING TO TOKENS.

Not later than 1 year after the date of the enactment of this Act, the Federal Trade Commission shall submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and make publicly available on the website of the Commission, a report on—

(1) any actions taken by the Commission relating to unfair or deceptive acts or practices in transactions relating to tokens;

(2) any other efforts of the Commission to prevent unfair or deceptive acts or practices relating to tokens; and

(3) any recommendations by the Commission for legislation that would improve the ability of the Commission and other relevant Federal agencies to further protect consumers from unfair or deceptive acts or practices in the token marketplace.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material in the RECORD on this particular bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I express my support for H.R. 4814, the Consumer Safety Technology Act led by Representatives SOTO, BURGESS, TRAHAN, and GUTHRIE.

It should be no surprise, Mr. Speaker, that the global race for economic dominance today is centered around technology, specifically around emerging technologies like artificial intelligence and blockchain.

Throughout this Congress, the Energy and Commerce Committee, led by our chairwoman, CATHY MCMORRIS RODGERS, and our ranking member, Mr. PALLONE, has examined ways that the U.S. can continue to lead in the development and deployment of such technologies.

In our subcommittee, we have discussed the need to ensure America leads the world and wins this critical competition, particularly against our adversaries, in this case, China, in every field. This legislation will complement other initiatives we are undertaking.

If enacted, H.R. 4814 would ensure our consumer protection agencies stay up to date with emerging technologies and would encourage the use of emerging technologies such as AI and blockchain in support of product safety and consumer protection.

Mr. Speaker, I thank my colleagues for their work on this particular piece of legislation, and I urge a ''yes'' vote on H.R. 4814.

Mr. Speaker, I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 4814, the Consumer Safety Technology Act.

Our consumer protection agencies play a critical role in ensuring unsafe products do not enter the U.S. market. Advancements in technology, especially as it relates to artificial intelligence, have the potential to help alleviate the stress some of these agencies may face in being underfunded and understaffed.

H.R. 4814 would require the Consumer Product Safety Commission to stay up to date on new and emerging technologies by integrating them into their daily agency functions. It also requires the Federal Trade Commission to study blockchain technologies and tokens.

Both the CPSC and the FTC do important work to protect all Americans from dangerous products. While this bill will help assist them in those efforts, it is no replacement for properly funding these agencies.

Mr. Speaker, I commend the main sponsor of this bill, Representative SOTO, a member of our committee, for his leadership on this issue, and I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield such time as he may consume to the gentleman from Florida (Mr. SOTO), the sponsor of this bill.

Mr. SOTO. Mr. Speaker, I rise in strong support of my bill, the Consumer Safety Technology Act, H.R. 4814.

It directs the Consumer Product Safety Commission to launch a pilot program to explore the use of artificial intelligence to track injury trends, identify hazards, monitor recalls, and identify products not meeting importation requirements.

It also requires the Department of Commerce and other agencies to study blockchain technology in the context of consumer products and safety. It also directs the Department of Commerce and the Federal Trade Commission to report on their efforts to address unfair and deceptive trade practices related to digital tokens and to promote innovation.

We heard in committee, Mr. Speaker, that the crooks are already using AI on the internet and that we need the cops on the beat to have artificial intelligence as well to keep our consumers safe.

Let's think about it. The internet is nearly infinite, and so are the ways to push unsafe products and put consumers in harm's way. That is why the Federal Trade Commission testified before our committee that the use of artificial intelligence would help them protect consumers by tracking trends of injuries involving a myriad of consumer products. Thousands of injuries happen each day. It helps with identifying consumer product hazards, categorizing them, and monitoring the sale of recalled consumer products. Think of how much commerce happens every day in America. It helps to identify consumer products that do not meet the importation requirements.

It also requires a report to Congress on how and to what extent artificial intelligence improved the agency's ability to advance its mission.

The FTC also testified it would help them save money in that it would be a really economic and efficient way to deploy other members of the FTC to go after other areas. I do agree with the ranking member that that is no substitute for making sure they have the full funding that they need.

In addition, the blockchain technology study directs the Department of Commerce to study the applications of blockchain and to address fraud and unfair and deceptive trade practices. Blockchain can be used in so many different ways, whether it is through cryptocurrency, through storing data, through cybersecurity, or through communications. Of course, this should be done in consultation with the Federal Trade Commission, the FTC.

Finally, we have commissioned the Federal Trade Commission to report to Congress on unfair and deceptive trade practices relating to tokens. We have also seen a need to protect consumers and promote innovation. We eventually need rules of the road, and this is helping get us there with blockchain. We need more certainty so we can have growth in both blockchain and cryptocurrency firms in the United States, giving them an understanding and certainty of the laws and their obligations, and also to protect consumers from scams like pump and dump, whitewashing, and other financial schemes.

Mr. Speaker, for that and more, I am thrilled to be able to have this bill be heard on the floor, and I thank my colleagues, Representatives BURGESS, TRAHAN, GUTHRIE, CASTOR, my fellow Floridian, Chairman GUS BILIRAKIS, and our Ranking Member FRANK PALLONE for including this on the agenda today.

Mr. BILIRAKIS. Mr. Speaker, I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I urge support for this bill on both sides. It is obviously an important consumer safety bill, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, this is a great deal. These bills aren't high-

profile bills, but they are very important. They affect our constituents directly, and we have to stay ahead of the crooks.

Mr. Speaker, in closing, I encourage a ''yes'' vote on this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 4814, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The title of the bill was amended so as to read: ''A bill to direct the Consumer Product Safety Commission to establish a pilot program to explore the use of artificial intelligence in support of the mission of the Commission and to direct the Secretary of Commerce and the Federal Trade Commission to study and report on the use of blockchain technology and tokens, respectively.''.

A motion to reconsider was laid on the table.

CRITICAL INFRASTRUCTURE MANUFACTURING FEASIBILITY ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5390) to direct the Secretary of Commerce to conduct a study on the feasibility of manufacturing in the United States products for critical infrastructure sectors, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5390

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Critical Infrastructure Manufacturing Feasibility Act''.

SEC. 2. STUDY ON CRITICAL INFRASTRUCTURE MANUFACTURING IN THE UNITED STATES.

(a) STUDY.—Not later than 1 year after the date of the enactment of this Act, the Secretary of Commerce shall conduct a study to—

(1) identify, within each critical infrastructure sector, any product that is in high demand and is being imported due to a manufacturing, material, or supply chain constraint in the United States;

(2) analyze the costs and benefits of manufacturing in the United States any product identified under paragraph (1), including any effects on—

(A) jobs, employment rates, and labor conditions in the United States; and

(B) the cost of the product;

(3) identify any product identified under paragraph (1) that feasibly may be manufactured in the United States; and

(4) analyze the feasibility of, and any impediments to, manufacturing any product identified under paragraph (3) in—

(A) a rural area;

(B) an industrial park; or

(C) an industrial park in a rural area.

(b) REPORT TO CONGRESS.—Not later than 18 months after the date of the enactment of this Act, the Secretary shall—

(1) submit to Congress a report containing the results of the study required by subsection (a), with recommendations relating to manufacturing in the United States products identified under subsection (a)(3); and

(2) make the report available to the public on the website of the Department of Commerce.

(c) LIMITATION ON AUTHORITY.—This section may not be construed to provide the Secretary of Commerce with authority to compel a person to provide information described in this section.

(d) DEFINITION OF CRITICAL INFRASTRUCTURE SECTOR.—In this section, the term ''critical infrastructure sector'' means each of the 16 designated critical infrastructure sectors identified in Presidential Policy Directive 21 of February 12, 2013 (Critical Infrastructure Security and Resilience).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material in the RECORD on this particular bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of the Critical Infrastructure Manufacturing Feasibility Act, and I thank Representative MILLER-MEEKS, as well as Representatives BUCSHON, KUSTER, SCHRIER, and SPANBERGER for their leadership on this particular piece of legislation.

Manufacturing remains an essential sector for the United States, not only in terms of economic stability and American job creation, but also to ensure global leadership in areas like developing and deploying emerging technologies.

With that in mind, it is important that the United States examines where barriers exist for manufacturing in the U.S., in particular, manufacturing critical products that are in high demand in the United States. Failure to do so may cause companies offering products and services to become reliant upon countries like China for critical components and goods necessary for those products and services.

Instead, we should be analyzing ways to feasibly manufacture these products here at home. I am strongly supportive of finding pathways forward to increase our capacity to manufacture products domestically here in the United States. In fact, I am the co-chair of the newly formed Domestic Pharmaceutical Manufacturing Caucus with my colleague and good friend, BUDDY CARTER, and we are looking at ways to bring back American manufacturing of biopharmaceuticals here in the United States, as well.

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I thank all of my colleagues here, but Dr. MILLER-MEEKS in particular, for their important work on H.R. 5390. This legislation will help the United States identify the pathway to secure leadership in domestic manufacturing and innovation and protect economic and national security.

Mr. Speaker, I urge my colleagues to support this particular bill sponsored by my good friend, Dr. MILLER-MEEKS, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5390, the Critical Infrastructure Manufacturing Feasibility Act.

Our Nation's manufacturing base was once the envy of the world, but unfortunately, it has faced steady headwinds for the last several decades. The United States' share of global manufacturing activity has declined from 28 percent in 2002 to less than 16 percent in 2021. Investments in America's small and medium manufacturers, the bedrock of our industrial might, has also declined over the last 20 years by more than $200 billion. This has also resulted in our domestic manufacturing base shedding more than 4 million jobs.

Fortunately, the work we did last Congress in passing the bipartisan infrastructure law, the Inflation Reduction Act, and the Chips and Science Act are already helping to turn the tide. Our Nation added nearly 800,000 manufacturing jobs during President Biden's first 20 months in office. Total construction spending on manufacturing in this time has skyrocketed to nearly $200 billion per month, more than doubling prepandemic levels.

H.R. 5390, the Critical Infrastructure Manufacturing Feasibility Act, will further support America's manufacturing renaissance by commissioning the Department of Commerce to study the costs, benefits, and feasibility of manufacturing products within critical infrastructure sectors in the United States.

I thank Representatives MILLER-MEEKS, SPANBERGER, KUSTER, and BUCSHON for their bipartisan work and leadership on this issue, and I urge my colleagues to support this legislation.

Mr. Speaker, I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I yield 3 minutes to the gentlewoman from Iowa (Mrs. MILLER-MEEKS), my good friend.

Mrs. MILLER-MEEKS. Mr. Speaker, I thank my colleague, Representative BILIRAKIS, for yielding me time to enthusiastically support my legislation, H.R. 5390, the Critical Infrastructure Manufacturing Feasibility Act.

As we gather on the House floor, the urgency of this legislation has only intensified since its consideration in committee, and the challenges facing our manufacturing sector grow more acute. The global supply chain disruptions that have plagued us in recent years, especially during the pandemic,

have not abated. If anything, they have deepened.

Record-level inflation and the specter of foreign adversaries exerting undue influence over our vital industries loom even larger. Our dependence on foreign sources for critical goods is a vulnerability we can ill afford. The concentration of supply chains in the hands of nations like China or the Chinese Communist Party leaves us exposed to the whims of geopolitical forces beyond our control. It imperils not just our economic prosperity but our national security, as well.

In the face of these threats, the imperative for action is clear. We must strengthen our domestic supply chain resiliency, bolstering our capacity to manufacture essential goods right here at home.

H.R. 5390 represents a crucial step in this direction. By directing the Secretary of Commerce to explore the feasibility of manufacturing critical infrastructure goods within our borders, particularly in rural communities like those in Iowa, this bill charts a course toward greater self-reliance and security.

Let us be clear: This is not just about mitigating risk. It is about seizing opportunity. By investing in domestic manufacturing, we can revitalize communities, create good-paying jobs, and unleash the innovative potential of the American workforce.

This legislation is not a panacea, nor does it claim to be. It is a starting point, a declaration of our intent to reclaim control over our economic destiny. It is a vital starting point, one that merits our full-throated support.

I am proud to have joined forces with my colleagues in introducing this bipartisan bill. Let us stand together in support of H.R. 5390, and in doing so, let us reaffirm our commitment to the strength and resilience of the American economy.

Mr. Speaker, I urge my colleagues to join me in voting for this critical legislation.

Mr. PALLONE. Mr. Speaker, I have no additional speakers, and I continue to reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I yield 2 minutes to the gentleman from Indiana (Mr. BUCSHON), a physician who we are going to miss greatly. He has done a great job on the Energy and Commerce Committee, and he is a great friend.

Mr. BUCSHON. Mr. Speaker, I thank Chairman BILIRAKIS for those kind remarks.

Mr. Speaker, I rise in support of Dr. MILLER-MEEKS' bill, the Critical Infrastructure Manufacturing Feasibility Act, which I am proud to co-lead.

Indiana is an extremely manufacturing-intensive State, home to more than 546,000 manufacturing jobs. This means that supply chain disruptions in recent years have been especially damaging for the Hoosier State.

This bipartisan legislation will direct the Department of Commerce to study which products in critical sectors are being imported due to manufacturing and supply chain constraints. Based on this study, the Department will develop recommendations on how to stand up production capabilities in the U.S. in rural areas. Expanding our manufacturing capabilities in rural areas will help prevent supply chain shocks from occurring.

I thank Dr. MILLER-MEEKS and other sponsors of this bill for their leadership, and I urge all of my colleagues to support this important legislation.

Mr. PALLONE. Mr. Speaker, I ask that we support this important legislation on both sides of the aisle, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I encourage a ''yes'' vote on this critical piece of legislation, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 5390.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

PROMOTING RESILIENT SUPPLY CHAINS ACT OF 2023

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6571) to establish a critical supply chain resiliency and crisis response program in the Department of Commerce, and to secure American leadership in deploying emerging technologies, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6571

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the ''Promoting Resilient Supply Chains Act of 2023''.

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

SEC. 2. ADDITIONAL RESPONSIBILITIES OF ASSISTANT SECRETARY OF COMMERCE FOR INDUSTRY AND ANALYSIS.

(a) ADDITIONAL RESPONSIBILITIES.—In addition to the responsibilities of the Assistant Secretary on the day before the date of the enactment of this Act, the Assistant Secretary shall have the following responsibilities:

(1) Promote the leadership of the United States with respect to critical industries, critical supply chains, and emerging technologies that—

(A) strengthen the national security of the United States; and

(B) have a significant effect on the economic security of the United States.

(2) Encourage consultation with other agencies, covered nongovernmental representatives, industry, institutions of higher education, and State and local governments in order to—

(A) promote resilient critical supply chains; and

(B) identify, prepare for, and respond to supply chain shocks to—

(i) critical industries;

(ii) critical supply chains; and

(iii) emerging technologies.

(3) Encourage the growth and competitiveness of United States productive capacities and manufacturing in the United States of emerging technologies.

(4) Monitor the resilience, diversity, security, and strength of critical supply chains and critical industries (including critical industries for emerging technologies).

(5) Support the availability of critical goods from domestic manufacturers, domestic enterprises, and manufacturing operations in countries that are an ally or key international partner nation.

(6) Assist the Federal Government in preparing for and responding to supply chain shocks to critical supply chains, including by improving flexible manufacturing capacities and capabilities in the United States.

(7) Consistent with United States obligations under international agreements, encourage and incentivize the reduced reliance of domestic enterprises and domestic manufacturers on critical goods from countries that are described in clause (i) or (ii) of section 6(2)(B).

(8) Encourage the relocation of manufacturing facilities that manufacture critical goods from countries that are described in clause (i) or (ii) of section 6(2)(B) to the United States and countries that are an ally or key international partner nation to strengthen the resilience, diversity, security, and strength of critical supply chains.

(9) Support the creation of jobs with competitive wages in the United States manufacturing sector.

(10) Encourage manufacturing growth and opportunities in rural and underserved communities.

(11) Promote the health of the economy of the United States and the competitiveness of manufacturing in the United States.

(b) CAPABILITIES AND TECHNICAL SUPPORT.—In carrying out subsection (a), the Assistant Secretary—

(1) shall establish capabilities to—

(A) assess the state of technology, innovation, and production capacity in the United States and other countries; and

(B) conduct other activities that the Assistant Secretary considers to be critical for the use of analytic capabilities, statistics, datasets, and metrics related to critical technologies and innovation; and

(2) may utilize external organizations to provide independent and objective technical support.

SEC. 3. CRITICAL SUPPLY CHAIN RESILIENCY AND CRISIS RESPONSE PROGRAM.

(a) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this Act, the Assistant Secretary shall establish in the Department of Commerce a critical supply chain resiliency and crisis response program to conduct the activities described in subsection (b).

(b) ACTIVITIES.—In carrying out the program, the Assistant Secretary shall conduct activities—

(1) in coordination with the unified coordination group established under subsection (c), to—

(A) map, monitor, and model critical supply chains, including critical supply chains for emerging technologies, which may include—

(i) modeling the impact of supply chain shocks on critical industries (including critical industries for emerging technologies), critical supply

chains, domestic enterprises, and domestic manufacturers;

(ii) monitoring the demand for and supply of critical goods, production equipment, and manufacturing technology needed for critical supply chains, including critical goods, production equipment, and manufacturing technology obtained by or purchased from a person outside of the United States or imported into the United States; and

(iii) monitoring manufacturing, warehousing, transportation, and distribution related to critical supply chains;

(B) identify high priority gaps and vulnerabilities, which may include single points of failure, in critical supply chains and critical industries (including critical industries for emerging technologies) that—

(i) exist as of the date of the enactment of this Act; or

(ii) are anticipated to occur after the date of the enactment of this Act;

(C) identify potential supply chain shocks to a critical supply chain that may disrupt, strain, compromise, or eliminate the critical supply chain (including supply chains involving emerging technologies);

(D) evaluate the capability and capacity of domestic manufacturers or manufacturers located in countries that are an ally or key international partner nation to serve as sources for critical goods, production equipment, or manufacturing technology needed in critical supply chains (including supply chains involving emerging technologies);

(E) evaluate the effect on the national security and economic competitiveness of the United States, including on consumer prices, job losses, and wages, that may result from the disruption, strain, compromise, or elimination of a critical supply chain;

(F) evaluate the state of the manufacturing workforce, including by—

(i) identifying the needs of domestic manufacturers; and

(ii) identifying opportunities to create high-quality manufacturing jobs; and

(G) identify investments in critical goods, production equipment, and manufacturing technology from non-Federal sources;

(2) in coordination with State and local governments and the unified coordination group established under subsection (c), and, as appropriate, in consultation with countries that are an ally or key international partner nation, to—

(A) identify opportunities to reduce gaps and vulnerabilities in critical supply chains and critical industries (including critical industries for emerging technologies);

(B) encourage consultation between the Federal Government, industry, covered nongovernmental representatives, institutions of higher education, and State and local governments to—

(i) better respond to supply chain shocks to critical supply chains and critical industries (including critical industries for emerging technologies); and

(ii) coordinate response efforts to supply chain shocks;

(C) encourage consultation between the Federal Government and the governments of countries that are an ally or key international partner nation;

(D) develop or identify opportunities to build the capacity of the United States in critical supply chains, critical industries, and emerging technologies;

(E) develop or identify opportunities to build the capacity of countries that are an ally or key international partner nation in critical industries (including critical industries for emerging technologies) and critical supply chains;

(F) develop contingency plans and coordination mechanisms to improve the response of critical supply chains and critical industry (including critical industries for emerging technologies) to supply chain shocks; and

(G) support methods and technologies, including blockchain technology, distributed ledger technology, and other emerging technologies, as appropriate, for the authentication and traceability of critical goods;

(3) acting within the authority of the Secretary that exists as of the date of the enactment of this Act, and in consultation with the Secretary of State and the United States Trade Representative, to consult with governments of countries that are an ally or key international partner nation to promote resilient critical supply chains that ensure the supply of critical goods, production equipment, and manufacturing technology to the United States and companies located in countries that are an ally or key international partner nation;

(4) in consultation with other offices and divisions of the Department of Commerce and other agencies, to leverage existing authorities (as of the date of the enactment of this Act) to encourage the resilience of supply chains of critical industries (including critical industries for emerging technologies); and

(5) to determine which emerging technologies may assist in conducting the activities described in this subsection and promote such emerging technologies.

(c) UNIFIED COORDINATION GROUP.—In conducting the activities described in subsection (b), the Assistant Secretary shall—

(1) establish a unified coordination group led by the Assistant Secretary, which shall include, as appropriate, private sector partners and covered nongovernmental representatives, to serve as a body for consultation by agencies described in subsection (g) to plan for and respond to supply chain shocks and support the resilience, diversity, security, and strength of critical supply chains;

(2) establish subgroups of the unified coordination group established under paragraph (1) that shall be led by the head of an appropriate agency; and

(3) through the unified coordination group established under paragraph (1)—

(A) acquire on a voluntary basis technical, engineering, and operational critical supply chain information from the private sector, in a manner that ensures any critical supply chain information provided by the private sector is kept confidential and is exempt from disclosure under section 552(b)(3) of title 5, United States Code (commonly known as the ''Freedom of Information Act'');

(B) study the critical supply chain information acquired under subparagraph (A) to assess critical supply chains, including critical supply chains for emerging technologies, and inform planning for potential supply chain shocks;

(C) convene with relevant private sector entities to share best practices, planning, and capabilities to respond to potential supply chain shocks; and

(D) factor in any relevant findings from the studies required by the American COMPETE Act (title XV of division FF of the Consolidated Appropriations Act, 2021; Public Law 116–260; 134 Stat. 3276).

(d) INTERNATIONAL COOPERATION.—The Secretary, in consultation with other relevant agencies, may consult with governments of countries that are an ally or key international partner nation relating to enhancing the security and resilience of critical supply chains in response to supply chain shocks.

(e) DESIGNATIONS.—The Assistant Secretary shall—

(1) not later than 270 days after the date of the enactment of this Act, designate—

(A) critical industries;

(B) critical supply chains; and

(C) critical goods;

(2) provide for a period of public comment and review in carrying out paragraph (1); and

(3) update the designations made under paragraph (1) not less frequently than once every 4 years, including designations for technologies not described in section 6(12)(B) that the Assistant Secretary considers necessary.

(f) NATIONAL STRATEGY AND REVIEW ON CRITICAL SUPPLY CHAIN RESILIENCY AND MANUFACTURING IN THE UNITED STATES.—

(1) IN GENERAL.—Not later than 1 year after the date of the enactment of this Act, and not less frequently than once every 2 years thereafter, the Assistant Secretary, in consultation with the head of each relevant agency, covered nongovernmental representative, industry, institution of higher education, and State and local government, shall submit to the relevant committees of Congress and post on the website of the Assistant Secretary a report that—

(A) identifies—

(i) critical infrastructure that may assist in fulfilling the responsibilities described in section 2;

(ii) emerging technologies that may assist in fulfilling the responsibilities described in section 2 and carrying out the program, including such technologies that may be critical to addressing preparedness, weaknesses, and vulnerabilities relating to critical supply chains;

(iii) critical industries, critical supply chains, and critical goods designated under subsection (e);

(iv) other supplies and services that are critical to the crisis preparedness of the United States;

(v) substitutes for critical goods, production equipment, and manufacturing technology;

(vi) methods and technologies, including blockchain technology, distributed ledger technology, and other emerging technologies, as appropriate, for the authentication and traceability of critical goods; and

(vii) countries that are an ally or key international partner nation;

(B) describes the matters identified and evaluated under subsection (b)(1), including—

(i) the manufacturing base, critical supply chains, and emerging technologies in the United States, including the manufacturing base and critical supply chains for—

(I) critical goods;

(II) production equipment; and

(III) manufacturing technology; and

(ii) the ability of the United States to—

(I) maintain readiness with respect to preparing for and responding to supply chain shocks; and

(II) in response to a supply chain shock—

(aa) surge production in critical industries;

(bb) surge production of critical goods and production equipment; and

(cc) maintain access to critical goods, production equipment, and manufacturing technology;

(C) assesses and describes—

(i) the demand and supply of critical goods, production equipment, and manufacturing technology;

(ii) the production of critical goods, production equipment, and manufacturing technology by domestic manufacturers;

(iii) the capability and capacity of domestic manufacturers and manufacturers in countries that are an ally or key international partner nation to manufacture critical goods, production equipment, and manufacturing technology; and

(iv) how supply chain shocks could affect rural, Tribal, and underserved communities;

(D) identifies threats and supply chain shocks that may disrupt, strain, compromise, or eliminate critical supply chains, critical goods, and critical industries (including critical industries for emerging technologies);

(E) with regard to any threat identified under subparagraph (D), lists any threat or supply chain shock that may originate from a country, or a company or individual from a country, that is described in clause (i) or (ii) of section 6(2)(B);

(F) assesses—

(i) the resilience and capacity of the manufacturing base, critical supply chains, and workforce of the United States and countries that are an ally or key international partner nation that can sustain critical industries (including critical

industries for emerging technologies) through a supply chain shock;

(ii) the effect innovation has on domestic manufacturers; and

(iii) any single points of failure in the critical supply chains described in clause (i);

(G) with respect to countries that are an ally or key international partner nation, reviews the sourcing of critical goods, production equipment, and manufacturing technology associated with critical industries located in such countries;

(H) assesses the flexible manufacturing capacity and capability available in the United States in the case of a supply chain shock; and

(I) develops a strategy for the Department of Commerce to support the resilience, diversity, security, and strength of critical supply chains and emerging technologies to—

(i) support sufficient access to critical goods by mitigating vulnerabilities in critical supply chains, including critical supply chains concentrated in countries that are described in clause (i) or (ii) of section 6(2)(B);

(ii) consult with other relevant agencies to assist countries that are an ally or key international partner nation in building capacity for manufacturing critical goods;

(iii) recover from supply chain shocks;

(iv) identify, in consultation with other relevant agencies, actions relating to critical supply chains or emerging technologies that the United States may take to—

(I) raise living standards;

(II) increase employment opportunities; and

(III) improve responses to supply chain shocks;

(v) protect against supply chain shocks relating to critical supply chains from countries that are described in clause (i) or (ii) of section 6(2)(B);

(vi) support methods and technologies, including blockchain technology, distributed ledger technologies, and other emerging technologies, as appropriate, for the authentication and traceability of critical goods; and

(vii) make specific recommendations to implement the strategy under this section and improve the security and resiliency of manufacturing capacity and supply chains for critical industries (including critical industries for emerging technologies), by—

(I) developing long-term strategies;

(II) increasing visibility into the networks and capabilities of domestic manufacturers and suppliers of domestic manufacturers;

(III) identifying industry best practices;

(IV) evaluating how diverse supplier networks, multi-platform and multi-region production capabilities and sources, and integrated global and regional critical supply chains can enhance the resilience of—

(aa) critical industries in the United States;

(bb) emerging technologies in the United States;

(cc) jobs in the United States;

(dd) manufacturing capabilities of the United States; and

(ee) the access of the United States to critical goods during a supply chain shock;

(V) identifying and mitigating risks, including—

(aa) significant vulnerabilities to supply chain shocks; and

(bb) exposure to gaps and vulnerabilities in domestic capacity or capabilities and sources of imports needed to sustain critical industries (including critical industries for emerging technologies) or critical supply chains;

(VI) identifying enterprise resource planning systems that are—

(aa) compatible across critical supply chain tiers; and

(bb) affordable for all sizes of business and for startups;

(VII) understanding the total cost of ownership, total value contribution, and other best practices that encourage strategic partnerships throughout critical supply chains;

(VIII) understanding Federal procurement opportunities to increase resilient critical supply chains and fill gaps in domestic purchasing;

(IX) identifying opportunities to consult with countries that are an ally or key international partner nation to build more resilient critical supply chains and mitigate risks;

(X) identifying opportunities to reuse and recycle critical goods, including raw materials, to increase resilient critical supply chains;

(XI) consulting with countries that are an ally or key international partner nation on—

(aa) sourcing critical goods, production equipment, and manufacturing technology; and

(bb) developing, sustaining, and expanding production and availability of critical goods, production equipment, and manufacturing technology during a supply chain shock;

(XII) identifying such other services as the Assistant Secretary determines necessary; and

(XIII) providing guidance to other relevant agencies with respect to critical goods, supply chains, and critical industries (including critical industries for emerging technologies) that should be prioritized to ensure United States leadership in the deployment of such technologies.

(2) PROHIBITION.—The report submitted under paragraph (1) may not include—

(A) critical supply chain information that is not aggregated;

(B) confidential business information of a private sector entity; or

(C) classified information.

(3) FORM.—The report submitted under paragraph (1), and any update submitted thereafter, shall be submitted to the relevant committees of Congress in unclassified form and may include a classified annex.

(4) PUBLIC COMMENT.—The Assistant Secretary shall provide for a period of public comment and review in developing the report submitted under paragraph (1).

(g) CONSULTATION.—Not later than 1 year after the date of the enactment of this Act, the Assistant Secretary shall enter into an agreement with the head of any relevant agency to obtain any information, data, or assistance that the Assistant Secretary determines necessary to conduct the activities described in subsection (b).

(h) RULE OF CONSTRUCTION.—Nothing in this section may be construed to require any private entity—

(1) to share information with the Secretary or Assistant Secretary;

(2) to request assistance from the Secretary or Assistant Secretary; or

(3) to implement any measure or recommendation suggested by the Secretary or Assistant Secretary in response to a request by the private entity.

(i) PROTECTION OF VOLUNTARILY SHARED CRITICAL SUPPLY CHAIN INFORMATION.—

(1) PROTECTION.—

(A) IN GENERAL.—Notwithstanding any other provision of law, critical supply chain information (including the identity of the submitting person or entity) that is voluntarily submitted under this section to the Department of Commerce for use by the Department for purposes of this section, when accompanied by an express statement specified in subparagraph (B)—

(i) shall be exempt from disclosure under section 552(b)(3) of title 5, United States Code (commonly referred to as the ''Freedom of Information Act'');

(ii) is not subject to any agency rules or judicial doctrine regarding ex parte communications with a decision making official;

(iii) may not, without the written consent of the person or entity submitting such information, be used directly by the Department of Commerce, any other Federal, State, or local authority, or any third party, in any civil action arising under Federal or State law if such information is submitted in good faith;

(iv) may not, without the written consent of the person or entity submitting such information, be used or disclosed by any officer or employee of the United States for purposes other than the purposes of this section, except—

(I) in furtherance of an investigation or the prosecution of a criminal act; or

(II) when disclosure of the information would be—

(aa) to either House of Congress, or to the extent of matter within its jurisdiction, any committee or subcommittee thereof, any joint committee thereof, or any subcommittee of any such joint committee; or

(bb) to the Comptroller General of the United States, or any authorized representative of the Comptroller General, in the course of the performance of the duties of the Government Accountability Office;

(v) may not, if provided to a State or local government or government agency—

(I) be made available pursuant to any State or local law requiring disclosure of information or records;

(II) otherwise be disclosed or distributed to any party by such State or local government or government agency without the written consent of the person or entity submitting such information; or

(III) be used other than for the purpose of carrying out this section, or in furtherance of an investigation or the prosecution of a criminal act; and

(vi) does not constitute a waiver of any applicable privilege or protection provided under law, such as trade secret protection.

(B) EXPRESS STATEMENT.—The express statement described in this subparagraph, with respect to information or records, is—

(i) in the case of written information or records, a written marking on the information or records substantially similar to the following: ''This information is voluntarily submitted to the Federal Government in expectation of protection from disclosure as provided by the provisions of the Promoting Resilient Supply Chains Act of 2023.''; or

(ii) in the case of oral information, a written statement similar to the statement described in clause (i) submitted within a reasonable period following the oral communication.

(2) LIMITATION.—No communication of critical supply chain information to the Department of Commerce made pursuant to this section may be considered to be an action subject to the requirements of chapter 10 of title 5, United States Code.

(3) INDEPENDENTLY OBTAINED INFORMATION.—Nothing in this subsection may be construed to limit or otherwise affect the ability of a State, local, or Federal Government entity, agency, or authority, or any third party, under applicable law, to obtain critical supply chain information in a manner not covered by paragraph (1), including any information lawfully and properly disclosed generally or broadly to the public and to use such information in any manner permitted by law. For purposes of this subsection a permissible use of independently obtained information includes the disclosure of such information under section 2302(b)(8) of title 5, United States Code.

(4) TREATMENT OF VOLUNTARY SUBMITTAL OF INFORMATION.—The voluntary submittal to the Department of Commerce of information or records that are protected from disclosure by this section may not be construed to constitute compliance with any requirement to submit such information to an agency under any other provision of law.

(5) INAPPLICABILITY TO SEMICONDUCTOR INCENTIVE PROGRAM.—This subsection does not apply to the voluntary submission of critical supply chain information in an application for Federal financial assistance under section 9902 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283).

(j) SUNSET.—The program shall terminate not later than the date that is 7 years after the date of the enactment of this Act.

SEC. 4. CRITICAL SUPPLY CHAIN INNOVATION AND BEST PRACTICES.

(a) IN GENERAL.—The Assistant Secretary shall, on an ongoing basis, facilitate and support the development and dissemination of guidelines, best practices, management strategies, methodologies, procedures, and processes for domestic manufacturers, domestic enterprises, and other entities manufacturing, procuring, or using a critical good to—

(1) measure the resilience, diversity, security, and strength of the critical supply chains of such manufacturers, enterprises, and entities;

(2) quantify the value of improved resilience, diversity, security, and strength of critical supply chains to such manufacturers, enterprises, and entities;

(3) design and implement measures to reduce the risks of disruption, strain, compromise, or elimination of critical supply chains of such manufacturers, enterprises, and entities; and

(4) support the authentication and traceability of critical goods using blockchain technology, distributed ledger technologies, and other emerging technologies as appropriate.

(b) REQUIREMENTS.—In carrying out subsection (a), the Assistant Secretary shall do the following:

(1) Consult closely and regularly with relevant private sector personnel and entities, manufacturing extension centers established as part of the Hollings Manufacturing Extension Partnership, Manufacturing USA institutes as described in section 34(d) of the National Institute of Standards and Technology Act (15 U.S.C. 278s(d)), and other relevant stakeholders and incorporate industry expertise.

(2) Consult with the heads of relevant agencies (including agencies with jurisdiction over critical supply chains), States, local governments, Tribal Governments, countries that are an ally or key international partner nation, and international organizations, as necessary.

(3) Collaborate with private sector stakeholders to identify prioritized, flexible, repeatable, performance-based, and cost-effective critical supply chain resilience approaches that may be voluntarily adopted by domestic manufacturers, domestic enterprises, and other entities manufacturing, procuring, or using a critical good to achieve the goals of subsection (a).

(4) Facilitate the design of—

(A) voluntary processes for selecting suppliers that support the resilience, diversity, security, and strength of critical supply chains; and

(B) methodologies to identify and mitigate the effects of a disruption, strain, compromise, or elimination of a critical supply chain.

(5) Facilitate the identification or application of methods and technologies, including blockchain technology, distributed ledger technologies, and other emerging technologies as appropriate, for the authentication and traceability of critical goods.

(6) Disseminate research and information to assist domestic manufacturers redesign products, expand domestic manufacturing capacity, and improve other capabilities as required to improve the resilience, diversity, security, and strength of critical supply chains.

(7) Incorporate relevant industry best practices.

(8) Consider the private sector, including small businesses.

(9) Leverage mechanisms that exist as of the date of the enactment of this Act for the Federal Government to provide critical supply chain solutions (including manufacturing technology, products, tools, and workforce development solutions related to critical supply chain resilience) to manufacturers, including small and medium-sized manufacturers.

(c) RULE OF CONSTRUCTION.—Nothing in this section may be construed to—

(1) require any private entity to share information with the Secretary or Assistant Secretary;

(2) require any private entity to request assistance from the Secretary or Assistant Secretary;

(3) require any private entity to implement any measure or recommendation suggested by the Secretary or Assistant Secretary in response to a request by the private entity; or

(4) require the adoption of any guideline, best practice, management strategy, methodology, procedure, or process described in subsection (a).

SEC. 5. DEPARTMENT OF COMMERCE CAPABILITY ASSESSMENT.

(a) REPORT REQUIRED.—The Secretary shall produce a report—

(1) identifying the duties, responsibilities, resources, programs, and expertise within the offices and bureaus of the Department of Commerce relevant to critical supply chain resilience and manufacturing innovation;

(2) identifying and assessing the purpose, legal authority, effectiveness, efficiency, and limitations of each office or bureau identified under paragraph (1); and

(3) providing recommendations to enhance the activities related to critical supply chain resilience and manufacturing innovation of the Department of Commerce, including—

(A) improving the effectiveness, efficiency, and impact of the offices and bureaus identified under paragraph (1);

(B) coordination across offices and bureaus identified under paragraph (1); and

(C) consultation with agencies implementing similar activities related to critical supply chain resilience and manufacturing innovation.

(b) SUBMISSION OF REPORT.—Not later than 2 years after the date of the enactment of this Act, the Secretary shall submit to the relevant committees of Congress the report required by subsection (a), along with a strategy to implement, as appropriate and as determined by the Secretary, the recommendations contained in the report.

SEC. 6. DEFINITIONS.

In this Act:

(1) AGENCY.—The term ''agency'' has the meaning given that term in section 551 of title 5, United States Code.

(2) ALLY OR KEY INTERNATIONAL PARTNER NATION.—The term ''ally or key international partner nation''—

(A) means a country that is critical to addressing critical supply chain weaknesses and vulnerabilities; and

(B) does not include—

(i) a country that poses a significant risk to the national security or economic security of the United States; or

(ii) a country that is described in section 503(b) of the RANSOMWARE Act (title V of division BB of the Consolidated Appropriations Act, 2023; Public Law 117–328; 136 Stat. 5564).

(3) ASSISTANT SECRETARY.—The term ''Assistant Secretary'' means the Assistant Secretary of Commerce assigned by the Secretary to direct the office of Industry and Analysis.

(4) COVERED NONGOVERNMENTAL REPRESENTATIVE.—The term ''covered nongovernmental representative'' means a representative as specified in the second sentence of section 135(b)(1) of the Trade Act of 1974 (19 U.S.C. 2155(b)(1)), except that such term does not include a representative of a non-Federal government.

(5) CRITICAL GOOD.—The term ''critical good'' means any raw, in process, or manufactured material (including any mineral, metal, or advanced processed material), article, commodity, supply, product, or item for which an absence of supply would have a significant effect on—

(A) the national security or economic security of the United States; and

(B) either—

(i) critical infrastructure; or

(ii) an emerging technology.

(6) CRITICAL INDUSTRY.—The term ''critical industry'' means an industry that—

(A) is critical for the national security or economic security of the United States; and

(B) produces or procures a critical good.

(7) CRITICAL INFRASTRUCTURE.—The term ''critical infrastructure'' has the meaning given that term in section 1016 of the Critical Infrastructures Protection Act of 2001 (42 U.S.C. 5195c).

(8) CRITICAL SUPPLY CHAIN.—The term ''critical supply chain'' means a supply chain for a critical good.

(9) CRITICAL SUPPLY CHAIN INFORMATION.—The term ''critical supply chain information'' means information that is not customarily in the public domain and relates to—

(A) sustaining and adapting a critical supply chain during a supply chain shock;

(B) critical supply chain risk mitigation and recovery planning with respect to a supply chain shock, including any planned or past assessment, projection, or estimate of a vulnerability within the critical supply chain, including testing, supplier network assessments, production flexibility, risk evaluations, risk management planning, or risk audits; or

(C) operational best practices, planning, and supplier partnerships that enable enhanced resilience of a critical supply chain during a supply chain shock, including response, repair, recovery, reconstruction, insurance, or continuity.

(10) DOMESTIC ENTERPRISE.—The term ''domestic enterprise'' means an enterprise that conducts business in the United States and procures a critical good.

(11) DOMESTIC MANUFACTURER.—The term ''domestic manufacturer'' means a business that conducts in the United States the research and development, engineering, or production activities necessary for manufacturing a critical good.

(12) EMERGING TECHNOLOGY.—The term ''emerging technology'' means a technology that is critical for the national security or economic security of the United States, including the following:

(A) Technologies included in the American COMPETE Act (title XV of division FF of the Consolidated Appropriations Act, 2021; Public Law 116–260; 134 Stat. 3276).

(B) The following technologies:

(i) Artificial intelligence.

(ii) Automated vehicles and unmanned delivery systems.

(iii) Blockchain and other distributed ledger, data storage, data management, and cybersecurity technologies.

(iv) Quantum computing and quantum sensing.

(v) Additive manufacturing.

(vi) Advanced manufacturing and the Internet of Things.

(vii) Nano technology.

(viii) Robotics.

(ix) Microelectronics, optical fiber ray, and high performance and advanced computer hardware and software.

(x) Semiconductors.

(xi) Advanced materials science, including composition 2D, other next generation materials, and related manufacturing technologies.

(13) INSTITUTION OF HIGHER EDUCATION.—The term ''institution of higher education'' has the meaning given that term in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001).

(14) MANUFACTURE.—The term ''manufacture'' means any activity that is necessary for the development, production, processing, distribution, or delivery of any raw, in process, or manufactured material (including any mineral, metal, and advanced processed material), article, commodity, supply, product, critical good, or item of supply.

(15) MANUFACTURING TECHNOLOGY.—The term ''manufacturing technology'' means a technology that is necessary for the manufacturing of a critical good.

(16) PRODUCTION EQUIPMENT.—The term ''production equipment'' means any component, subsystem, system, equipment, tooling, accessory, part, or assembly necessary for the manufacturing of a critical good.

(17) PROGRAM.—The term ''program'' means the critical supply chain resiliency and crisis response program established under section 3(a).

(18) RELEVANT COMMITTEES OF CONGRESS.—The term ''relevant committees of Congress'' means the following:

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

(B) The Committee on Energy and Commerce of the House of Representatives.

(19) RESILIENT CRITICAL SUPPLY CHAIN.—The term ''resilient critical supply chain'' means a critical supply chain that—

(A) ensures that the United States can sustain critical industry, including emerging technologies, production, critical supply chains, services, and access to critical goods, production equipment, and manufacturing technology during a supply chain shock; and

(B) has key components of resilience that include—

(i) effective private sector risk management and mitigation planning to sustain critical supply chains and supplier networks during a supply chain shock; and

(ii) minimized or managed exposure to a supply chain shock.

(20) SECRETARY.—The term ''Secretary'' means the Secretary of Commerce.

(21) STATE.—The term ''State'' means each of the several States, the District of Columbia, each commonwealth, territory, or possession of the United States, and each federally recognized Indian Tribe.

(22) SUPPLY CHAIN SHOCK.—The term ''supply chain shock'' includes the following:

(A) A natural disaster.

(B) A pandemic.

(C) A biological threat.

(D) A cyber attack.

(E) A great power conflict.

(F) A terrorist or geopolitical attack.

(H) An event for which the President declares a major disaster or an emergency under section 401 or 501, respectively, of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170; 42 U.S.C. 5191).

(I) Any other disruption or threat to a critical supply chain that affects the national security or economic security of the United States.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material in the RECORD on the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, today, I rise in support of H.R. 6571, the Promoting Resilient Supply Chains Act. I thank Dr. BUCSHON and Representative BLUNT ROCHESTER for their hard work negotiating this bipartisan policy.

Since the pandemic, we have quickly learned how our Nation has become too reliant on foreign adversaries. I can say that again. We have relied too much on foreign adversaries like China for critical goods and components of such goods. Enough is enough.

H.R. 6571 would establish a mapping program at the Department of Commerce to examine our supply chains to better prepare our economy for any future shock that we may see. Monitoring these trends will help protect us from overreliance on our Nation's enemies and instead help industries to adapt quickly.

Further, this legislation would require the Assistant Secretary to carry out a program with the private sector to better understand vulnerabilities in our supply chains, including supply chains for emerging technologies, and provide recommendations for promoting emerging technologies and making critical supply chains more resilient. This will continue our technological leadership in the global race against China.

Mr. Speaker, I thank my colleagues and, of course, Dr. BUCSHON, in particular, for their bipartisan work to secure American leadership and competitiveness.

Mr. Speaker, I urge my colleagues to join me in supporting this legislation, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 6571, the Promoting Resilient Supply Chains Act.

The COVID–19 public health crisis exposed serious vulnerabilities in our critical manufacturing supply chains, vulnerabilities that harmed our efforts to combat COVID–19 and its economic fallout.

Ask any doctor, nurse, or essential worker who needed personal protective equipment during the height of the COVID–19 pandemic. Ask any assembly line worker, manufacturer, or startup that did not have enough semiconductors essential to produce critical products and consumer electronics. Ask the everyday consumer who could not find basic household essentials like toilet paper and cleaning supplies as demand surged and supply chains ground to a halt.

Fortunately, the supply chain crisis is over, but serious vulnerabilities remain. The Biden administration's 100-day supply chain review found that manufacturing supply chains instrumental to our national security and economic welfare remain vulnerable to disruption, strain, compromise, and elimination. These vulnerabilities are industrywide and affect every American.

The Department of Defense warns that the decline in domestic manufacturing capability could result in a growing and permanent security deficit that presents challenges to our military and technological supremacy.

Last Congress, congressional Democrats took bold action to strengthen our manufacturing base, bolster supply chains, create good-paying jobs for American workers, unleash innovation, and lower costs for consumers. Representatives Blunt Rochester, Dingell, Kelly, and Wild spearheaded bipartisan supply chain legislation that passed the House in 2022. Over 160 stakeholders—ranging from manufacturers, innovators, workers, consumer groups, and local governments—endorsed their supply chain legislation.

While I was disappointed that supply chain package did not become law, I am pleased the House is poised to pass legislation that grew out of that work.

H.R. 6571, the Promoting Resilient Supply Chains Act, improves supply chain resilience and strengthens our Nation's economic vitality and national security in three key ways.

First, the bill creates a program at the Department of Commerce to map and monitor supply chains, identify supply chain gaps and vulnerabilities, and identify opportunities to address supply chain risks.

Second, it equips the private sector with voluntary standards and guidelines needed to proactively identify and mitigate supply chain vulnerabilities before government intervention is even necessary.

Third, the bill assigns the Assistant Secretary of Industry and Analysis with the responsibility to lead a governmentwide effort to strengthen supply chains. This will reduce bureaucratic impediments and improve the efficiency and effectiveness of the Federal response to a supply chain crisis.

Mr. Speaker, we have to heed the lessons learned from the supply chain crisis during the pandemic and ensure that the Federal Government is equipped with the tools and authorities needed to address vulnerabilities before they become full-blown crises. That is what this legislation tries to do. It is a great start.

Mr. Speaker, I commend Representatives BLUNT ROCHESTER, DINGELL, KELLY, WILD, and BUCSHON for their leadership on this issue, and I urge my colleagues to support this legislation. I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I yield 2 minutes to the gentleman from Indiana (Mr. BUCSHON), my good friend.

Mr. BUCSHON. Mr. Speaker, I rise in support of H.R. 6571, the Promoting Resilient Supply Chains Act, which I am proud to co-lead with my colleague, Representative LISA BLUNT ROCHESTER.

During the COVID–19 pandemic, producers in sectors across the economy had to slow or stop production. They couldn't access the inputs they needed to operate due to shipping bottlenecks or a lack of diversified suppliers.

My bill establishes a program within the Department of Commerce to map and monitor critical supply chains utilized by American producers. It will allow us to know where our strengths and vulnerabilities are, a critical step in improving our economic and national security.

□ 1530

This program will also develop best practices to advise manufacturers on how to strengthen their supply chains and help government and private sector stakeholders plan for and respond to supply chain shocks.

Hoosier manufacturers make some of the best products in the world and need

reliable supply chains. Having the Department of Commerce study and advise on how to strengthen supply chains will allow producers to plan appropriately.

Mr. Speaker, I urge my colleagues to support H.R. 6571.

Mr. PALLONE. Mr. Speaker, I have no additional speakers and am prepared to close.

Let me just say, Mr. Speaker, that this act to promote resilience in the supply chain is obviously very important in what we learned, the lessons we learned from the COVID pandemic. I would urge my colleagues on both sides of the aisle to support the legislation, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, in closing, I again encourage a ''yes'' vote on this particular piece of legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 6571, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BILIRAKIS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

DEPLOYING AMERICAN BLOCKCHAINS ACT OF 2023

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6572) to direct the Secretary of Commerce to take actions necessary and appropriate to promote the competitiveness of the United States related to the deployment, use, application, and competitiveness of blockchain technology or other distributed ledger technology, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6572

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Deploying American Blockchains Act of 2023''.

SEC. 2. DEFINITIONS.

In this Act:

(1) BLOCKCHAIN TECHNOLOGY OR OTHER DISTRIBUTED LEDGER TECHNOLOGY.—The term ''blockchain technology or other distributed ledger technology'' means a distributed digital database where data is—

(A) shared across a network of computers to create a ledger of verified information among network participants;

(B) linked using cryptography to maintain the integrity of the ledger and to execute other functions; and

(C) distributed among network participants in an automated fashion to concurrently update network participants on the state of the ledger and other functions.

(2) COVERED NONGOVERNMENTAL REPRESENTATIVES.—The term ''covered nongovernmental representatives'' means representatives as specified in the second sentence of section 135(b)(1) of the Trade Act of 1974 (19 U.S.C. 2155(b)(1)), except that such term does not include representatives of non-Federal governments.

(3) SECRETARY.—The term ''Secretary'' means the Secretary of Commerce.

(4) STATE.—The term ''State'' means each of the several States, the District of Columbia, each commonwealth, territory, or possession of the United States, and each federally recognized Indian Tribe.

(5) TOKEN.—The term ''token'' means a transferable, digital representation of information recorded on blockchain technology or other distributed ledger technology.

(6) TOKENIZATION.—The term ''tokenization'' means the process of creating a token.

SEC. 3. DEPARTMENT OF COMMERCE LEADERSHIP ON BLOCKCHAIN.

(a) FUNCTION OF SECRETARY.—The Secretary shall serve as the principal advisor to the President for policy pertaining to the deployment, use, application, and competitiveness of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization.

(b) ACTIVITIES.—The Secretary shall take actions necessary and appropriate to support the leadership of the United States with respect to the deployment, use, application, and competitiveness of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization, including by—

(1) developing policies and recommendations on issues and risks related to the deployment, use, application, and competitiveness of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization, including the issues of decentralized identity, cybersecurity, key storage and security systems, artificial intelligence, fraud reduction, regulatory compliance, e-commerce, health care applications, and supply chain resiliency;

(2) supporting and promoting the stability, maintenance, improvement, and security of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(3) helping to promote the leadership of the United States with respect to the deployment, use, application, and competitiveness of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization through the establishment of a Blockchain Deployment Program in the Department of Commerce;

(4) promoting the national security and economic security of the United States with respect to blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(5) supporting engagement with the public to promote the best practices described in subsection (c);

(6) considering policies and programs to encourage and improve coordination among Federal agencies with respect to the deployment of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(7) examining—

(A) how Federal agencies can benefit from utilizing blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(B) the current use by Federal agencies of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(C) the current and future preparedness and ability of Federal agencies to adopt blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization; and

(D) additional security measures Federal agencies may need to take to—

(i) safely and securely use blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization, including to ensure the security of critical infrastructure; and

(ii) enhance the resiliency of Federal systems against cyber threats to blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(8) supporting coordination of the activities of the Federal Government related to the security of blockchain technology and other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization; and

(9) not later than 180 days after the date of the enactment of this Act, establishing advisory committees to support the adoption of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization, the membership of which shall include—

(A) the Secretary;

(B) representatives of Federal agencies (as determined necessary by the Secretary); and

(C) nongovernmental stakeholders with expertise related to blockchain technology or other distributed ledger technology, including—

(i) blockchain technology or other distributed ledger technology infrastructure operators, suppliers, service providers, and vendors;

(ii) application developers building on blockchain technology or other distributed ledger technology;

(iii) developers and organizations supporting the advancement and deployment of public blockchain technology or other distributed ledger technology;

(iv) subject matter experts representing industrial sectors that can benefit from blockchain technology or other distributed ledger technology;

(v) small, medium, and large businesses;

(vi) think tanks and academia;

(vii) nonprofit organizations and consumer groups;

(viii) cybersecurity experts;

(ix) rural stakeholders;

(x) covered nongovernmental representatives;

(xi) artists and the content creator community; and

(xii) other stakeholders with relevant expertise (as determined necessary by the Secretary).

(c) BEST PRACTICES.—The Secretary shall, on an ongoing basis, facilitate and support the development and dissemination of best practices with respect to blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization that—

(1) support the private sector, the public sector, and public-private partnerships in the deployment of technologies needed to advance the capabilities of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(2) support the interoperability of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(3) support operations, including hashing and key storage and security systems, that form the foundation of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(4) reduce cybersecurity and other risks that may compromise blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(5) reduce uncertainty and risks in the use of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization; and

(6) quantify the value and potential cost savings associated with adoption of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization, including through comparative analyses of competing and existing technologies within specific industry applications.

(d) ADDITIONAL REQUIREMENTS.—In carrying out this section, the Secretary shall—

(1) consult closely and regularly with stakeholders, including private sector individuals and entities, and incorporate industry expertise;

(2) collaborate with private sector stakeholders to identify prioritized, flexible, repeatable, performance-based, and cost-effective approaches to the deployment of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(3) disseminate research and information pertaining to the use of, and marketplace for, blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(4) develop standardized terminology for, and promote common understanding of, blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(5) ensure the best practices described in subsection (c) facilitate the ease of use of blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization;

(6) support open-source infrastructure, data management, and authentication activities with respect to blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization; and

(7) consider the needs and interests of both the private and public sector, including small businesses and Federal, State, and local governments.

(e) RULES OF CONSTRUCTION.—Nothing in this section may be construed to—

(1) require a private entity to share information with the Secretary;

(2) require a private entity to request assistance from the Secretary;

(3) require a private entity to implement any measure or recommendation suggested by the Secretary in response to a request by the private entity; or

(4) require the adoption of the best practices described in subsection (c).

(f) CONSULTATION.—In implementing this section, the Secretary may, as appropriate, consult with the heads of relevant Federal agencies.

(g) TERMINATION OF PROGRAM.—The Blockchain Deployment Program established pursuant to subsection (b)(3) shall terminate on the date that is 7 years after the date of the enactment of this Act.

SEC. 4. REPORT TO CONGRESS.

Not later than 2 years after the date of the enactment of this Act, and annually thereafter, the Secretary shall make public on the website of the Department of Commerce and submit to the Committee on Energy and Commerce of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes—

(1) a description of the activities of the Secretary under this Act during the preceding year;

(2) any recommendations by the Secretary for additional legislation to strengthen the competitiveness of the United States with respect to blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization; and

(3) a description of any emerging risks and long-term trends with respect to blockchain technology or other distributed ledger technology, applications built on blockchain technology or other distributed ledger technology, tokens, and tokenization.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on this particular bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 6572, the Deploying American Blockchains Act. I thank the sponsor and lead on this particular piece of legislation, Representative BUCSHON, Dr. BUCSHON, for his tireless efforts. He is definitely on a roll here.

According to a report from Electric Capital, the United States is at serious risk of losing our global leadership in blockchain technology.

The report states that in 2015, 40 percent of all blockchain developers were based in the United States, but today, that number has fallen to just 29 percent, Mr. Speaker, and it is continuing to decline. We can't let that happen. We have to stop that.

Our country benefited greatly from our leadership in the development and deployment of the internet decades ago, but we cannot cede leadership over critical technologies like blockchains to others.

This important bill will direct the Secretary of Commerce to take actions necessary to promote U.S. competitiveness related to the deployment, use, and new applications of this particular piece of technology.

Instead of pushing American innovators abroad, the Secretary of Commerce needs to ensure that American innovators build here in the United States of America.

Mr. Speaker, I urge my colleagues to join me in voting of H.R. 6572, and I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 6572, the Deploying American Blockchains Act. For decades, our Nation's technological leadership has helped build the largest, most dynamic economy in the world, but we must continue working to ensure we outcompete the rest of the world because our economic rivals are trying to close the gap.

Last Congress, House Democrats championed historic legislation, the Chips and Science Act, that President Biden signed into law.

This bill makes transformational investments in research and development, science and technology, and the workforce of the future.

It will help us maintain our Nation's leadership in the industries of tomorrow, including nanotechnology, clean energy, quantum computing, and artificial intelligence.

The Chips and Science Act is already making a huge difference, but we must build on its success. H.R. 6572, the Deploying American Blockchains Act, commissions the Department of Commerce to support the leadership in the United States with respect to blockchain technology, which may have useful applications for supply chain monitoring, data security, and financial transactions.

I commend Representatives BLUNT ROCHESTER, DINGELL, and BUCSHON for their leadership on this issue, and I encourage all of my colleagues to support this bipartisan bill.

Mr. Speaker, I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I yield 2 minutes to the gentleman from Indiana (Mr. BUCSHON).

Mr. BUCSHON. Mr. Speaker, I rise in support of H.R. 6572, the Deploying American Blockchains Act, that I introduced alongside Representative LISA BLUNT ROCHESTER.

This bill will promote American innovation and help develop the use of blockchains and distributed ledger technologies throughout the U.S. economy.

Americans are leaders in utilizing blockchains in public and private sector areas, ranging from ensuring the traceability of drugs to managing supply chains for manufacturers.

Unfortunately, in recent years, our leadership position has seriously diminished as other countries see and embrace the promise that blockchains hold.

According to a 2023 report, the United States is at serious risk of losing its global leadership in blockchain.

In 2015, 40 percent of blockchain developers were based in the United States. In 2022, that number was just 29 percent and dropping. Our share continues to dwindle.

The Deploying American Blockchains Act will help rectify this trend by requiring the Secretary of Commerce to create a program to help promote the competitiveness of the United States in the deployment, use, and application of blockchains.

Instead of pushing American innovators abroad, the Department of Commerce should work with American innovators to build their products here.

Mr. Speaker, I urge my colleagues to support the Deploying American Blockchains Act.

Mr. PALLONE. Mr. Speaker, I will close by saying that, again, this is important in terms of our competitiveness globally.

I ask all our colleagues to vote in favor of this bill on a bipartisan basis, and I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, in closing, I encourage a ''yes'' vote on this particular bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 6572, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BILIRAKIS. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

AWNING SAFETY ACT OF 2023

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6132) to require the Consumer Product Safety Commission to promulgate a mandatory consumer product safety standard with respect to retractable awnings.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6132

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Awning Safety Act of 2023''.

SEC. 2. CONSUMER PRODUCT SAFETY STANDARD FOR RETRACTABLE AWNINGS.

(a) CONSUMER PRODUCT SAFETY STANDARD REQUIRED.—Not later than 18 months after the date of the enactment of this Act, the Consumer Product Safety Commission shall promulgate, under section 553 of title 5, United States Code, a final consumer product safety standard for fixed and freestanding retractable awnings within the jurisdiction of the Commission to protect against the risk of death or serious injury related to the hazards associated with such awnings, including the risk of death or serious injury related to the awning unexpectedly opening and striking a person while removing the bungee tie-downs for the cover of the awning.

(b) CPSC DETERMINATION OF SCOPE.—The Consumer Product Safety Commission shall specify the types of retractable awning devices within the jurisdiction of the Commission that are within the scope of subsection (a) as part of a standard promulgated under this section, as reasonably necessary to protect against hazards associated with retractable awnings.

(c) TREATMENT OF STANDARD.—A consumer product safety standard promulgated under subsection (a) shall be treated as a consumer product safety rule promulgated under sections 7 and 9 of the Consumer Product Safety Act (15 U.S.C. 2056 and 2058).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material in the RECORD on this bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, first, I thank Representatives BALDERSON and CASTOR for introducing this particular piece of legislation, H.R. 6132, the Awning Safety Act, and I urge my colleagues to support it.

Mr. Speaker, I thank our constituents for bringing these issues to our attention. We really appreciate it. I appreciate the chairwoman and the ranking member because they are bringing these issues forward, and they need to be passed unanimously in the House and go over to the Senate. It is so very important.

Motorized awnings pose a known hazard to the public with about 270,000 units being subject to a recall by the manufacturer facilitated by the U.S. Consumer Product Safety Commission in August of 2019.

This product is associated with many incidents, including at least one report of a death and six serious injuries.

The death involved a 73-year-old man who died after falling from a ladder over an elevated porch when the motorized awning opened and unexpectedly struck him.

There is currently no voluntary standard for motorized awnings, and the recall only covered one manufacturer of the products.

H.R. 6132 will save lives and will require the CPSC to promulgate a mandatory standard regarding these home retractable awnings, which is within the jurisdiction of the CPSC.

This is a commonsense bill, Mr. Speaker, and I urge my colleagues to support this particular bill. I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 6132, the Awning Safety Act. In 2019, the Consumer Product Safety Commission issued a recall of 270,000 motorized awnings that had caused six injuries and, tragically, one death.

These products are a known hazard to the public, and while I commend the CPSC for taking action in 2019, we must do more to ensure motorized awning products, regardless of brand or manufacturer, are safe.

The Awning Safety Act before us today would require the CPSC to create a mandatory safety standard for fixed and freestanding retractable awnings.

Currently, there is no standard, voluntary or mandatory, for these awnings, and injuries continue to mount.

Just last year, Dr. Michael Hnat, the father of a former Republican committee staffer, tragically died as a result of an incident involving a retractable awning.

We must act to ensure that other American families do not suffer a similar tragedy because of problems with retractable awnings.

I commend Representative CASTOR, the Democratic lead on this bill, and Congressman BALDERSON for their bipartisan work and leadership on this issue, and I urge my colleagues to support H.R. 6132, the Awning Safety Act.

Mr. Speaker, I reserve the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. BALDERSON), the sponsor of the bill.

Mr. BALDERSON. Mr. Speaker, I rise today in support of my bill, the Awning Safety Act, which aims to enhance the safety of awnings commonly found in Ohio homes and households across the Nation.

A retractable awning can serve as a valuable source of shade and a gathering spot for family and friends. However, it can pose a significant risk if not properly handled.

This legislation directs the Consumer Product Safety Commission to establish safety standards for fixed and freestanding awnings being typically installed in homes.

My Energy and Commerce Committee colleagues and I learned of the serious risk surrounding the awnings this past August when tragedy struck the family of Olivia Shields, a staff member for the committee at the time. Olivia and her mother are in the gallery as I speak.

Her father, Michael Hnat, was carrying out a routine household task, taking down the retractable awning from the family home.

He was on a ladder when the spring-loaded arm of the awning unexpectedly shot out at him, forcing his ladder to tip and causing him to fall.

Michael suffered a severe spinal cord injury, and despite efforts to save him, he tragically passed away a few days later.

□ 1545

His passing affected his family profoundly and reverberated throughout the communities he touched. Michael was renowned for his kindness, generosity, and selflessness, often going above and beyond to help others in need.

He was a devoted family man, a cherished husband to Jill, and a loving father to their children, Annaliese, Olivia, Abbey, Seamus, Emma, his sons-in-law, and his grandchildren. Michael's untimely death underscores the importance of ensuring the safety of household products like awnings, and by passing this legislation today, we can prevent future tragedies.

Mr. PALLONE. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Florida (Ms. CASTOR), the Democratic sponsor of this bill and the ranking member of our Energy and Commerce's Oversight and Investigations Subcommittee.

Ms. CASTOR of Florida. Mr. Speaker, I thank Mr. PALLONE for yielding the time.

Mr. Speaker, I rise in strong support of H.R. 6132, the Awning Safety Act, which passed out of the Energy and Commerce Committee unanimously. I thank Representative BALDERSON for working with me and leading this important consumer protection bill that will prompt the Consumer Product Safety Commission to promulgate a safety standard for fixed and freestanding motorized, retractable awnings.

Awnings are common for households across the country. The last thing a person should be worried about is a defective product, but in 2019, a motorized product was recalled after 14 incidents, including one fatal injury. The CPSC worked quickly with the manufacturer to recall the product and provide a remedy for consumers, but all consumers deserve protection.

It is important that the CPSC continues this work to save lives and keep families safe. That is why Representative BALDERSON and I are offering this bill to provide oversight and increased safety, empower the Consumer Product Safety Commission, and help prevent other families from suffering through tragic injuries and even deaths.

Consumers and their children deserve to enjoy the great outdoors without the fear of injury or death from products they presume to be safe. I thank the committee's chairwoman, CATHY MCMORRIS RODGERS, for encouraging us in this effort, as well as Ranking Member PALLONE and the entire committee.

Mr. Speaker, I urge a ''yes'' vote.

Mr. PALLONE. Mr. Speaker, I urge all of my colleagues to support this bill. Obviously, we have to prevent more tragedies like what occurred. I ask unanimous support for this legislation.

Mr. Speaker, I yield back the balance of my time.

Mr. BILIRAKIS. Mr. Speaker, I urge a ''yes'' vote. I thank my colleagues, Representative CASTOR from the State of Florida, and, of course, Mr. BALDERSON from the great State of Ohio for sponsoring the bill.

Mr. Speaker, I urge passage, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 6132.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

TRANSPARENCY IN CHARGES FOR KEY EVENTS TICKETING ACT

Mr. BILIRAKIS. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3950) to require sellers of event tickets to disclose comprehensive information to consumers about ticket prices and related fees, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3950

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Transparency In Charges for Key Events Ticketing Act'' or the ''TICKET Act''.

SEC. 2. ALL INCLUSIVE TICKET PRICE DISCLOSURE.

Beginning 180 days after the date of the enactment of this Act, it shall be unlawful for a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange to offer for sale an event ticket unless the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange—

(1) clearly and conspicuously displays the total event ticket price, if a price is displayed, in any advertisement, marketing, or price list wherever the ticket is offered for sale;

(2) clearly and conspicuously discloses to any individual who seeks to purchase an event ticket the total event ticket price at the time the ticket is first displayed to the individual and anytime thereafter throughout the ticket purchasing process; and

(3) provides an itemized list of the base event ticket price and each event ticket fee prior to the completion of the ticket purchasing process.

SEC. 3. SPECULATIVE TICKETING BAN.

(a) PROHIBITION.—Beginning 180 days after the date of the enactment of this Act, a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange that does not have actual or constructive possession of an event ticket shall not sell, offer for sale, or advertise for sale such event ticket.

(b) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to prohibit a secondary market ticket issuer or secondary market ticket exchange from offering a service to a consumer to obtain an event ticket on behalf of the consumer if the secondary market ticket issuer or secondary market ticket exchange complies with the following:

(1) Does not market or list the service as an event ticket.

(2) Maintains a clear, distinct, and easily discernible separation between the service and event tickets through unavoidable visual demarcation that persists throughout the entire service selection and purchasing process.

(3) Clearly and conspicuously discloses before selection of the service that the service is not an event ticket and that the purchase of the service does not guarantee an event ticket.

(4) In the event the service is unable to obtain the specified event ticket purchased through the service for the consumer, provides the consumer that purchased the service, within a reasonable amount of time—

(A) a full refund for the total cost of the service to obtain an event ticket on behalf of the consumer; or

(B) subject to availability, a replacement event ticket in the same or a comparable location with the approval of the consumer.

(5) Does not obtain more tickets in each transaction than the numerical limitations for tickets set by the venue and artist for each respective event.

SEC. 4. DECEPTIVE WEBSITES.

A ticket issuer, secondary market ticket issuer, or secondary market ticket exchange—

(1) shall provide a clear and conspicuous statement, before a visitor purchases an event ticket from the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange that the issuer or exchange is engaged in the secondary sale of event tickets;

(2) shall not state that the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange is affiliated with or endorsed by a venue, team, or artist, as applicable, unless a partnership agreement has been executed, including by (3) shall not use a domain name, or any subdomain thereof, in the URL of the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange that contains—

using words like ''official'' in promotional materials, social media promotions, search engine optimization, paid advertising, or search engine monetization unless the issuer or exchange has the express written consent of the venue, team, or artist, as applicable; and

(A) the name of a specific team, league, or venue where concerts, sports, or other live entertainment events are held, unless authorized by the owner of the name;

(B) the name of the exhibition or performance or of another event described in subparagraph (A), including the name of a person, team, performance, group, or entity scheduled to perform at any such venue or event, unless authorized by the owner of the name;

(C) any trademark or copyright not owned by the ticket issuer, secondary market ticket issuer, or secondary market ticket exchange, including any trademark or copyright owned by an authorized agent or partner of the venue or event identified in subparagraph (A) and (B); or

(D) any name substantially similar to those described in subparagraphs (A) and (B), including any misspelling of any such name.

SEC. 5. REFUND REQUIREMENTS.

(a) CANCELLATION.—Beginning 180 days after the date of the enactment of this Act, if an event is canceled or postponed (except for a case in which an event is canceled or postponed due to a cause beyond the reasonable control of the ticket issuer, including a natural disaster, civil disturbance, or otherwise unforeseeable impediment), a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange shall provide the consumer, at the option of the purchaser, at a minimum—

(1) a full refund for the total cost of the event ticket, any event ticket fee, and any tax; or

(2) subject to availability, if the event is postponed, a replacement event ticket in the same or a comparable location once the event has been rescheduled, with the approval of the consumer.

(b) DISCLOSURE OF GUARANTEE AND REFUND POLICY REQUIRED.—Beginning 180 days after the date of the enactment of this Act, a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange shall disclose clearly and conspicuously before the completion

of an event ticket sale the guarantee or refund policy of such ticket issuer, secondary market ticket issuer, or secondary market ticket exchange, including under what circumstances any refund issued will include a refund of any event ticket fee and any tax.

(c) DISCLOSURE OF HOW TO OBTAIN A REFUND REQUIRED.—Beginning 180 days after the date of the enactment of this Act, a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange shall provide a clear and conspicuous explanation of how to obtain a refund of the total cost of the ticket, any event ticket fee, and any tax.

SEC. 6. REPORT BY THE FEDERAL TRADE COMMISSION ON BOTS ACT OF 2016 ENFORCEMENT.

Not later than 6 months after the date of the enactment of this Act, the Commission shall submit to Congress a report on enforcement of the Better Online Ticket Sales Act of 2016 (Public Law 114–274; 15 U.S.C. 45c), including any enforcement action taken, challenges with enforcement and coordination with State Attorneys General, and recommendations on how to improve enforcement and industry compliance.

SEC. 7. ENFORCEMENT.

(a) UNFAIR OR DECEPTIVE ACT OR PRACTICE.—A violation of this Act shall be treated as a violation of a rule defining an unfair or deceptive act or practice under section 18(a)(1)(B) of the Federal Trade Commission Act (15 U.S.C. 57a(a)(1)(B)).

(b) POWERS OF COMMISSION.—

(1) IN GENERAL.—The Commission shall enforce this Act in the same manner, by the same means, and with the same jurisdiction, powers, and duties as though all applicable terms and provisions of the Federal Trade Commission Act (15 U.S.C. 41 et seq.) were incorporated into and made a part of this Act.

(2) PRIVILEGES AND IMMUNITIES.—Any person who violates this Act shall be subject to the penalties and entitled to the privileges and immunities provided in the Federal Trade Commission Act (15 U.S.C. 41 et seq.).

(3) AUTHORITY PRESERVED.—Nothing in this Act shall be construed to limit the authority of the Commission under any other provision of law.

SEC. 8. DEFINITIONS.

In this Act:

(1) ARTIST.—The term ''artist'' means any performer, musician, comedian, producer, ensemble or production entity of a theatrical production, sports team owner, or similar person.

(2) COMMISSION.—The term ''Commission'' means the Federal Trade Commission.

(3) DOMAIN NAME.—The term ''domain name'' means a globally unique, hierarchical reference to an Internet host or service, which is assigned through centralized Internet naming authorities, and which is comprised of a series of character strings separated by periods, with the right most string specifying the top of the hierarchy.

(4) EVENT; EVENT TICKET; TICKET ISSUER.—The terms ''event'', ''event ticket'', and ''ticket issuer'' have the meaning given those terms in the Better Online Ticket Sales Act of 2016 (Public Law 114–274).

(5) EVENT TICKET FEE.—The term ''event ticket fee''—

(A) means a charge for an event ticket that must be paid in addition to the base event ticket price in order to obtain an event ticket from a ticket issuer, secondary market ticket issuer, or secondary market ticket exchange including any service fee, charge and order processing fee, delivery fee, facility charge fee, and any other charge; and

(B) does not include any charge or fee for an optional product or service associated with the event that may be selected by a purchaser of an event ticket.

(6) OPTIONAL PRODUCT OR SERVICE.—The term ''optional product or service'' means a product or service that an individual does not need to purchase to use or take possession of an event ticket.

(7) RESALE; SECONDARY SALE.—The terms ''resale'' and ''secondary sale'' mean any sale of an event ticket that occurs after the initial sale of the event ticket by a ticket issuer.

(8) SECONDARY MARKET TICKET EXCHANGE.—The term ''secondary market ticket exchange'' means any person that operates a platform or exchange for advertising, listing, or selling resale tickets, on behalf of itself, vendors, or a secondary market ticket issuer.

(9) SECONDARY MARKET TICKET ISSUER.—The term ''secondary market ticket issuer'' means any person, including a ticket issuer, that resells or makes a secondary sale of an event ticket to the general public in the regular course of the trade or business of the person.

(10) TOTAL EVENT TICKET PRICE.—The term ''total event ticket price'' means, with respect to an event ticket, the total cost of the event ticket, including the base event ticket price and any event ticket fee.

(11) URL.—The term ''URL'' means the uniform resource locator associated with an internet website.

(12) VENUE.—The term ''venue'' means a physical space at which an event takes place.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Florida (Mr. BILIRAKIS) and the gentleman from New Jersey (Mr. PALLONE) each will control 20 minutes.

The Chair recognizes the gentleman from Florida.

GENERAL LEAVE

Mr. BILIRAKIS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material on this bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. BILIRAKIS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, today, I am honored to speak in support of my bipartisan bill, H.R. 3950, the Transparency In Charges for Key Events Ticketing Act, or the TICKET Act.

Mr. Speaker, I thank my bipartisan co-lead on this particular piece of legislation, the ranking member of the subcommittee, Ms. JAN SCHAKOWSKY, from the great State of Illinois. We have had true collaboration and partnership on this initiative, and I am grateful that we are able to move this bipartisan initiative forward. I thank the staff, too, on both sides. They did an incredible job on this particular piece of legislation, and it really is needed.

H.R. 3950 addresses price transparency in the live event ticketing marketplace, which has long been plagued by hidden and confusing fees tacked on at the end of the checkout process. It would require ticket issuers, including issuers on the secondary market, for live events to clearly and conspicuously disclose at the beginning of the transaction, and throughout the ticket purchasing process, the total ticket price for the event and an itemized list of the base ticket price and each fee associated with the total price. It is as simple as that. It is not a lot to ask for.

Further, this upfront pricing requirement includes the total ticket price in any advertisements or other marketing activities.

The TICKET Act also incorporates H.R. 6568, the Speculative Ticketing Oversight and Prohibition Act, or the STOP Act, led by Representatives ARMSTRONG and BLUNT ROCHESTER.

This additional language will hold bad actors accountable for ripping off and defrauding consumers through the sale of fake tickets that they do not possess, referred to as speculative tickets. It also prevents bad actors from using deceptive ticketing websites or fake URLs.

No fan should be caught left with nowhere to turn when they have been sold a fake ticket that they thought they had purchased from a website selling tickets only to find out that the website is a scam and the ticket does not exist at all.

This bill also provides fans with refunds if the event is canceled or postponed and requires the FTC to study the enforcement of the BOTS Act and hurdles that law enforcement may have when going after bad actors that use fake ticket purchasing bots, which are already illegal.

It is important that the House passes this particular legislation, and I hope the Senate will approve this without delay, as this bill will have an immediate impact on providing market transparency and enhancing the event ticketing experience for consumers.

As Americans look to attend summer outings, this will provide an enforcement mechanism for fake and deceptive websites claiming to be selling legitimate event tickets.

Mr. Speaker, I thank all the stakeholders for working with us and for their input on this initiative, and I thank the staff, as well. I know that we have struck a key balance between both sides of the aisle to protect consumers and, ultimately, pass the most consequential ticketing reform in years.

We have to get it through the Senate, as well.

Mr. Speaker, I encourage all of my colleagues to pass this particular piece of legislation on behalf of their constituents who may buy a birthday present for a child and think they have budgeted enough money for that, whether it is a baseball game, football game, or any type of a concert, what have you, and, lo and behold, they are surprised that they don't have the funds because of these overcharges or whatever you want to call them. Hidden fees is what they are.

Let's pass this bill and make sure that our families have the opportunity to take their children, their spouses, or their friends to these wonderful events that take place in our country.

Mr. Speaker, I reserve the balance of my time.

Mr. PALLONE. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise to speak in support of H.R. 3950, the TICKET Act. I

want to start by applauding Chair BILIRAKIS and Ranking Member SCHAKOWSKY of the Innovation, Data, and Commerce Subcommittee for all of their hard work in producing a bipartisan ticketing bill with strong protections for consumers.

Mr. Speaker, I also commend my friend and colleague from New Jersey (Mr. PASCRELL) for his tireless efforts and leadership to improve the ticketing experience for consumers. This is something that has been very important in our State of New Jersey.

For years, Representative PASCRELL has fought to ensure that those who want to enjoy their favorite sports team or see their favorite artists can do so without breaking the bank. Representative PASCRELL has been a staunch advocate to ensure fairness and transparency in the ticketing marketplace, and I am proud to have partnered with him in his efforts.

Those efforts are directly reflected in the bipartisan bill we have before us today. H.R. 3950, the TICKET Act, incorporates many of the proposals that Representative PASCRELL and I have called for over the last several years.

This bill mandates all-in pricing disclosure, bans speculative ticketing, requires refunds for cancellations or postponements, and prohibits deceptively named ticketing websites. That means consumers won't be hit with additional fees when they go to checkout. They will also know that the ticket they are purchasing is from a reputable website and in the seller's actual possession.

I am pleased we were able to come to a strong bipartisan consensus so that we can help consumers who just want to go to see their favorite artists perform.

While I believe there is still more that can be done to address anticonsumer practices in the ticketing space, this bill goes a long way in improving the ticket buying and event experience for all fans.

Madam Speaker, I strongly encourage all of my colleagues to support this bill, and I reserve the balance of my time.

Mr. BILIRAKIS. Madam Speaker, I reserve the balance of my time.

Mr. PALLONE. Madam Speaker, I yield such time as she may consume to the gentlewoman from Illinois (Ms. SCHAKOWSKY).

Ms. SCHAKOWSKY. Madam Speaker, I rise in strong support of this legislation, H.R. 3950, the TICKET Act.

As my colleague and the chair of the subcommittee, Mr. BILIRAKIS, has said, we worked for months to finally get to this legislation being here today. I am so excited about it.

Madam Speaker, we have been hearing about this issue for a very long time, and I appreciate Congressman PASCRELL pushing it for as long as he did. Here we finally are. Totally bipartisan, this bill passed unanimously out of the Energy and Commerce Committee, but it took some work for us to finally get here. I am very happy that we have.

The bill really has three separate parts.

One is that we make sure that the price consumers think they are going to pay when they first go online or see an advertisement is the price they will pay. Right now, many consumers have found they think they know the price when they go online, but when they finally finish and are at the end of the contract that they want to sign, they find that it could be 10, 20, 30, 40 percent more than they thought it was going to be.

That is a decision moment. Are they going to be able to go to that venue? Are they going to be able to go to that concert? Are they going to be able to go to that ballpark or to that game? Can they really afford it? Their children are begging to be able to go to that concert, yet it is far more than they thought it was going to be.

This legislation will finally put an end to those hidden prices. The price consumers see is the price that they will pay.

Number two, for refunds, how many times have people gotten tickets and then found out that the concert or the event has actually been canceled? Now, they will have to be compensated fully if that happens.

□ 1600

The third is the scammers. There are websites that are fake that are hooking in people to buy from them, and now under this legislation, the Federal Trade Commission will go strongly after them.

This is not necessarily one of these pieces of legislation that saves your life, as we have heard today from the Energy and Commerce Committee, but it is one of the great aggravations that lots of families face when they want to have that special day.

I am very happy not only for consumers but also for artists and also for the venues that are going to benefit from this legislation.

I certainly urge all of my colleagues to vote ''yes'' on this important legislation, and once again, I applaud the bipartisan effort of all the players who were involved in getting this passed.

Mr. PALLONE. Madam Speaker, I yield such time as he may consume to the gentleman from New Jersey (Mr. PASCRELL).

Mr. PASCRELL. Madam Speaker, a fan shouldn't have to sell a kidney or mortgage a house to see their favorite performer or team. That is what it has come to. That is what it has come to.

Of course, I remain committed to the BOSS and SWIFT ACT. It just takes a little longer. Sometimes we are slow learners. I am catching up to you. This is the most comprehensive and consumer friendly ticket reform bill.

This is a big deal. This is a very big deal because the chairman and the ranking member have introduced a lot of bills that protect consumers today. First of all, it is rare that it is bipartisan. Second of all, you are going to be really helping the consumer because that is who we serve. They pay our salaries. Everybody is a consumer. If you want to go to a concert, you want to send your family to a concert, you need a train load of money because people want to act like gangsters. They should go into the movies.

I want to thank Mr. PALLONE who has been a tireless supporter of consumers in our quest to fix the ticket market for years. Of course, our solution is a little different. The ultimate solution is to break up Ticketmaster. They should have never been allowed under a Democratic administration to join together. I am a Democrat, and I am saying that to you, Madam Speaker.

Six years ago, Mr. PALLONE and I called on the Federal Trade Commission to do more to protect consumers. In response, the FTC organized a workshop on live-event tickets to review the many challenges faced by ticket-buying fans. It is a menagerie. It was at that workshop that every single ticket seller agreed to the concept of an all-in ticket pricing law.

All-in ticket pricing is a policy I have been fighting for since 2009, and it will make a real difference, I believe, in people's lives. This change will take some of the mystery and the frustration out of concert on-sales, and it will also allow Americans to make real price comparisons. That is big.

What we are doing is setting up a system, and have set up and have allowed to be set up a system wherein only those affluent enough to afford those concerts—I mean, music, plays, ball games, they are for everybody. They should be accessible.

Today's measure includes other items we have been seeking for years.

Speculative tickets posted by sellers have led to countless horror stories for fans across America. In fact, I first understood this problem best when I started to get letters from Canada about this situation in 2008 and 2009.

The committee added two items from the BOSS and SWIFT ACT helping consumers get their refunds and ensuring fans are not duped by shady websites—and there are enough of them. They are out there. You can't believe it when you read it. People don't know what they are paying for the tickets when they finally get charged. They don't know what the fees are. The ticket market is like the Wild West—mammoth, opaque, speculative, and brutally unfair.

They are all in on it. Whether you are talking about the stars, whether you are talking about the actual sellers, they want to control everything. They want to control the venues, the beer and the peanuts—you name it, the whole situation. That is why Ticketmaster controls at least 80 percent of the market—80 percent. If that is not a monopoly, what is? I will listen. I will listen.

While we need to do much more, today's bill starts to lay down the law to achieve real change for Americans. We are doing it Jersey style. They will catch up with us.

Mr. PALLONE. Madam Speaker, I will close by just saying this is a piece of legislation that many of us have been working on for some time, so we are pleased to see that it is finally seeing the light of day. I urge my colleagues on both sides of the aisle to support this bill, and I yield back the balance of my time.

Mr. BILIRAKIS. Madam Speaker, I yield myself the balance of my time.

I am just proud that I played a small role in passing this legislation. Obviously, I am the sponsor, but we had Mr. PASCRELL from New Jersey and every time I went around to the Democratic side to talk about particular bills, he would grab me and talk to me about the BOSS and SWIFT ACT. Mr. PASCRELL actually made a good bill better, and we appreciate him so very much.

Again, without Chair RODGERS, Ranking Member PALLONE, and the ranking member of the subcommittee, my partner, Ms. SCHAKOWSKY, this never would have gotten done.

Our constituents will benefit from this. You know what, this is a great example of how Congress should intervene.

Again, we passed it out of the House. We have got to lobby the Senate to get this done as soon as possible.

I want to thank the staff. We couldn't do it without the staff, that is for sure, on both sides of the aisle working out the details. Energy and Commerce is famous for working together and protecting our consumers.

Madam Speaker, I urge passage of this particular bill, and I yield back the balance of my time.

The SPEAKER pro tempore (Ms. TENNEY). The question is on the motion offered by the gentleman from Florida (Mr. BILIRAKIS) that the House suspend the rules and pass the bill, H.R. 3950, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. BILIRAKIS. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

RECRUIT AND RETAIN ACT

Mr. HUNT. Madam Speaker, I move to suspend the rules and pass the bill (S. 546) to amend the Omnibus Crime Control and Safe Streets Act of 1968 to authorize law enforcement agencies to use COPS grants for recruitment activities, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 546

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Recruit and Retain Act''.

SEC. 2. IMPROVING COPS GRANTS FOR POLICE HIRING PURPOSES.

(a) GRANT USE EXPANSION.—Section 1701(b) of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381(b)) is amended—

(1) by redesignating paragraphs (5) through (23) as paragraphs (6) through (24), respectively; and

(2) by inserting after paragraph (4) the following:

''(5) to support hiring activities by law enforcement agencies experiencing declines in officer recruitment applications by reducing application-related fees, such as fees for background checks, psychological evaluations, and testing;''.

(b) TECHNICAL AMENDMENT.—Section 1701(b)(23) of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381(b)(23)) is amended by striking ''(21)'' and inserting ''(22)''.

SEC. 3. ADMINISTRATIVE COSTS.

Section 1701 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381) is amended—

(1) by redesignating subsections (i) through (n) as subsections (j) through (o), respectively; and

(2) by inserting after subsection (h) the following:

''(i) ADMINISTRATIVE COSTS.—Not more than 2 percent of a grant made for the hiring or rehiring of additional career law enforcement officers may be used for costs incurred to administer such grant.''.

SEC. 4. PIPELINE PARTNERSHIP PROGRAM.

Section 1701 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381) is amended by inserting after subsection (o) the following:

''(p) COPS PIPELINE PARTNERSHIP PROGRAM.—

''(1) ELIGIBLE ENTITY DEFINED.—In this subsection, the term 'eligible entity' means a law enforcement agency in partnership with not less than 1 educational institution, which may include 1 or any combination of the following:

''(A) An elementary school.

''(B) A secondary school.

''(C) An institution of higher education.

''(D) A Hispanic-serving institution.

''(E) A historically Black college or university.

''(F) A Tribal college.

''(2) GRANTS.—The Attorney General shall award competitive grants to eligible entities for recruiting activities that—

''(A) support substantial student engagement for the exploration of potential future career opportunities in law enforcement;

''(B) strengthen recruitment by law enforcement agencies experiencing a decline in recruits, or high rates of resignations or retirements;

''(C) enhance community interactions between local youth and law enforcement agencies that are designed to increase recruiting; and

''(D) otherwise improve the outcomes of local law enforcement recruitment through activities such as dedicated programming for students, work-based learning opportunities, project-based learning, mentoring, community liaisons, career or job fairs, work site visits, job shadowing, apprenticeships, or skills-based internships.

''(3) FUNDING.—Of the amounts made available to carry out this part for a fiscal year, the Attorney General may use not more than $3,000,000 to carry out this subsection.''.

SEC. 5. COPS GRANT GUIDANCE FOR AGENCIES OPERATING BELOW BUDGETED STRENGTH.

Section 1704 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10384) is amended by adding at the end the following:

''(d) GUIDANCE FOR UNDERSTAFFED LAW ENFORCEMENT AGENCIES.—

''(1) DEFINITIONS.—In this subsection:

''(A) COVERED APPLICANT.—The term 'covered applicant' means an applicant for a hiring grant under this part seeking funding for a law enforcement agency operating below the budgeted strength of the law enforcement agency.

''(B) BUDGETED STRENGTH.—The term 'budgeted strength' means the employment of the maximum number of sworn law enforcement officers the budget of a law enforcement agency allows the agency to employ.

''(2) PROCEDURES.—Not later than 180 days after the date of enactment of this Act, the Attorney General shall establish consistent procedures for covered applicants, including guidance that—

''(A) clarifies that covered applicants remain eligible for funding under this part; and

''(B) enables covered applicants to attest that the funding from a grant awarded under this part is not being used by the law enforcement agency to supplant State or local funds, as described in subsection (a).

''(3) PAPERWORK REDUCTION.—In developing the procedures and guidance under paragraph (2), the Attorney General shall take measures to reduce paperwork requirements for grants to covered applicants.''.

SEC. 6. STUDY ON POLICE RECRUITMENT.

(a) STUDY.—

(1) IN GENERAL.—The Comptroller General of the United States shall conduct a study to consider the comprehensive effects of recruitment and attrition rates on Federal, State, Tribal, and local law enforcement agencies in the United States, to identify—

(A) the primary reasons that law enforcement officers—

(i) join law enforcement agencies; and

(ii) resign or retire from law enforcement agencies;

(B) how the reasons described in subparagraph (A) may have changed over time;

(C) the effects of recruitment and attrition on public safety;

(D) the effects of electronic media on recruitment efforts;

(E) barriers to the recruitment and retention of Federal, State, and local law enforcement officers; and

(F) recommendations for potential ways to address barriers to the recruitment and retention of law enforcement officers, including the barriers identified in subparagraph (E).

(2) REPRESENTATIVE CROSS-SECTION.—

(A) IN GENERAL.—The Comptroller General of the United States shall endeavor to ensure accurate representation of law enforcement agencies in the study conducted pursuant to paragraph (1) by surveying a broad cross-section of law enforcement agencies—

(i) from various regions of the United States;

(ii) of different sizes; and

(iii) from rural, suburban, and urban jurisdictions.

(B) METHODS DESCRIPTION.—The study conducted pursuant to paragraph (1) shall include in the report under subsection (b) a description of the methods used to identify a representative sample of law enforcement agencies.

(b) REPORT.—Not later than 540 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(1) submit to the Committee on the Judiciary of the Senate and the Committee on the Judiciary of the House of Representatives a report containing the study conducted under subsection (a); and

(2) make the report submitted under paragraph (1) publicly available online.

(c) CONFIDENTIALITY.—The Comptroller General of the United States shall ensure that the study conducted under subsection (a) protects the privacy of participating law enforcement agencies.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. HUNT) and the gentleman from Maryland (Mr. IVEY) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

GENERAL LEAVE

Mr. HUNT. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on S. 546.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Texas?

There was no objection.

Mr. HUNT. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I am pleased to have the Recruit and Retain Act before the House today. The Recruit and Retain Act is about helping our men and women in blue. This legislation passed the Senate by unanimous consent, and I am proud to sponsor and lead this bill in the House along with my fellow committee member across the aisle, Representative GLENN IVEY.

Our police departments are struggling with crisis-level recruiting shortages.

Here in Washington, for example, the Metropolitan Police Department has the lowest number of officers it has had in the past 50 years.

Another example, since 2019, the Chicago police force has lost 3,300 officers as of October 2022, and it has only replaced about half of those departures.

Some small towns that don't have as many resources are even having to shutter their police departments entirely.

We cannot stand by and let this continue to happen across our country, and this is why we need the Recruit and Retain Act.

Currently, the DOJ provides grants to State, local, and Tribal governments to hire law enforcement officers under the COPS Hiring program. The Recruit and Retain Act would leverage the COPS Hiring program to ensure the program is responsive to the latest hiring challenges that law enforcement agencies are experiencing nationwide.

This bill would reduce the cost of onboarding new officers, specifically fees associated with background checks, psychological evaluations, and other testing. It will also alleviate administrative burdens and clarify application guidance to ensure grants are accessible to all law enforcement agencies. It will create new opportunities for law enforcement to build trust and interest in law enforcement careers with local youth.

□ 1615

Lastly, the bill will require research into the latest data and uncover new insights into law enforcement recruitment and retention trends across the country.

This bill does not authorize new funds or create new grant programs, and it only allows existing COPS grants to be used for recruiting and retaining police officers.

I am proud to say this bill has been endorsed by the Federal Law Enforcement Officers Association, Fraternal Order of Police, Major Cities Chiefs Association, Major County Sheriffs of America, National Association of Police Organizations, National Sheriffs' Association, and others.

When our police departments are well funded and maintained, our communities are safer. Americans are safer. Let's support our cops. Let's help attract the best and the brightest to the law enforcement profession. That is so important in the environment our police officers live and work in every single day in this country.

Madam Speaker, I urge my colleagues to support the Recruit and Retain Act, and I reserve the balance of my time.

Mr. IVEY. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of S. 546, the Recruit and Retain Act. H.R. 3325, the identical House version of the bill that I am co-leading with Congressman HUNT of Texas, passed the Judiciary Committee last week.

The Recruit and Retain Act addresses two key goals that are central to Police Week, recruiting young people who want to become law enforcement officers for the right reasons, and relieving the financial burden of recruiting and retaining law enforcement officers by assisting law enforcement agencies with the costs of the recruitment and application process.

The Recruit and Retain Act is supported by the Fraternal Order of Police, National Sheriffs' Association, Major Cities Chiefs Association, Federal Law Enforcement Officers Association, National Association of Police Organizations, Major County Sheriffs of America, and several other organizations.

Recruiting and retaining highly trained law enforcement professionals is of the utmost importance. Our ability to attract and develop the best, brightest, and most compassionate and dedicated men and women of diverse backgrounds is vital to the health and well-being of our Nation.

Keeping our residents safe and promoting better community relations will lead to safer streets and better policing. We must incentivize hiring and retaining the people who will do the best job of safeguarding our communities through wise use of the most up-to-date law enforcement techniques.

For quite some time, law enforcement agencies nationwide have been facing a challenge in their efforts to maintain an appropriately staffed police force. Due in part to changing demographics, they have experienced high rates of resignations and retirements of law enforcement officers.

The 2021 Police Executive Research Forum Workforce Survey of law enforcement agencies revealed a 5 percent decrease in the overall hiring rate, an 18 percent increase in resignations, and a 45 percent increase in retirements from responding agencies.

The Recruit and Retain Act would establish a new model for the productive recruitment of future law enforcement officers who want to join police forces for the right reasons. Enhancing recruitment of qualified law enforcement officers who are dedicated to the highest principles of policing may also reduce an agency's attrition and resignations over the long term.

Through the bill's Pipeline Partnership Program, students will benefit from age-appropriate teachings about the rule of law, the value of law in an ordered society, and the centrality of the law enforcement and judicial systems, including the role that law enforcement officers play in maintaining these values within our society.

With age-appropriate introductions to the concepts of law and its importance coming from law enforcement officers and teachers in a friendly setting, some students may choose to join law enforcement, while others may become inspired to pursue careers as lawyers or public servants in other areas of government.

An introduction of law enforcement through schools would, in some ways, be similar to a Junior ROTC program for older students who may become interested in law enforcement careers without a contractual commitment. It could increase the number of candidates entering the law enforcement recruitment officer pipeline for desirable reasons.

The Pipeline Partnership Program would initially be deployed in a small number of jurisdictions, similar to a pilot program, and its positive outcomes could subsequently encourage other jurisdictions to replicate it.

The Recruit and Retain Act will also reduce the administrative costs of recruiting and retaining officers by assisting with the expenses of application fees, such as those for background checks, psychological evaluations, and testing. Funds would be made available to defray the costs of hiring applicants and rehiring officers, taking the burden off of strained law enforcement agencies.

Additionally, our bill directs the Government Accountability Office to conduct a study to better understand the factors that influence recruitment and loss of law enforcement agencies. This study will also recommend practices that will help reduce barriers to addressing these issues.

Importantly, the GAO study will assess recruitment, retention, and retirement factors experienced by law enforcement agencies nationwide in communities of all sizes, including those in rural areas which, in some contexts, receive less attention when law enforcement policies are evaluated and developed.

To facilitate those initiatives, rather than allocate additional funds, the Recruit and Retain Act would allow jurisdictions that receive COPS grants to utilize funds from those grants for the purposes outlined in the bill, with some limits and restrictions.

The bill also includes an annual list of $3 million of COPS grant funds that can be used to connect students with law enforcement officers and agencies through the Pipeline Partnership Program. Although this is a very modest sum, it is sufficient for the creation of this program in a limited number of States and municipalities to test this concept.

By implementing these projects in limited locations across the Nation, the Recruit and Retain Act will help States and localities make informed decisions about adopting the program and its law enforcement recruitment procedures.

Madam Speaker, I thank, again, Congressman HUNT for his leadership on this legislation. It is for these reasons that I support S. 546, and I urge my colleagues to support this important bill, as well.

In closing, Madam Speaker, the Recruit and Retain Act initiatives, taken together, will serve as a de facto pilot project for many localities, large and small, urban and rural, that struggle with law enforcement recruitment and retention. Law enforcement agencies will be able to benefit from each other's experience when replicating initiatives created by this legislation's innovative solutions.

Madam Speaker, I urge my colleagues to join me in supporting S. 546, the Recruit and Retain Act, and I yield back the balance of my time.

Mr. HUNT. Madam Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. HUNT) that the House suspend the rules and pass the bill, S. 546.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HUNT. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

EXPRESSING SUPPORT FOR LOCAL LAW ENFORCEMENT OFFICERS AND CONDEMNING EFFORTS TO DEFUND LOCAL LAW ENFORCEMENT AGENCIES

Mr. JORDAN. Madam Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 106) expressing support for local law enforcement officers and condemning efforts to defund local law enforcement agencies.

The Clerk read the title of the concurrent resolution.

The text of the concurrent resolution is as follows:

H. CON. RES. 106

Whereas the brave men and women in local law enforcement work tirelessly to protect the communities they serve;

Whereas local law enforcement officers are tasked with upholding the rule of law and ensuring public safety;

Whereas local law enforcement officers selflessly put themselves in harm's way to fight crime, get drugs off the streets, and protect the innocent;

Whereas defunding police narratives vilify and demonize local law enforcement officers and put them at greater risk of danger;

Whereas local law enforcement officers take an oath to never betray the public trust;

Whereas the local law enforcement community protects our streets, acknowledges the rights of all Americans, and keeps citizens safe from harm;

Whereas local law enforcement officers are recognized for their public service to all, knowing they face extremely dangerous situations while carrying out their duties;

Whereas a healthy and collaborative relationship between local law enforcement officers and the communities they serve is essential to creating mutually respectful dialogue; and

Whereas local law enforcement officers deserve respect and profound gratitude: Now, therefore, be it

Resolved by the House of Representatives (the Senate concurring), That Congress—

(1) recognizes and appreciates the dedication and devotion demonstrated by the men and women of local law enforcement who keep the Nation's communities safe;

(2) extends its gratitude to all local law enforcement officers and their families for their sacrifice and service; and

(3) condemns calls to defund, disband, dismantle, or abolish the police.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Ohio (Mr. JORDAN) and the gentleman from Maryland (Mr. IVEY) each will control 20 minutes.

The Chair recognizes the gentleman from Ohio.

GENERAL LEAVE

Mr. JORDAN. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extent their remarks and include extraneous material on H. Con. Res. 106.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Ohio?

There was no objection.

Mr. JORDAN. Madam Speaker, I yield such time as he might consume to the gentleman from the great State of Mississippi (Mr. EZELL), who is a sponsor of the legislation).

Mr. EZELL. Madam Speaker, my resolution expresses our support for the men and women who serve our communities in local law enforcement. These brave officers work tirelessly to protect and serve, putting their lives on the line regularly to uphold the rule of law.

As a former sheriff and a 42-year career law enforcement officer, I have seen what these men and women go through. I know the toll taken by the long hours, the sleepless nights, and the time spent away from family. I know what it is like to console the grieving families of victims after horrendous crimes and tragic accidents. I have seen things most Americans will, thankfully, never have to experience.

When others run away, our law enforcement officers are trained to run toward danger, to fight crime, and to protect the innocent. Far too often they don't make it back. Mississippi has not been spared from these tragedies.

In December of 2022, Bay St. Louis Police Sergeant Steven Robin and Officer Branden Estorffe were shot and killed while conducting a welfare check on a woman and a child sitting in a parked vehicle. Last June, Madison Police Officer Randy Tyler was shot and killed while responding to a hostage situation.

Moreover, this January, George County Sheriff's Deputy Jeremy Malone was shot and killed during a traffic stop on a rural highway.

These men and women who made the ultimate sacrifice represent the best of our State and our Nation. Fallen heroes like these officers are being honored this week during National Police Week.

Madam Speaker, there is no better time for us to pass this resolution and make it clear we stand with law enforcement than this week, while thousands of local law enforcement officers and their families are gathering here in our Nation's Capital.

My resolution does just that. It expresses our gratitude for the selfless service of local law enforcement and the importance of a healthy relationship between law enforcement and the communities they protect.

It also condemns attempts to undermine that relationship through rhetoric about defunding and abolishing the police. These narratives demonize local law enforcement officers and encourage hostility toward law enforcement. Ultimately, they put both officers and the general public at greater risk.

We have seen targeted, ambush-style attacks on law enforcement officers, including one as recently as this Sunday. Agencies across the country are struggling to hire and keep talented officers as they are vilified for deciding to serve their communities.

At the same time, we have seen disturbing increases in crime, especially in cities like Washington, D.C., and Americans' fear of crime is at its highest level in 30 years.

Madam Speaker, it is time for this body to lead. It is time for us to make it abundantly clear that we stand with our law enforcement against lawlessness. It is time for a strong, bipartisan majority to say, once again, that we will not defund, disband, dismantle, or abolish the police.

Madam Speaker, I urge my colleagues to join me in voting for this resolution.

Mr. IVEY. Madam Speaker, I yield myself such time as I may consume.

As a former prosecutor who handled cases in both Federal and State courts, I worked closely with many law enforcement officers on a day-to-day basis over many years, developing strong relationships with officers who put their lives on the line on a daily basis.

In fact, my record and relationships with officers are part of the reasons I have been endorsed by the Fraternal Order of Police every time I have run for office. That is why, in part, I regret having to rise in opposition to H. Con. Res. 106.

Traditionally, National Police Week has been recognized as a solemn, unifying occasion. It is a time when Members can come together in a bipartisan fashion to recognize and honor the men and women of law enforcement who put their lives on the line every day to protect our communities. However, instead of respecting the dignity of this week, some of my colleagues have decided to move forward with, frankly, political rhetoric in this resolution to satisfy partisan purposes.

This resolution amounts to a slap in the face of many Federal law enforcement officers who serve and protect us, as well. Among this resolution's flaws is it completely ignores Federal law enforcement officers who fight crime working infrequently with the local law enforcement officers whom we are discussing here today.

Many of them enforce our laws against human trafficking and drug trafficking, including the rapid rise of fentanyl, the massive flow of firearms, including ghost guns, that illegally enter our country and communities and endanger all of us.

To offer a resolution that fails to honor Federal law enforcement officers as well is just plain wrong.

I made this objection in the committee when we were having a hearing on a related bill a few weeks ago, so this shouldn't come as a surprise to my colleagues. However, in recent years, Republicans have consistently blamed the rise in violent crime on Democrats and attempted to pin the ''defend the police'' rhetoric on Democrats labeling Democrats as the party to defund the police.

□ 1630

Yet, a Republican colleague of ours introduced H.R. 374, the Abolish the ATF Act, a one-line bill that would do away with the Bureau of Alcohol, Tobacco, Firearms and Explosives. He also threatened to ''defund,'' ''get rid of,'' or ''abolish'' other Federal agencies, including the FBI, CDC, and DOJ, ''if they do not come to heel.''

Another one of my Republican colleagues called for defunding the FBI, as well, and we have multiple Republican colleagues who have made similar kinds of calls to defund Federal law enforcement, even though I think all of us recognize how critical they are to protecting the United States and handling matters in conjunction with local law enforcement authorities or, in some instances, where local law enforcement authorities don't have the jurisdiction or the authority to handle a matter.

H. Con. Res. 106 endeavors to continue those efforts, unfortunately, repeating the verbatim attacks, as we heard just a moment ago, on Federal law enforcement and the Democrats, sentiments that were asserted in a different context in H. Con. Res. 40 last year, when the Democrats offered legislation for National Police Week.

This resolution claims that the defund the police movement vilifies and demonizes local law enforcement, putting them at greater risk of danger, while ignoring the Republicans' own efforts to defund law enforcement, whether by opposing grant funding that sometimes supports State and local agencies or by calling to abolish Federal agencies, as I just mentioned a moment ago.

We should be reminded that, through the American Rescue Plan, Democrats have provided the largest Federal investment in public safety in the Nation's history. $350 billion has allowed cities across the country to keep law enforcement officers on the beat and communities safer from violence. Police departments have used this funding to establish training facilities, hire more officers, and raise salaries.

Rather than playing at partisanship, like we are today, in the 117th Congress, House Democrats passed priority policing bills that extended death benefits to law enforcement officers with PTSD, provided funding to law enforcement and other first responders to improve interactions with civilians, authorized $300 million in grants for law enforcement agencies with fewer than 125 officers, made significant investments in deescalation training, and provided $100 million per year in grants to solve cold-case violent crimes, all over Republican objections.

More disappointingly, this resolution before us today continues the Republican record of devaluing the lives and contributions of the 137,000 Federal agents and officers serving in the 50 States and the District of Columbia, including the Capitol Police, who we all should recall protect us here on a daily basis.

Although H. Con. Res. 106 does not demonize specific Democratic Members or so-called leftist activists who support efforts to defund or reallocate funding for local law enforcement agencies, as H. Con. Res. 40 did last year, this resolution is similarly a missed opportunity to truly support law enforcement officers across the country and is designed, once again, to falsely paint Democrats as opponents of law enforcement.

Madam Speaker, it is for these reasons that I oppose H. Con. Res. 106, and I urge my colleagues to do the same. Let's restore the dignity of Police Week by advancing truly bipartisan acclamations and support for law enforcement efforts.

Madam Speaker, in 2002, President George W. Bush proclaimed that Police Officers Memorial Day and Police Week pay tribute to the local, State, and Federal law enforcement officers who serve and protect us with courage and dedication. Since its inception, National Police Week has been meant to bring Members of Congress together, no matter their political affiliation, to acknowledge the contributions of all law enforcement professionals and honor those who have made the ultimate sacrifice while in the line of duty.

Whether State, local, Tribal, or Federal, we are grateful for the service of all officers, agents, and support staff who work tirelessly to protect us and keep us safe. We should be able to make that clear today.

Madam Speaker, I yield back the balance of my time.

Mr. JORDAN. Madam Speaker, I yield myself the balance of my time to close.

Madam Speaker, a little over a year ago, Governor Sarah Huckabee Sanders gave the response to President Biden's State of the Union Address. I thought she did a wonderful job, but the line that stuck out to me was, in the course of her remarks, she said that the divide in America today is normal versus crazy.

My colleagues can start thinking about some of the crazy policies that are advocated by the radical left. I mean, it is crazy not to have a border. It is crazy to think noncitizens should be able to vote in our Federal elections. It is crazy to think boys should compete against girls in sports.

How about this one: It is crazy, in my mind, to let a Chinese spy balloon fly clear across the country and then shoot it down. I don't know, but I think most people I represent would probably have shot it down before it went across the country.

Additionally, it is crazy to defund the police. Americans understand that instinctively, yet that is something that the left has advocated now for—what?—5 years. We should thank the numerous law enforcement officers who have come to Washington, D.C., for Police Week and all those across our great country. Every day, police officers put their lives on the line to safeguard our families and communities.

The left's defund the police movement continues to cause detrimental effects across our Nation, with attacks against police officers increasing and

becoming more brazen. We have all seen it. We saw it on the streets of New York City. We have all seen it happen, the harmful rhetoric that has demoralized our police officers and directly impacted their ability to maintain public safety.

Law enforcement agencies across the country are facing challenges in recruiting and retaining qualified law enforcement officers. It is why I supported the bill that we just passed. The gentleman from Maryland (Mr. IVEY) was right on that one.

This resolution is exactly what is needed. Congress must declare that we oppose the defund the police rhetoric. H. Con. Res. 106 seeks to correct these false and harmful narratives by explicitly condemning efforts to undermine law enforcement agencies.

This resolution acknowledges and expresses the gratitude of Congress for the dedication and commitment shown by the men and women of law enforcement. Law enforcement officers and their families serve and make sacrifices every single day for the good of our communities.

This resolution is rooted in commonsense, normal policy. I believe we can all agree that the defund the police movement was a disgrace, and our police officers deserve better.

Let's all work together, taking a stand against cutting our police department funding and calling for not abolishing the police but actually funding our law enforcement officers, again, in our municipalities, in our counties, and all over our country.

Madam Speaker, I urge my colleagues to support the resolution, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Ohio (Mr. JORDAN) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 106.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT

Mr. GRAVES of Missouri. Madam Speaker, I move to suspend the rules and concur in the Senate amendment to the bill (H.R. 3935) to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the ''FAA Reauthorization Act of 2024''.

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

SEC. 2. DEFINITIONS.

In this Act:

(1) ADMINISTRATOR.—Unless otherwise specified, the term ''Administrator'' means the Administrator of the Federal Aviation Administration.

(2) APPROPRIATE COMMITTEES OF CONGRESS.—The term ''appropriate committees of Congress'' means the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

(3) COMPTROLLER GENERAL.—The term ''Comptroller General'' means the Comptroller General of the United States.

(4) FAA.—The term ''FAA'' means the Federal Aviation Administration.

(5) NEXTGEN.—The term ''NextGen'' means the Next Generation Air Transportation System.

(6) SECRETARY.—Unless otherwise specified, the term ''Secretary'' means the Secretary of Transportation.

TITLE I—AUTHORIZATIONS

SEC. 101. AIRPORT PLANNING AND DEVELOPMENT AND NOISE COMPATIBILITY PLANNING AND PROGRAMS.

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

(1) in paragraph (6) by striking ''and'' at the end;

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

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

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

''(9) $4,000,000,000 for fiscal year 2026;

''(10) $4,000,000,000 for fiscal year 2027; and

''(11) $4,000,000,000 for fiscal year 2028.''.

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

SEC. 102. FACILITIES AND EQUIPMENT.

Section 48101(a) of title 49, United States Code, is amended by striking paragraphs (1) through (7) and inserting the following:

''(1) $3,191,250,000 for fiscal year 2024.
''(2) $3,575,000,000 for fiscal year 2025.
''(3) $3,625,000,000 for fiscal year 2026.
''(4) $3,675,000,000 for fiscal year 2027.
''(5) $3,725,000,000 for fiscal year 2028.''.

SEC. 103. OPERATIONS.

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

''(A) $12,729,627,000 for fiscal year 2024;
''(B) $13,055,000,000 for fiscal year 2025;
''(C) $13,354,000,000 for fiscal year 2026;
''(D) $13,650,000,000 for fiscal year 2027; and
''(E) $13,954,000,000 for fiscal year 2028.''.

(b) AUTHORIZED EXPENDITURES.—Section 106(k)(2)(D) of title 49, United States Code, is amended—

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

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

(3) by adding at the end the following:

''(ii) $42,018,000 for fiscal year 2024.
''(iii) $52,985,000 for fiscal year 2025.
''(iv) $59,044,000 for fiscal year 2026.
''(v) $65,225,000 for fiscal year 2027.
''(vi) $71,529,000 for fiscal year 2028.''.

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

(1) by striking ''Notwithstanding'' and inserting the following:

''(A) IN GENERAL.—Notwithstanding'';

(2) by striking ''in each of fiscal years 2018 through 2023 and for the period beginning on October 1, 2023, and ending on May 10, 2024'' and inserting ''in each of fiscal years 2024 through 2028''; and

(3) by adding at the end the following:

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

''(C) SUNSET.—This paragraph shall cease to be effective on October 1, 2028.''.

SEC. 104. EXTENSION OF MISCELLANEOUS EXPIRING AUTHORITIES.

(a) AUTHORITY TO PROVIDE INSURANCE.—Section 44310(b) of title 49, United States Code, is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(b) MARSHALL ISLANDS, MICRONESIA, AND PALAU.—Section 47115(i) of title 49, United States Code, is amended by striking ''fiscal years 2018 through 2023, and for the period beginning on October 1, 2023, and ending on May 10, 2024,'' and inserting ''fiscal years 2024 through 2028,''.

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

''(5) $60,000,000 for each of fiscal years 2024 through 2028.''.

(d) MIDWAY ISLAND AIRPORT.—Section 186(d) of the Vision 100—Century of Aviation Reauthorization Act (Public Law 108–176) is amended by striking ''fiscal years 2018 through 2023 and for the period beginning on October 1, 2023, and ending on May 10, 2024,'' and inserting ''for fiscal years 2024 through 2028,''.

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

TITLE II—FAA OVERSIGHT AND ORGANIZATIONAL REFORM

SEC. 201. FAA LEADERSHIP.

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

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

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

''(b) ADMINISTRATION LEADERSHIP.—

''(1) ADMINISTRATOR.—

''(A) IN GENERAL.—The head of the Administration is the Administrator, who shall be appointed by the President, by and with the advice and consent of the Senate.

''(B) QUALIFICATIONS.—The Administrator shall—

''(i) be a citizen of the United States;

''(ii) not be an active duty member of the Armed Forces;

''(iii) not have retired from the Armed Forces within the 7 years preceding nomination; and

''(iv) have experience in organizational management and a field directly related to aviation.

''(C) FITNESS.—In appointing an individual as Administrator, the President shall consider the fitness of such individual to carry out efficiently the duties and powers of the office.

''(D) TERM OF OFFICE.—The term of office for any individual appointed as Administrator shall be 5 years.

''(E) REPORTING CHAIN.—Except as provided in subsection (f) or in other provisions of law, the Administrator reports directly to the Secretary of Transportation.

''(2) DEPUTY ADMINISTRATOR.—

''(A) IN GENERAL.—The Administrator has a Deputy Administrator, who shall be appointed by the President.

''(B) QUALIFICATIONS.—The Deputy Administrator shall—

''(i) be a citizen of the United States; and

''(ii) have experience in organizational management and a field directly related to aviation.

''(C) FITNESS.—In appointing an individual as Deputy Administrator, the President shall consider the fitness of the individual to carry out efficiently the duties and powers of the office, including the duty to act for the Administrator when the Administrator is absent or unable to serve, or when the office of Administrator is vacant.

''(D) REPORTING CHAIN.—The Deputy Administrator reports directly to the Administrator.

''(E) DUTIES.—The Deputy Administrator shall carry out duties and powers prescribed by the Administrator.

''(F) COMPENSATION.—

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

''(ii) EXCEPTION.—A retired regular officer of the Armed Forces serving as the Deputy Administrator is entitled to hold a rank and grade not lower than that held when appointed as the Deputy Administrator and may elect to receive—

''(I) the pay provided for the Deputy Administrator under clause (i); or

''(II) the pay and allowances or the retired pay of the military grade held.

''(iii) REIMBURSEMENT OF EXPENSES.—If the Deputy Administrator elects to receive compensation described in clause (ii)(II), the Administration shall reimburse the appropriate military department from funds available for the expenses of the Administration.

''(3) LEADERSHIP OF THE ADMINISTRATION DEFINED.—In this section, the term 'leadership of the Administration' means—

''(A) the Administrator under paragraph (1); and

''(B) the Deputy Administrator under paragraph (2).''.

SEC. 202. ASSISTANT ADMINISTRATOR FOR RULEMAKING AND REGULATORY IMPROVEMENT.

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

''(c) ASSISTANT ADMINISTRATOR FOR RULEMAKING AND REGULATORY IMPROVEMENT.—There is an Assistant Administrator for Rulemaking and Regulatory Improvement who shall be appointed by the Administrator and shall—

''(1) be responsible for developing and managing the execution of a regulatory agenda for the Administration that meets statutory and Administration deadlines, including by—

''(A) prioritizing rulemaking projects that are necessary to improve safety;

''(B) establishing the regulatory agenda of the Administration; and

''(C) coordinating with offices of the Administration, the Department, and other Federal entities as appropriate to improve timely feedback generation and approvals when required by law;

''(2) not delegate overall responsibility for meeting internal timelines and final completion of the regulatory activities of the Administration outside the Office of the Assistant Administrator for Rulemaking and Regulatory Improvement;

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

''(A) improve safety;

''(B) reduce undue regulatory burden;

''(C) replace prescriptive regulations with performance-based regulations, as appropriate;

''(D) prevent duplicative regulations; and

''(E) increase regulatory clarity and transparency whenever possible;

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

''(5) receive, coordinate, and respond to petitions for rulemaking and for exemption as provided for in subpart A of part 11 of title 14, Code of Federal Regulations, and provide an initial response to a petitioner not later than 30 days after the receipt of such a petition—

''(A) acknowledging receipt of such petition;

''(B) confirming completeness of such petition;

''(C) providing an initial indication of the complexity of the request and how such complexity may impact the timeline for adjudication; and

''(D) requesting any additional information, as appropriate, that would assist in the consideration of the petition;

''(6) track the issuance of exemptions and waivers by the Administration to sections of title 14, Code of Federal Regulations, and establish a methodology by which to determine if it would be more efficient and in the interest of the public to amend a rule to reduce the future need of waivers and exemptions; and

''(7) promulgate regulatory updates as determined more efficient or in the best interest of the public under paragraph (6).

''(d) [Reserved].''.

(b) SYSTEMICALLY ADDRESSING NEED FOR EXEMPTIONS AND WAIVERS.—Not later than 30 months after the date of enactment of this Act, the Assistant Administrator for Rulemaking and Regulatory Improvement of the FAA shall brief the appropriate committees of Congress and the Committee on Science, Space, and Technology of the House of Representatives on the methodology developed pursuant to section 106(c)(6) of title 49, United States Code (as added by this section).

SEC. 203. PROHIBITION ON CONFLICTING PECUNIARY INTERESTS.

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

''(e) PROHIBITION ON CONFLICTING PECUNIARY INTERESTS.—

''(1) IN GENERAL.—The leadership of the Administration may not have a pecuniary interest in, or hold a financial interest in, an aeronautical enterprise or engage in another business, vocation, or employment.

''(2) TEACHING.—Notwithstanding paragraph (1), the Deputy Administrator may not receive compensation for teaching without prior approval of the Administrator.

''(3) FINANCIAL INTEREST DEFINED.—In this subsection, the term 'financial interest'—

''(A) means—

''(i) any current or contingent ownership, equity, or security interest;

''(ii) any indebtedness or compensated employment relationship; or

''(iii) any right to purchase or acquire any such ownership, equity, or security interest, including a stock option; and

''(B) does not include securities held in an index fund.''.

SEC. 204. AUTHORITY OF SECRETARY AND ADMINISTRATOR.

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

(1) in paragraph (1)—

(A) by striking ''paragraph (2)'' and inserting ''paragraphs (2) and (3)'';

(B) by striking ''Neither'' and inserting ''In exercising duties, powers, and authorities that are assigned to the Secretary or the Administrator under this title, neither''; and

(C) by striking ''a committee, board, or organization established by executive order.'' and inserting the following: ''a committee, board, council, or organization that is—

''(A) established by executive order; or

''(B) not explicitly directed by legislation to review the exercise of such duties, powers, and authorities by the Secretary or the Administrator.'';

(2) in paragraph (2)—

(A) in subparagraph (A)(ii) by striking ''the acquisition'' and all that follows through the semicolon and inserting ''the acquisition, establishment, improvement, operation, maintenance, security (including cybersecurity), and disposal of property, facilities, services, and equipment of the Administration, including all elements of the air traffic control system owned by the Administration;'';

(B) in subparagraph (A)(iii) by striking ''paragraph (3)'' and inserting ''paragraph (4)''; and

(C) in subparagraph (B) by inserting ''civil aviation, any matter for which the Administrator is the final authority under subparagraph (A), any duty carried out by the Administrator pursuant to paragraph (3), or the provisions of this title, or'' after ''with respect to'';

(3) in paragraph (3)—

(A) in subparagraph (A)—

(i) by striking ''In the performance'' and inserting the following:

''(i) ISSUANCE OF REGULATIONS.—In the performance'';

(ii) by striking ''The Administrator shall act'' and inserting the following:

''(ii) PETITIONS FOR RULEMAKING.—The Administrator shall act'';

(iii) by striking ''The Administrator shall issue'' and inserting the following:

''(iii) RULEMAKING TIMELINE.—The Administrator shall issue''; and

(iv) by striking ''On February 1'' and inserting the following:

''(iv) REPORTING REQUIREMENT.—On February 1''; and

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

''(B) APPROVAL OF SECRETARY OF TRANSPORTATION.—

''(i) IN GENERAL.—The Administrator may not issue, unless the Secretary of Transportation approves the issuance of the regulation in advance, a proposed regulation or final regulation that—

''(I) is likely to result in the expenditure by State, local, and Tribal governments in the aggregate, or by the private sector, of $250,000,000 or more (adjusted annually for inflation beginning with the year following the date of enactment of the FAA Reauthorization Act of 2024) in any year; or

''(II) is significant.

''(ii) SIGNIFICANT REGULATIONS.—For purposes of this paragraph, a regulation is significant if the Administrator, in consultation with the Secretary (as appropriate), determines that the regulation—

''(I) will have an annual effect on the economy of $250,000,000 or more (adjusted annually for inflation beginning with the year following the date of enactment of the FAA Reauthorization Act of 2024);

''(II) raises novel or serious legal or policy issues that will substantially and materially affect other transportation modes; or

''(III) adversely affects, in a substantial and material way, the economy, a sector of the economy, productivity, competition, jobs, the environment, public health or safety, or a State, local, or Tribal government or community.

''(iii) EMERGENCY REGULATION.—

''(I) IN GENERAL.—In an emergency as determined by the Administrator, the Administrator may issue a final regulation described in clause (i) without prior approval of the Secretary.

''(II) OBJECTION.—If the Secretary objects to a regulation issued under subclause (II) in writing not later than 5 days (excluding Saturday, Sundays, and legal public holidays) after the issuance, the Administrator shall immediately rescind such regulation.

''(iv) OTHER REGULATIONS.—The Secretary may not require that the Administrator submit a proposed or final regulation to the Secretary for approval, nor may the Administrator submit a proposed or final regulation to the Secretary for approval, if the regulation—

''(I) does not require the approval of the Secretary under clause (i) (excluding a regulation issued under clause (iii)); or

''(II) is a routine or frequent action or a procedural action.

''(v) TIMELINE.—The Administrator shall submit a copy of any proposed or final regulation requiring approval by the Secretary under clause (i) to the Secretary, who shall either approve the regulation or return the regulation to the Administrator with comments not later than 30 days after receiving the regulation. If the Secretary fails to approve or return the regulation with comments to the Administrator not later than 30 days after receiving such regulation, the regulation shall be deemed to have been approved by the Secretary.

''(C) PERIODIC REVIEW.—

''(i) IN GENERAL.—For any significant regulation issued after the date of enactment of the FAA Reauthorization Act of 2024, in addition to the review requirements established under section 5.13(d) of title 49, Code of Federal Regulations, the Administrator shall review any significant regulation 3 years after the effective date of such regulation.

''(ii) DISCRETIONARY REVIEW.—The Administrator may review any regulation that has been in effect for more than 3 years.

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

''(I) the cost assumptions supporting the regulation were accurate;

''(II) the intended benefit of the regulation is being realized;

''(III) the need remains to continue such regulation as in effect; and

''(IV) the Administrator recommends updates to such regulation based on the review criteria specified in section 5.13(d) of title 49, Code of Federal Regulations.

''(iv) REVIEW MANAGEMENT.—Any periodic review of a regulation under this subparagraph shall be managed by the Assistant Administrator for Rulemaking and Regulatory Improvement, who may task an advisory committee or the Management Advisory Council established under subsection (p) to assist in performing the review.'';

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

(5) by inserting after paragraph (2) the following:

''(3) DUTIES AND POWERS OF THE ADMINISTRATOR.—

''(A) IN GENERAL.—The Administrator shall carry out—

''(i) the duties and powers of the Secretary under this subsection related to aviation safety (except duties and powers related to transportation, packaging, marking, or description of hazardous material) and stated in—

''(I) subsections (c) and (d) of section 1132;

''(II) sections 40101(c), 40103(b), 40106(a), 40108, 40109(b), 40113(a), 40113(c), 40113(d), 40113(e), 40114(a), and 40117;

''(III) chapter 443;

''(IV) chapter 445, except sections 44502(a)(3), 44503, and 44509;

''(V) chapter 447, except sections 44721(b) and 44723;

''(VI) chapter 448;

''(VII) chapter 451;

''(VIII) chapter 453;

''(IX) section 46104;

''(X) subsections (d) and (h)(2) of section 46301, section 46303(c), sections 46304 through 46308, section 46310, section 46311, and sections 46313 through 46320;

''(XI) chapter 465;

''(XII) chapter 471;

''(XIII) chapter 475; and

''(XIV) chapter 509 of title 51; and

''(ii) such additional duties and powers as may be prescribed by the Secretary.

''(B) APPLICABILITY.—Section 40101(d) applies to the duties and powers specified in subparagraph (A).

''(C) TRANSFER.—Any of the duties and powers specified in subparagraph (A) may only be transferred to another part of the Department if specifically provided by law or in a reorganization plan submitted under chapter 9 of title 5.

''(D) ADMINISTRATIVE FINALITY.—A decision of the Administrator in carrying out the duties or powers specified in subparagraph (A) is administratively final.''.

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

''(g) [reserved].''.

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

SEC. 205. REGULATORY MATERIALS IMPROVEMENT.

(a) INTERNAL REGULATORY PROCESS REVIEW.—

(1) IN GENERAL.—

(A) REVIEW TEAM.—The Administrator shall establish a regulatory process review

team (in this section referred to as the ''review team'') comprising of FAA employees and individuals described in paragraph (2) to develop recommendations to improve the timeliness, performance, and accountability of the development and promulgation of regulatory materials.

(B) REPORT.—The review team shall submit to the Administrator a report with recommendations in accordance with the deadlines specified in paragraph (5).

(2) OTHER MEMBERS; CONSULTATION.—

(A) IN GENERAL.—The review team shall include at least 3 outside experts and or academics with relevant experience or expertise in aviation safety and at least 1 outside expert with relevant experience or expertise in improving the performance, accountability, and transparency of the Federal regulatory process, particularly as such process relates to aviation safety.

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

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

(A) Develop a proposal for rationalizing processes and eliminating redundant administrative review of regulatory materials within the FAA, particularly when FAA-sponsored rulemaking committees and stakeholders have collaborated on the proposed regulations.

(B) With respect to each office within the FAA that reviews regulatory materials, assess—

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

(ii) the actual time spent for such review;

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

(iv) whether clear roles, responsibilities, requirements, and expectations are clearly defined for each office required to review the regulatory materials.

(C) Define and document the roles and responsibilities of each office within the FAA that develops, drafts, or reviews each kind of regulatory material in order to ensure that hiring reflects who, where, and how the employees of each such office function in the rulemaking framework.

(D) Describe any organizational changes or the need to hire additional FAA employees, if necessary, and take into consideration whether current positions are staffed, to reduce delays in publication of regulatory materials.

(E) In order to provide the public with detailed information on the progress of the development of regulatory materials, identify reporting mechanisms and develop a template and appropriate system metrics for making publicly available on a website a progress tracker that updates to show the major stages (as determined by the Administrator) of the development of regulatory materials as such materials are initiated, in progress, and completed.

(F) Consider changes to the best practices of the FAA under rules governing ex parte communications, including communications with international validating authorities, and with consideration of the public interest in transparency, to provide flexibility for FAA employees to discuss regulatory materials, particularly for such regulatory materials related to enhancing aviation safety and the aviation international leadership of the United States.

(G) Recommend methods by which the FAA can incorporate research funded by the Department of Transportation, in addition to consensus standards and conformance assessment processes developed by recognized industry standards organizations into regulatory materials, to keep pace with rapid changes in aviation technologies and processes.

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

(4) ACTION PLAN.—The Administrator shall develop and transmit to the appropriate committees of Congress an action plan to implement, as appropriate, the recommendations developed by the review team.

(5) DEADLINES.—The requirements of this section shall be subject to the following deadlines:

(A) Not later than 120 days after the date of enactment of this section, the review team shall complete the evaluation required under paragraph (1) and submit to the Administrator the report of the review team on such evaluation.

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

(6) SUNSET.—The review team shall terminate upon completion of the requirements under paragraph (5).

(7) ADMINISTRATIVE PROCEDURE REQUIREMENTS INAPPLICABLE.—The provisions of subchapter II of chapter 5, and chapter 7, of title 5, United States Code (commonly known as the ''Administrative Procedure Act'') shall not apply to any activities of the review team in carrying out the requirements of this section.

(8) REGULATORY MATERIALS DEFINED.—In this subsection, the term ''regulatory materials'' means rules, advisory circulars, statements of policy, and other materials related to aviation safety regulations, as well as other materials pertaining to training and operation of aeronautical products.

(b) REVIEW OF NON-REGULATORY MATERIALS.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the inspector general of the Department of Transportation shall review the coordination and approval processes of non-regulatory materials produced by the FAA to improve the timeliness, transparency, development, and issuance of such materials.

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

(A) provide recommendations for improving processes and eliminating non-value-added reviews of non-regulatory materials within the FAA and Department of Transportation, in consideration of the authority of the Administrator under section 106 of title 49, United States Code, and other applicable laws;

(B) consider, with respect to each office within the FAA and the Department of Transportation that reviews non-regulatory materials—

(i) the timeline assigned to each such office to complete the review of such materials;

(ii) the actual time spent for such review; and

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

(C) describe any organizational changes and additional resources that the Administrator needs, if necessary, to reduce delays in the development and publication of proposed non-regulatory materials;

(D) consider to what extent reporting mechanisms and templates could be used to provide the public with more consistent information on the development status of non-regulatory materials;

(E) consider changes to the application of rules governing ex parte communications by the Administrator to provide flexibility for employees of the FAA to discuss non-regulatory materials with aviation stakeholders and foreign aviation authorities to promote United States aviation leadership;

(F) recommend methods by which the Administrator can incorporate standards set by recognized industry standards organizations, as such term is defined in section 224(c), into non-regulatory materials to keep pace with rapid changes in aerospace technology and processes; and

(G) evaluate the processes and best practices other civil aviation authorities and other Federal departments and agencies use to produce non-regulatory materials, particularly the processes of entities that produce such materials in an expedited fashion to respond to safety risks, incidents, or new technology adoption.

(3) CONSULTATION.—In conducting the review under paragraph (1), the inspector general may, as appropriate, consult with industry stakeholders, academia, and other individuals with relevant background or expertise in improving the efficiency of Federal non-regulatory material production.

(4) REPORT.—Not later than 1 year after the inspector general initiates the review under paragraph (1), the inspector general shall submit to the Administrator a report on such review.

(5) ACTION PLAN.—

(A) IN GENERAL.—The Administrator shall develop an action plan to implement, as appropriate, the recommendations contained in the report submitted under paragraph (4).

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

(6) NON-REGULATORY MATERIALS DEFINED.—In this subsection, the term ''non-regulatory materials'' means orders, statements of policy, guidance, technical standards, and other materials related to aviation safety, training, and operation of aeronautical products.

SEC. 206. FUTURE OF NEXTGEN.

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

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

(c) TRANSFER OF RESIDUAL NEXTGEN IMPLEMENTATION FUNCTIONS.—If the Administrator does not complete the air traffic modernization project known as the NextGen program by the deadline specified in subsection (a), the Administrator shall transfer the residual functions for completing the NextGen program to the Airspace Modernization Office of the FAA established under section 207.

(d) TRANSFER OF NEXTGEN ADVISORY COMMITTEE.—Not later than December 31, 2025, management of the NextGen Advisory Committee shall transfer to the Chief Operating Officer of the air traffic control system.

(e) TRANSFER OF ADVANCED AIR MOBILITY FUNCTIONS.—Not later than 90 days after the date of enactment of this Act, any advanced air mobility relevant functions, duties, and responsibilities of the NAS Systems Engineering and Integration Office or other offices within the Office of NextGen of the FAA shall be incorporated into the Office of Aviation Safety of the FAA.

(f) REMAINING ACTIVITIES.—In carrying out subsection (a), and after implementing subsections (c) through (e), the Administrator shall transfer any remaining duties, authorities, activities, personnel, and assets managed by the Office of NextGen of the FAA to other offices of the FAA, as appropriate.

(g) TECHNICAL CENTER FOR ADVANCED AEROSPACE.—Section 106 of title 49, United States Code, is further amended by striking subsection (h) and inserting the following:

''(h) TECHNICAL CENTER FOR ADVANCED AEROSPACE.—

''(1) IN GENERAL.—There is established within the Administration a technology center to support the advancement of aerospace safety and innovation which shall be known as the 'William J. Hughes Technical Center for Advanced Aerospace' (in this subsection referred to as the 'Technical Center') that shall be used by the Administrator and, as permitted by the Administrator, other governmental entities, academia, and the aerospace industry.

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

''(3) ACTIVITIES.—The activities of the Technical Center shall include—

''(A) developing and stimulating technology partnerships with and between industry, academia, and other government agencies and supporting such partnerships by—

''(i) liaising between external persons and offices of the Administration interested in such work;

''(ii) providing technical expertise and input, as appropriate; and

''(iii) providing access to the properties, facilities, and systems of the Technical Center through appropriate agreements;

''(B) managing technology demonstration grants awarded by the Administrator;

''(C) identifying software, systems, services, and technologies that could improve aviation safety and the operations and management of the air traffic control system and working with relevant offices of the Administration to consider the use and integration of such software, systems, services, and technologies, as appropriate;

''(D) supporting the work of any collocated facilities and tenants of such facilities, and to the extent feasible, enter into agreements as necessary to utilize the facilities, systems, and technologies of such collocated facilities and tenants;

''(E) managing the facilities of the Technical Center; and

''(F) carrying out any other duties as determined appropriate by the Administrator.''.

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

(1) by striking ''(a) CIVIL AEROMEDICAL INSTITUTE'' and all that follows through ''The Civil Aeromedical Institute established'' and inserting ''The Civil Aeromedical Institute established''; and

(2) by striking subsection (b).

SEC. 207. AIRSPACE MODERNIZATION OFFICE.

(a) ESTABLISHMENT.—

(1) IN GENERAL.—On January 1, 2026, the Administrator shall establish within the FAA an Airspace Modernization Office (in this section referred to as the ''Office'').

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

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

(A) the research and development, systems engineering, enterprise architecture, and portfolio management for the continuous modernization of the national airspace system;

(B) the development of an information-centric national airspace system, including digitization of the processes and technology that supports such system;

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

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

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

(1) A description of the demand for services that will be required of the future air transportation system, and an explanation of how the demand projections were derived, including—

(A) the most likely range of average annual resources required over the duration of the plan to cost effectively maintain the safety, sustainability, and other characteristics of national airspace operation and the mission of the FAA; and

(B) an estimate of FAA resource requirements by user group, including expectations concerning the growth of new entrants and potential new users.

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

(A) the most significant technical, operational, and personnel obstacles and the activities necessary to overcome such obstacles, including the role of other Federal agencies, corporations, institutions of higher learning, and nonprofit organizations in carrying out such activities;

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

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

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

(3) A description of the operational concepts to meet the system performance requirements for all system users and a timeline and anticipated expenditures needed to develop and deploy the system.

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

(5) A justification for the operational improvements that the Office determines will need to be developed and deployed by 2040 to meet the needs of national airspace users, including the benefits, costs, and risks of the preferred and alternative options.

(c) CONSIDERATIONS.—In developing an initial integrated plan required under subsection (b) and carrying out such plan, the Office shall consider—

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

(2) the status of the transition to, and deployment of, trajectory-based operations within the national airspace system; and

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

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

(e) PLAN DEADLINE; BRIEFINGS.—

(1) PLAN DEADLINE.—Not later than 3 years after the date of enactment of this Act, the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Appropriations of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Science, Space, and Technology of the House of Representatives, and the Committee on Appropriations of the House of Representatives an initial integrated plan required under subsection (a)(3)(D).

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

(f) DOT INSPECTOR GENERAL REVIEW.—Not later than 180 days after submission of the initial integrated plan under subsection (e)(1), the inspector general of the Department of Transportation shall begin a review of the integrated plan and submit to the committees of Congress specified in subsection (e)(1) a report that—

(1) assesses the justification for the integrated plan;

(2) provides any recommendations for improving the integrated plan; and

(3) includes any other information that the inspector general determines appropriate.

SEC. 208. APPLICATION DASHBOARD AND FEEDBACK PORTAL.

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

(1) beneficial to applicants;

(2) an efficient use of resources to build, maintain, and update; or

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

(b) RECOMMENDATION.—Not later than 30 months after the date of enactment of this Act, the Deputy Administrator shall provide to the Administrator a recommendation regarding the need for or benefits of a dashboard or other means by which to track an application status.

(c) BRIEFING.—Not later than 45 days after receiving recommendations under subsection (b), the Administrator shall brief the appropriate Committees of Congress on—

(1) any recommendation received under subsection (b); and

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

(d) FAA FEEDBACK PORTAL.—

(1) IN GENERAL.—The Deputy Administrator shall determine whether a publicly facing portal on the website of the FAA through which the public may provide feedback to the Administrator about experiences individuals have working with personnel of the FAA would be beneficial.

(2) REQUIREMENTS.—The Deputy Administrator shall ensure any portal established under this subsection asks questions that seek to gauge any shortcomings the FAA has in fulfilling the mission of the FAA or areas where the FAA is succeeding in meeting the mission of the FAA.

(e) APPLICATION.—This section shall apply to applications relating to—

(1) an aircraft, aircraft engine, propeller, or appliance certification;

(2) an airman or pilot certificate;

(3) a medical certificate;

(4) an operator certificate;

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

(6) an aircraft registration;

(7) an operational approval, waiver, or exemption;

(8) a legal interpretation;

(9) an outstanding agency determination; and

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

SEC. 209. SENSE OF CONGRESS ON FAA ENGAGEMENT DURING RULEMAKING ACTIVITIES.

It is the sense of Congress that—

(1) the Administrator should—

(A) engage with aviation stakeholder groups and the public during pre-drafting stages of rulemaking activities and use, to the greatest extent practicable, properly docketed ex parte discussions during rulemaking activities in order to—

(i) inform the work of the Administrator;

(ii) assist the Administrator in developing the scope of a rule; and

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

(B) rely on documented data and safety trends when determining whether or not to proceed with a rulemaking activity; and

(C) not consider a rulemaking activity required in statute, for the purposes of ex parte communications, as having been established on the date of enactment of the related public law, but rather upon obtainment of a regulation identifier number; and

(2) when it would reduce the time required for the Administrator to adjudicate public comments, the Administrator should publicly provide information describing the rationale behind a regulatory decision included in proposed regulations in order to better allow for the public to provide clear and informed comments on such regulations.

SEC. 210. CIVIL AEROMEDICAL INSTITUTE.

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

SEC. 211. MANAGEMENT ADVISORY COUNCIL.

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

(1) by transferring paragraph (8) of subsection (p) to subsection (r) and redesignating such paragraph as paragraph (7); and

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

''(p) MANAGEMENT ADVISORY COUNCIL.—

''(1) ESTABLISHMENT.—The Administrator shall establish an advisory council which shall be known as the Federal Aerospace Management Advisory Council (in this subsection referred to as the 'Council').

''(2) MEMBERSHIP.—The Council shall consist of 13 members, who shall consist of—

''(A) a designee of the Secretary of Transportation;

''(B) a designee of the Secretary of Defense;

''(C) 5 members representing aerospace and technology interests, appointed by the Administrator;

''(D) 5 members representing aerospace and technology interests, appointed by the Secretary of Transportation; and

''(E) 1 member, appointed by the Secretary of Transportation, who is the head of a union representing air traffic control system employees.

''(3) QUALIFICATIONS.—No officer or employee of the Federal Government may be appointed to the Council under subparagraph (C) or (D) of paragraph (2).

''(4) FUNCTIONS.—

''(A) IN GENERAL.—

''(i) ADVISE; COUNSEL.—The Council shall provide advice and counsel to the Administrator on issues which affect or are affected by the activities of the Administrator.

''(ii) RESOURCE.—The Council shall function as an oversight resource for management, policy, spending, and regulatory matters under the jurisdiction of the Administrator.

''(iii) SUBMISSIONS TO ADMINISTRATION.—With respect to Administration management, policy, spending, funding, data management and analysis, safety initiatives, international agreements, activities of the International Civil Aviation Organization, and regulatory matters affecting the aerospace industry and the national airspace system, the Council may—

''(I) regardless of whether solicited by the Administrator, submit comments, recommended modifications, proposals, and supporting or dissenting views to the Administrator; and

''(II) request the Administrator include in any submission to Congress, the Secretary, or the general public, and in any submission for publication in the Federal Register, a description of the comments, recommended modifications, and dissenting or supporting views received from the Council under subclause (I).

''(iv) REASONING.—Together with a Council submission that is published or described under clause (iii)(II), the Administrator may provide the reasons for any differences between the views of the Council and the views or actions of the Administrator.

''(v) COST-BENEFIT ANALYSIS.—The Council shall review the rulemaking cost-benefit analysis process and develop recommendations to improve the analysis and ensure that the public interest is fully protected.

''(vi) PROCESS REVIEW.—The Council shall review the process through which the Administration determines to use advisory circulars, service bulletins, and other externally facing guidance and regulatory material.

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

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

''(D) DISCLOSURE OF COMMERCIAL OR PROPRIETARY DATA.—Any member of the Council who receives commercial or other proprietary data as provided for in this paragraph from the Administrator shall be subject to the provisions of section 1905 of title 18, pertaining to unauthorized disclosure of such information.

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

''(A) the Council;

''(B) such aviation rulemaking committees as the Administrator shall designate; or

''(C) such aerospace rulemaking committees as the Secretary shall designate.

''(6) ADMINISTRATIVE MATTERS.—

''(A) TERMS.—Members of the Council appointed under paragraph (2)(C) shall be appointed for a term of 3 years.

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

''(C) VACANCY.—Any vacancy on the Council shall be filled in the same manner as the original appointment, except that any member appointed to fill a vacancy occurring before the expiration of the term for which the predecessor of the member was appointed shall be appointed for the remainder of that term.

''(D) CONTINUATION IN OFFICE.—A member of the Council whose term expires shall continue to serve until the date on which the successor of the member takes office.

''(E) REMOVAL.—Any member of the Council appointed under paragraph (2) may be removed for cause by whomever makes the appointment.

''(F) CHAIR; VICE CHAIR.—The Council shall elect a chair and a vice chair from among the members appointed under subparagraphs (C) and (D) of paragraph (2), each of whom shall serve for a term of 1 year. The vice chair shall perform the duties of the chair in the absence of the chair.

''(G) TRAVEL AND PER DIEM.—Each member of the Council shall be paid actual travel expenses, and per diem in lieu of subsistence expenses when away from the usual place of residence of the member, in accordance with section 5703 of title 5.

''(H) DETAIL OF PERSONNEL FROM THE ADMINISTRATION.—The Administrator shall make available to the Council such staff, information, and administrative services and assistance as may reasonably be required to enable the Council to carry out the responsibilities of the Council under this subsection.''.

SEC. 212. CHIEF OPERATING OFFICER.

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

(1) in paragraph (1)—

(A) by striking subparagraph (A) and inserting the following:

''(A) APPOINTMENT.—There shall be a Chief Operating Officer for the air traffic control system who is appointed by the Administrator and subject to the authority of the Administrator.''; and

(B) in subparagraph (E) by striking ''shall be appointed for the remainder of that term'' and inserting ''may be appointed for either the remainder of the term or for a full term'';

(2) in paragraph (2) by striking '', with the approval of the Air Traffic Services Committee'';

(3) in paragraph (3)—

(A) by striking '', in consultation with the Air Traffic Services Committee,''; and

(B) by striking ''annual basis.'' and inserting— ''annual basis and shall include responsibility for—

''(A) the state of good repair of the air traffic control system;

''(B) the continuous improvement of the safety and efficiency of the air traffic control system; and

''(C) identifying services and solutions to increase the safety and efficiency of airspace use and to support the safe integration of all airspace users.'';

(4) in paragraph (4) by striking ''such information as may be prescribed by the Secretary'' and inserting ''the annual performance agreement required under paragraph (3), an assessment of the performance of the Chief Operating Officer in relation to the performance goals in the performance agreement for the previous year, and such other information as may be prescribed by the Administrator''; and

(5) in paragraph (5)—

(A) by striking ''Chief Operating Officer, or any other authority within the Administration responsibilities, including'' and inserting ''Chief Operating Officer any authority of the Administrator and shall delegate, at a minimum'';

(B) in subparagraph (A)—

(i) in clause (iii) by striking ''and'' at the end;

(ii) in clause (iv) by striking the period at the end and inserting ''; and''; and

(iii) by adding at the end the following:

''(v) plans to integrate new entrant operations into the national airspace system and associated action items.''; and

(C) in subparagraph (C)(ii) by striking ''and the Committee''.

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

Section 106(r) of title 49, United States Code, is further amended by adding at the end the following:

''(6) UNFUNDED CAPITAL INVESTMENT NEEDS REPORT.—

''(A) IN GENERAL.—Not later than 10 days after the date on which the budget of the President for a fiscal year is submitted to Congress pursuant to section 1150 of title 31, the Administrator shall submit to the Secretary, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate a report on any unfunded capital investment needs of the air traffic control system.

''(B) CONTENTS OF BRIEFING.—In providing the report under subparagraph (A), the Administrator shall include, for each unfunded capital investment need, the following:

''(i) A summary description of such unfunded capital investment need.

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

''(iii) The additional amount of funds recommended in connection with such objective.

''(iv) The Budget Line Item Program and Budget Line Item number associated with such unfunded capital investment need, as applicable.

''(v) Any statutory requirement associated with such unfunded capital investment need, as applicable.

''(C) PRIORITIZATION OF REQUIREMENTS.—The briefing required under subparagraph (A) shall present unfunded capital investment needs in overall urgency of priority.

''(D) UNFUNDED CAPITAL INVESTMENT NEED DEFINED.—In this paragraph, the term 'unfunded capital investment need' means a program that—

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

''(ii) is for infrastructure or a system related to necessary modernization or sustainment of the air traffic control system;

''(iii) is listed for any year in the most recent National Airspace System Capital Investment Plan of the Administration; and

''(iv) would have been recommended for funding through the budget referred to in subparagraph (A) by the Administrator if—

''(I) additional resources had been available for the budget to fund the program, activity, or mission requirement; or

''(II) the program, activity, or mission requirement has emerged since the budget was formulated.''.

SEC. 214. CHIEF TECHNOLOGY OFFICER.

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

(1) in paragraph (1)—

(A) in subparagraph (A) by striking ''There shall be'' and all that follows through the period at the end and inserting ''The Chief Technology Officer shall be appointed by the Administrator.'';

(B) in subparagraph (B) by striking ''management'' and inserting ''management, systems management,'';

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

(D) by redesignating subparagraphs (A) and (B) as subparagraphs (B) and (C), respectively; and

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

''(A) ESTABLISHMENT.—There shall be a Chief Technology Officer for the air traffic control system that shall report directly to the Chief Operating Officer of the air traffic control system.'';

(2) in paragraph (2)—

(A) in subparagraph (A) by striking ''program''; and

(B) in subparagraph (F) by striking ''aircraft operators'' and inserting ''the Administration, aircraft operators, or other private providers 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(c)(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(c)(2)(A)(i) of such title.''.

SEC. 215. DEFINITION OF AIR TRAFFIC CONTROL SYSTEM.

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

(1) in subparagraph (C) by striking ''and'' at the end;

(2) in subparagraph (D) by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(E) systems, software, and hardware operated, owned, and maintained by third parties that support or directly provide air navigation information and air traffic management services with Administration approval.''.

SEC. 216. PEER REVIEW OF OFFICE OF WHISTLEBLOWER PROTECTION AND AVIATION SAFETY INVESTIGATIONS.

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

(1) by striking paragraph (7);

(2) by inserting after paragraph (6) the following:

''(7) DEPARTMENT OF TRANSPORTATION OFFICE OF THE INSPECTOR GENERAL PEER REVIEW.—

''(A) IN GENERAL.—Not later than 2 years after the date of enactment of the FAA Reauthorization Act of 2024, and every 5 years thereafter, the inspector general of the Department of Transportation shall perform a peer review of the Office of Whistleblower Protection and Aviation Safety Investigations.

''(B) PEER REVIEW SCOPE.—In completing the peer reviews required under this paragraph, the inspector general shall, to the extent appropriate, use the most recent peer review guides published by the Council of the Inspectors General on Integrity and Efficiency Audit Committee and Investigations Committee.

''(C) REPORTS TO CONGRESS.—Not later than 90 days after the completion of a peer review required under this paragraph, the inspector general shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a description of any actions taken or to be taken to address the results of the peer review.''; and

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

SEC. 217. CYBERSECURITY LEAD.

(a) IN GENERAL.—The Administrator shall designate an executive of the FAA to serve as the lead for the cybersecurity of FAA systems and hardware (in this section referred to as the ''Cybersecurity Lead'').

(b) DUTIES.—The Cybersecurity Lead shall carry out duties and powers prescribed by the Administrator, including the management of activities required under subtitle B of title III.

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

SEC. 218. ELIMINATING FAA REPORTING AND UNNECESSARY REQUIREMENTS.

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

(1) by striking subsection (b);

(2) by redesignating subsection (c) as subsection (b); and

(3) by redesignating subsection (e) as subsection (c).

(b) ANNUAL REPORT ON THE PURCHASE OF FOREIGN MANUFACTURED ARTICLES.—Section 40110(d) of title 49, United States Code, is amended by striking paragraph (5).

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

(1) by striking paragraph (4); and

(2) by redesignating paragraph (5) as paragraph (4).

(d) AIP ANNUAL REPORT.—Section 47131 of title 49, United States Code, and the item relating to such section in the analysis for chapter 471 of such title, are repealed.

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

(1) by redesignating subsection (d) as subsection (e); and

(2) by inserting after subsection (c) the following:

''(d) NON-COMPLIANT AIRPORTS.—

''(1) IN GENERAL.—The Secretary shall include in the plan a detailed statement listing airports the Secretary has reason to believe are not in compliance with grant assurances or other requirements with respect to airport lands and shall include—

''(A) the circumstances of noncompliance;

''(B) the timeline for corrective action with respect to such noncompliance; and

''(C) any corrective action the Secretary intends to require to bring the airport sponsor into compliance.

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

(f) NOTICE TO AIRPORT SPONSORS REGARDING PURCHASE OF AMERICAN MADE EQUIPMENT AND PRODUCTS.—Section 306 of the Federal Aviation Administration Authorization Act of 1994 (49 U.S.C. 50101 note) is amended—

(1) in subsection (a) by striking ''(a)'' and all that follows through ''It is the sense'' and inserting ''It is the sense''; and

(2) by striking subsection (b).

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

(h) REGULATION OF ALASKA GUIDE PILOTS.—Section 732 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (49 U.S.C. 44701 note) is amended—

(1) by striking subsection (b);

(2) by redesignating subsection (c) as subsection (b); and

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

(A) in the subsection heading by striking ''DEFINITIONS'' and inserting ''DEFINITION OF ALASKA GUIDE PILOT'';

(B) by striking '', the following definitions apply'' and all that follows through ''The term 'Alaska guide pilot''' and inserting ''the term 'Alaska guide pilot'''; and

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

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

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

(1) INTELLIGENCE REFORM AND TERRORISM PREVENTION ACT.—Section 4022 of the Intelligence Reform and Terrorism Prevention Act of 2004 (49 U.S.C. 44703 note), and the item relating to such section in the table of contents in section 1(b) of such Act, are repealed.

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

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

(1) by striking subsection (a);

(2) in subsection (b)—

(A) by striking ''(b) WORKLOAD OF SYSTEMS SPECIALISTS.—''; and

(B) by redesignating paragraphs (1) through (3) as subsections (a) through (c) (and adjust the margins and header casing appropriately); and

(3) in subsection (c) (as so redesignated) by striking ''paragraph (1)'' and inserting ''subsection (a)''.

(l) FERRY FLIGHT DUTY PERIOD AND FLIGHT TIME RULEMAKINGS.—Section 345 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 44701 note), and the item relating to such section in the table of contents in section 1(b) of such Act, are repealed.

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

(1) in subsection (a) by striking ''quarterly updates'' and inserting ''annually an annual briefing''; and

(2) by adding at the end the following:

''(c) REPORT SUNSET.—Subsection (a) shall cease to be effective after September 30, 2028.''.

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

(1) by striking subsection (b); and

(2) by redesignating subsection (c) as subsection (b).

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

SEC. 219. AUTHORITY TO USE ELECTRONIC SERVICE.

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

(1) in subsection (b)—

(A) in paragraph (1)—

(i) in subparagraph (B) by striking ''or'' after the semicolon;

(ii) in subparagraph (C) by striking the period at the end and inserting a semicolon; and

(iii) by adding at the end the following:

''(D) by electronic or facsimile transmission to the person to be served or the designated agent of the person; or

''(E) as designated by regulation or guidance published in the Federal Register.''; and

(B) by adding at the end the following:

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

''(A) the date an electronic or facsimile transmission is sent; or

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

(2) in subsection (c) by striking the first sentence and inserting ''Service on an agent designated under this section shall be made at the office or usual place of residence of the agent or at the electronic or facsimile address designated by the agent.''.

SEC. 220. SAFETY AND EFFICIENCY THROUGH DIGITIZATION OF FAA SYSTEMS.

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

(1) identify, at the discretion of the Administrator, not less than 3 processes of the FAA that result in a certification and require paper-based information exchange between external entities and the FAA or offices within the FAA (such as an aircraft certification, aircraft registration, or airmen certification) or authorization, an exemption, or a letter of authorization; and

(2) initiate the digitization of such processes.

(b) REQUIREMENTS.—In carrying out the digitization required under subsection (a), the Administrator shall ensure that the digitization of any process allows for—

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

(2) the status of the application to be available upon demand to the applicant, as well as FAA employees responsible for reviewing and making a decision on the application.

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

(d) DEFINITION OF DIGITIZATION.—In this section, the term ''digitization'' means the transition from a predominantly paper-based system to a system centered on the use of a data management system and the internet.

SEC. 221. FAA TELEWORK.

(a) IN GENERAL.—The Administrator—

(1) may establish telework policies for employees of the FAA that allow for the Administrator to reduce the office footprint and associated expenses of the FAA, if appropriate, increase workforce retention, and provide flexibilities that the Administrator demonstrates increases efficiency and effectiveness of the Administration, while requiring that any such policy—

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

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

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

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

(ii) may include telework provisions as determined appropriate by the Administrator, commensurate with official duties for such employee;

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

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

(F) optimizes the work status of inspectors, investigators, and other personnel performing safety-related functions to ensure timely completion of safety oversight activities;

(G) provides for personnel, including such personnel performing work related to aircraft certification and flight standards, who are responsible for actively working with regulated entities, external stakeholders, or other members of the public to be—

(i) routinely available on a predictable basis for in-person and virtual communications with external persons; and

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

(H) provides opportunities for in-person dialogue, collaboration, and ideation for all employees;

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

(3) may not establish a telework policy for an employee of the FAA unless such employee will be provided with secure network capacity, communications tools, necessary and secure access to appropriate agency data assets and Federal records, and equipment sufficient to enable such employee to be fully productive; and

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

(b) CONGRESSIONAL UPDATE.—Not later than 1 year after the date of enactment of this Act, and 1 year thereafter, the Administrator shall brief the appropriate committees of Congress on any telework policies currently in place, the implementation of such policies, and the benefits of such policies.

(c) CONSULTATION.—If the Administrator determines that telework agreements need to be updated to implement the requirements of subsection (a), the Administrator shall, prior to updating such agreements, consult with—

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

(2) labor organizations certified under such section as the exclusive bargaining representative of airway transportation systems specialists and aviation safety inspectors and engineers of the FAA.

SEC. 222. REVIEW OF OFFICE SPACE.

(a) FAA REVIEW.—

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

(2) COMPLETION OF REVIEW.—Not later than 30 months after the date of enactment of this Act, the Secretary shall complete the inventory review required under paragraph (1).

(b) CONTENTS OF REVIEW.—In completing the review under subsection (a), the Secretary shall—

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

(2) determine space adequacy related to—

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

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

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

(4) determine the number of individuals who are full-time equivalent employees,

other support personnel, or contractors that have each such unit as a duty station and determine how telework policies will impact the usage of such space;

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

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

(7) based on the findings in paragraphs (2) through (6), and any other metrics the Secretary determines relevant, provide recommendations for optimizing the use of office space across the Department in consultation with appropriate employee labor representatives.

(c) REPORT.—Not later than 4 months after completing the review under subsection (a), the Secretary shall submit to the appropriate committees of Congress a final report that proposes opportunities to optimize the domestic office footprint of the FAA (and associated costs). In compiling such final report, the Secretary shall describe opportunities for—

(1) consolidation of offices within a reasonable distance, as determined by the Senior Real Property Officer of the Department of Transportation, from one another;

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

(3) the use of coworking spaces instead of permanent offices.

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

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

(2) which are located within the United States.

SEC. 223. RESTORATION OF AUTHORITY.

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

''§ 40119. Sensitive security information

''(a) DISCLOSURE.—

''(1) REGULATIONS PROHIBITING DISCLOSURE.—Notwithstanding the establishment of a Department of Homeland Security, the Secretary of Transportation, in accordance with section 552(b)(3)(B) of title 5, shall prescribe regulations prohibiting disclosure of information obtained or developed in ensuring security under this title if the Secretary of Transportation decides disclosing the information would—

''(A) be an unwarranted invasion of personal privacy;

''(B) reveal a trade secret or privileged or confidential commercial or financial information; or

''(C) be detrimental to transportation safety.

''(2) DISCLOSURE TO CONGRESS.—Paragraph (1) shall not be construed to authorize information to be withheld from a committee of Congress authorized to have such information.

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

''(A) conceal a violation of law, inefficiency, or administrative error;

''(B) prevent embarrassment to a person, organization, or agency;

''(C) restrain competition; or

''(D) prevent or delay the release of information that does not require protection in the interest of transportation security, including basic scientific research information not clearly related to transportation security.

''(4) LAW ENFORCEMENT DISCLOSURE.—Section 552a of title 5 shall not apply to disclosures that the Administrator may make from the systems of records of the Federal Aviation Administration to any Federal law enforcement, intelligence, protective service, immigration, or national security official in order to assist the official receiving the information in the performance of official duties.

''(b) TRANSFERS OF DUTIES AND POWERS PROHIBITED.—Except as otherwise provided by law, a duty or power under this section may not be transferred to another department, agency, or instrumentality of the Federal Government.''.

(b) EFFECTIVE DATE.—The amendments made by this section shall be effective as of October 5, 2018, and all authority restored to the Secretary and the FAA under this section shall be treated as if such authority had never been repealed by the FAA Reauthorization Act of 2018 (Public Law 115–254).

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

''40119. Sensitive security information.''.

SEC. 224. FAA PARTICIPATION IN INDUSTRY STANDARDS ORGANIZATIONS.

(a) IN GENERAL.—The Administrator shall encourage the participation of employees of the FAA, as appropriate, in the activities of recognized industry standards organizations to advance the adoption, reference, and acceptance rate of standards and means of compliance developed by such organizations by the Administrator.

(b) PARTICIPATION.—An employee of the FAA directed by the Administrator to participate in a working group, task group, committee, or similar body of a recognized industry standards organization shall—

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

(2) accurately represent the position of the Administrator on the subject matter of such discussions and work;

(3) contribute to the development of work products of such organization, unless determined to be inappropriate by such organization;

(4) make reasonable efforts to identify and make any concerns of the Administrator relating to such work products known to such organization, including through providing formal comments, as may be allowed for under the procedures of such organization;

(5) provide regular updates to other FAA employees and management on the progress of such work products; and

(6) seek advice and input from other FAA employees and management, as needed.

(c) RECOGNIZED INDUSTRY STANDARDS ORGANIZATION DEFINED.—In this section, the term ''recognized industry standards organization'' means a domestic or international organization that—

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

(2) is comprised of members of the public, including subject matter experts, industry representatives, academics and researchers, and government employees; and

(3) has had at least 1 standard or means of compliance accepted by the Administrator or referenced in guidance material or a regulation issued by the FAA after the date of enactment of the Vision 100—Century of Aviation Reauthorization Act (Public Law 108–176).

SEC. 225. SENSE OF CONGRESS ON USE OF VOLUNTARY CONSENSUS STANDARDS.

It is the sense of Congress that the Administrator should make every effort to abide by the policies set forth in the circular of the Office of Management and Budget, titled ''Federal Participation in the Development and Use of Voluntary Consensus Standards and Conformity Assessment Activities'' (A–119).

SEC. 226. REQUIRED DESIGNATION.

The Administrator shall designate any aviation rulemaking committee convened under this Act pursuant to section 106(p)(5) of title 49, United States Code.

SEC. 227. ADMINISTRATIVE SERVICES FRANCHISE FUND.

Title I of the Department of Transportation and Related Agencies Appropriations Act, 1997 (49 U.S.C. 40113 note) is amended under the heading ''Administrative Services Franchise Fund'' by striking ''shall be paid in advance'' and inserting ''may be reimbursed after performance or paid in advance''.

SEC. 228. COMMERCIAL PREFERENCE.

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

(1) in paragraph (1) by striking ''and implement'' and inserting '', implement, and periodically update'';

(2) in paragraph (2) by striking ''the new acquisition management system developed and implemented'' and inserting ''the acquisition management system developed, implemented, and periodically updated'' each place it appears;

(3) in paragraph (3)—

(A) in the matter preceding subparagraph (A)—

(i) by striking ''new''; and

(ii) by striking ''and implemented'' and inserting '', implemented, and periodically updated''; and

(B) in subparagraph (B) by striking ''Within'' and all that follows through ''the Administrator'' and inserting ''The Administrator'';

(4) by redesignating paragraph (4) as paragraph (5); and

(5) by inserting after paragraph (3) the following:

''(4) COMMERCIAL PRODUCTS AND SERVICES.—In implementing and updating the acquisition management system pursuant to paragraph (1), the Administrator shall, whenever possible—

''(A) describe the requirements with respect to a solicitation for the procurement of supplies or services in terms of—

''(i) functions to be performed;

''(ii) performance required; or

''(iii) essential physical and system characteristics;

''(B) ensure that commercial services or commercial products may be procured to fulfill such solicitation, or to the extent that commercial products suitable to meet the needs of the Administration are not available, ensure that nondevelopmental items other than commercial products may be procured to fulfill such solicitation;

''(C) provide offerors of commercial services, commercial products, and nondevelopmental items other than commercial products an opportunity to compete in any solicitation for the procurement of supplies or services;

''(D) revise the procurement policies, practices, and procedures of the Administration to reduce any impediments to the acquisition of commercial products and commercial services;

''(E) ensure that any procurement of new equipment takes into account the life cycle, reliability, performance, service support, and costs to guarantee the acquisition of equipment that is of high quality and reliability resulting in greater performance and cost-related benefits; and

''(F) ensure that procurement officials—

''(i) acquire commercial services, commercial products, or nondevelopmental items other than commercial products to meet the needs of the Administration;

''(ii) in a solicitation for the procurement of supplies or services, state the specifications for such supplies or services in terms that enable and encourage bidders and offerors to supply commercial services or commercial products, or to the extent that commercial products suitable to meet the needs of the Administration are not available, to supply nondevelopmental items other than commercial products;

''(iii) require that prime contractors and subcontractors at all levels under contracts with the Administration incorporate commercial services, commercial products, or nondevelopmental items other than commercial products as components of items supplied to the Administration;

''(iv) modify procurement requirements in appropriate circumstances to ensure that such requirements can be met by commercial services or commercial products, or to the extent that commercial products suitable to meet the needs of the Administration are not available, nondevelopmental items other than commercial products; and

''(v) require training of appropriate personnel in the acquisition of commercial products and commercial services.''.

SEC. 229. ADVANCED AVIATION TECHNOLOGY AND INNOVATION STEERING COMMITTEE.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish an Advanced Aviation Technology and Innovation Steering Committee (in this section referred to as the ''Steering Committee'') to assist the FAA in planning for and integrating advanced aviation technologies.

(b) PURPOSE.—The Steering Committee shall—

(1) create and regularly update a comprehensive strategy and action plan for integrating advanced aviation technologies into the national airspace system and aviation ecosystem; and

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

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

(d) COMPOSITION.—In addition to the Chair, the Steering Committee shall consist of the Assistant or Associate Administrator, or the designee of such Administrator, of each of the following FAA offices:

(1) Office of Aviation Safety.

(2) Air Traffic Organization.

(3) Office of Airports.

(4) Office of Commercial Space Transportation.

(5) Office of Finance and Management.

(6) Office of the Chief Counsel.

(7) Office of Rulemaking and Regulatory Improvement.

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

(9) Office of Security and Hazardous Materials Safety.

(10) Any other Office the Administrator determines necessary.

SEC. 230. REVIEW AND UPDATES OF CATEGORICAL EXCLUSIONS.

(a) REVIEW.—Not later than 1 year after the date of enactment of this Act, the Secretary shall identify each categorical exclusion under the jurisdiction of the Department of Transportation, including any operating administration within the Department.

(b) NEW CATEGORICAL EXCLUSIONS FOR AIRPORT PROJECTS.—Not later than 2 years after the date of enactment of this Act, the Administrator shall—

(1) review the categorical exclusions applied by other operating administrations identified in subsection (a); and

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

SEC. 231. IMPLEMENTATION OF ANTI-TERRORIST AND NARCOTIC AIR EVENTS PROGRAMS.

(a) IMPLEMENTATION.—

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

(A) implement recommendations 6, 13, 14, and 15 as set forth in the Government Accountability Office report entitled ''Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration,'' (dated March 25, 2020); and

(B) to the extent that rulemaking is necessary to implement such recommendations, issue a notice of proposed rulemaking pursuant to the rulemaking authority of the FAA.

(2) REMAINING RECOMMENDATIONS.—The Administrator shall implement recommendations 1 through 5 and 8 through 12 as set forth in the Government Accountability Office report described in paragraph (1) and, to the extent that rulemaking is necessary to implement such recommendations, issue a notice of proposed rulemaking pursuant to the rulemaking authority of the FAA, on the earlier of—

(A) the date that is 90 days after the date on which the FAA implements the Civil Aviation Registry Electronic Services system; or

(B) January 1, 2026.

(b) REPORTS.—

(1) PRIORITY RECOMMENDATIONS.—Not later than 60 days after the date on which the Administrator implements the recommendations under subsection (a)(1), the Administrator shall submit to the Committees on the Judiciary and Commerce, Science, and Transportation of the Senate, the Committees on the Judiciary and Energy and Commerce of the House of Representatives, and the Caucus on International Narcotics Control of the Senate a report on such implementation, including a description of any steps taken by the Administrator to complete such implementation.

(2) REMAINING RECOMMENDATIONS.—Not later than 60 days after the date on which the Administrator implements the recommendations under subsection (a)(2), the Administrator shall submit to the Committees on the Judiciary and Commerce, Science, and Transportation of the Senate, the Committees on the Judiciary and Energy and Commerce of the House of Representatives, and the Caucus on International Narcotics Control of the Senate a report on such implementation, including a description of any steps taken by the Administrator to complete such implementation.

TITLE III—AVIATION SAFETY IMPROVEMENTS

Subtitle A—General Provisions

SEC. 301. HELICOPTER AIR AMBULANCE OPERATIONS.

(a) OUTDATED AIR AMBULANCE RULEMAKING REQUIREMENT.—Section 44730 of title 49, United States Code, is amended—

(1) in subsection (a)(1) by striking ''not later than 180 days after the date of enactment of this section,'';

(2) in subsection (c) by striking ''address the following'' and inserting ''consider, or address through other means, the following'';

(3) in subsection (d) by striking ''provide for the following'' and inserting ''consider, or address through other means, the following''; and

(4) in subsection (e)—

(A) in the heading by striking ''SUBSEQUENT RULEMAKING'' and inserting ''SUBSEQUENT ACTIONS'';

(B) in paragraph (1) by striking ''shall conduct a follow-on rulemaking to address the following:'' and inserting ''shall address through a follow-on rulemaking, or through such other means that the Administrator considers appropriate, the following:'';

(C) by striking paragraph (2); and

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

(b) SAFETY MANAGEMENT SYSTEMS BRIEFING.—Not later than 180 days after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on how the final rule titled ''Safety Management System'', published on April 26, 2024, (89 Fed. Reg. 33068), will—

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

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

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

(1) by striking subsection (d);

(2) in subsection (e)—

(A) in paragraph (1) by striking ''and'' at the end; and

(B) by striking paragraph (2) and inserting the following:

''(2) make publicly available, in part or in whole, on a website of the Federal Aviation Administration, the database developed pursuant to subsection (c); and

''(3) analyze the data submitted under subsection (a) periodically and use such data to inform efforts to improve the safety of helicopter air ambulance operations.''; and

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

SEC. 302. GLOBAL AIRCRAFT MAINTENANCE SAFETY IMPROVEMENTS.

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

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

(A) in the heading by striking ''**Inspection**'' and inserting ''**Oversight**'';

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

(C) in subsection (e)—

(i) by inserting '', without prior notice to such repair stations,'' after ''annually'';

(ii) by inserting ''and the applicable laws of the country in which the repair station is located'' after ''international agreements''; and

(iii) by striking the last sentence and inserting ''The Administrator may carry out announced or unannounced inspections in addition to the annual unannounced inspection required under this subsection based on identified risks and in a manner consistent with United States obligations under international agreements and the applicable laws of the country in which the part 145 repair station is located.'';

(D) by redesignating subsection (g) as subsection (j); and

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

''(g) DATA ANALYSIS.—

''(1) IN GENERAL.—Each fiscal year in which a part 121 air carrier has had heavy maintenance work performed on an aircraft owned or operated by such carrier, such carrier shall provide to the Administrator, not later than the end of the following fiscal year, a report containing the information described in paragraph (2).

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

''(A) The location where any heavy maintenance work on aircraft was performed outside the United States.

''(B) A description of the work performed at each such location.

''(C) The date of completion of the work performed at each such location.

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

''(i) requires corrective action after the aircraft is approved for return to service; and

''(ii) results from such work performed on such aircraft.

''(E) The certificate number of the person approving such aircraft or on-wing aircraft engine for return to service following completion of the work performed at each such location.

''(3) ANALYSIS.—The Administrator shall—

''(A) analyze information provided under this subsection and sections 121.703, 121.705, 121.707, and 145.221 of title 14, Code of Federal Regulations, or any successor provisions of such title, to detect safety issues associated with heavy maintenance work on aircraft performed outside the United States; and

''(B) require appropriate actions by an air carrier or repair station in response to any safety issue identified by the analysis conducted under subparagraph (A).

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

''(h) APPLICATIONS AND PROHIBITION.—

''(1) IN GENERAL.—The Administrator may not approve any new application under part 145 of title 14, Code of Federal Regulations, from a person located or headquartered in a country that the Administration, through the International Aviation Safety Assessment program, has classified as Category 2.

''(2) EXCEPTION.—Paragraph (1) shall not apply to an application for the renewal of a certificate issued under part 145 of title 14, Code of Federal Regulations.

''(3) MAINTENANCE IMPLEMENTATION PROCEDURES AGREEMENT.—The Administrator may elect not to enter into a new maintenance implementation procedures agreement with a country classified as Category 2, for as long as the country remains classified as Category 2.

''(4) PROHIBITION ON CONTINUED HEAVY MAINTENANCE WORK.—No part 121 air carrier may enter into a new contract for heavy maintenance work with a person located or headquartered in a country that the Administrator, through the International Aviation Safety Assessment program, has classified as Category 2, for as long as such country remains classified as Category 2.

''(i) MINIMUM QUALIFICATIONS FOR MECHANICS AND OTHERS WORKING ON U.S. REGISTERED AIRCRAFT.—

''(1) IN GENERAL.—Not later than 18 months after the date of enactment of this subsection, the Administrator shall require that, at each covered repair station—

''(A) all supervisory personnel of such station are appropriately certificated as a mechanic or repairman under part 65 of title 14, Code of Federal Regulations, or under an equivalent certification or licensing regime, as determined by the Administrator; and

''(B) all personnel of such station authorized to approve an article for return to service are appropriately certificated as a mechanic or repairman under part 65 of such title, or under an equivalent certification or licensing regime, as determined by the Administrator.

''(2) AVAILABLE FOR CONSULTATION.—Not later than 18 months after the date of enactment of this subsection, the Administrator shall require any individual who is responsible for approving an article for return to service or who is directly in charge of heavy maintenance work performed on aircraft operated by a part 121 air carrier be available for consultation while work is being performed at a covered repair station.''.

(2) DEFINITIONS.—

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

(i) in paragraph (1) by striking ''aircraft'' and inserting ''aircraft (including on-wing aircraft engines)'';

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

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

''(1) COVERED REPAIR STATION.—The term 'covered repair station' means a facility that—

''(A) is located outside the United States;

''(B) is a part 145 repair station; and

''(C) performs heavy maintenance work on aircraft operated by a part 121 air carrier.''.

(B) TECHNICAL AMENDMENT.—Section 44733(a)(3) of title 49, United States Code, is amended by striking ''covered part 145 repair stations'' and inserting ''part 145 repair stations''.

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

''44733. Oversight of repair stations located outside the United States.''.

(b) ALCOHOL AND DRUG TESTING AND BACKGROUND CHECKS.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Administrator shall issue a final rule carrying out the requirements of section 2112(b) of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44733 note).

(2) RULEMAKING ON ASSESSMENT REQUIREMENT.—With respect to any employee not covered under the requirements of section 1554.101 of title 49, Code of Federal Regulations, the Administrator shall initiate a rulemaking (or request that the head of another Federal agency initiate a rulemaking) that requires a covered repair station to confirm that any such employee has successfully completed an assessment commensurate with a security threat assessment described in subpart C of part 1540 of such title.

(3) DEFINITION OF COVERED REPAIR STATION.—For purposes of this subsection, the term ''covered repair station'' means a facility that—

(A) is located outside the United States;

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

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

SEC. 303. ODA BEST PRACTICE SHARING.

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

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

(2) in paragraph (3)—

(A) in subparagraph (E) by striking ''and'' at the end;

(B) in subparagraph (F) by striking the period and inserting ''; and''; and

(C) by adding at the end the following:

''(G) convene a forum not less than every 2 years between ODA holders, unit members, and other organizational representatives and relevant experts, in order to—

''(i) share best practices;

''(ii) instill professionalism, ethics, and personal responsibilities in unit members; and

''(iii) foster open and transparent communication between Administration safety specialists, ODA holders, and unit members.''.

SEC. 304. TRAINING OF ORGANIZATION DELEGATION AUTHORIZATION UNIT MEMBERS.

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

''(g) ETHICS TRAINING REQUIREMENT FOR ODA HOLDERS.—

''(1) IN GENERAL.—Not later than 1 year after the date of enactment of this subsection, the Administrator of the Federal Aviation Administration shall review and ensure each ODA holder authorized by the Administrator under section 44702(d) has in effect a recurrent training program for all ODA unit members that covers—

''(A) unit member professional obligations and responsibilities;

''(B) the ODA holder's code of ethics as required to be established under section 102(f) of the Aircraft Certification, Safety, and Accountability Act (49 U.S.C. 44701 note);

''(C) procedures for reporting safety concerns, as described in the respective approved procedures manual for the delegation;

''(D) the prohibition against and reporting procedures for interference from a supervisor or other ODA member described in section 44742; and

''(E) any additional information the Administrator considers relevant to maintaining ethical and professional standards across all ODA holders and unit members.

''(2) FAA REVIEW.—

''(A) REVIEW OF TRAINING PROGRAM.—The Organization Designation Authorization Office of the Administration established under subsection (b) shall review each ODA holders' recurrent training program to ensure such program includes—

''(i) all elements described in paragraph (1); and

''(ii) training to instill professionalism and clear understanding among ODA unit members about the purpose of and procedures associated with safety management systems, including the provisions of the third edition of the Safety Management Manual issued by the International Civil Aviation Organization (Doc 9859) (or any successor edition).

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

''(3) TRAINING.—As part of the recurrent training program required under paragraph (1), not later than 60 business days after being designated as an ODA unit member, and annually thereafter, each ODA unit member shall complete the ethics training required by the ODA holder of the respective ODA unit member in order to exercise the functions delegated under the ODA.

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

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

SEC. 305. CLARIFICATION ON SAFETY MANAGEMENT SYSTEM INFORMATION DISCLOSURE.

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

(1) in subsection (a)—

(A) in paragraph (1) by striking ''; or'' and inserting a semicolon;

(B) in paragraph (2) by striking the period at the end and inserting ''; or''; and

(C) by adding at the end the following:

''(3) if the report, data, or other information is submitted for any purpose relating to the development and implementation of a safety management system, including a system required by regulation.''; and

(2) by adding at the end the following:

''(d) OTHER AGENCIES.—

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

''(2) RULE OF CONSTRUCTION.—This section shall not be construed to limit the accident or incident investigation authority of the National Transportation Safety Board under chapter 11, including the requirement to not disclose voluntarily provided safety-related information under section 1114.''.

SEC. 306. REAUTHORIZATION OF CERTAIN PROVISIONS OF THE AIRCRAFT CERTIFICATION, SAFETY, AND ACCOUNTABILITY ACT.

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

(1) in subsection (f)(2)—

(A) in the matter preceding subparagraph (A) by striking ''Not later than 90 days'' and all that follows through ''the Administrator shall provide a briefing'' and inserting ''The Administrator shall provide biannual briefings each fiscal year through September 30, 2028''; and

(B) in subparagraph (B) by striking ''90-day period'' and inserting ''6-month period''; and

(2) in subsection (j) by striking ''2023'' and inserting ''2028''.

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

(c) APPEALS OF CERTIFICATION DECISIONS.—Section 44704(g)(1)(C)(ii) of title 49, United States Code, is amended by striking ''calendar year 2025'' and inserting ''calendar year 2028''.

(d) PROFESSIONAL DEVELOPMENT, SKILLS ENHANCEMENT, CONTINUING EDUCATION AND TRAINING.—Section 44519(c) of title 49, United States Code, is amended by striking ''2023'' and inserting ''2028''.

(e) VOLUNTARY SAFETY REPORTING PROGRAM.—Section 113(f) of division V of the Consolidated Appropriations Act, 2021 (49 U.S.C. 44701 note) is amended by striking ''fiscal year 2023'' and inserting ''fiscal year 2028''.

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

(g) DOMESTIC AND INTERNATIONAL PILOT TRAINING.—Section 119(f)(3) of division V of the Consolidated Appropriations Act, 2021 is amended by striking ''2023'' and inserting ''2028''.

(h) SAMYA ROSE STUMO NATIONAL AIR GRANT FELLOWSHIP PROGRAM.—Section 131(d) of division V of the Consolidated Appropriations Act, 2021 (49 U.S.C. 40101 note) is amended by striking ''2025'' and inserting ''2028''.

SEC. 307. CONTINUED OVERSIGHT OF FAA COMPLIANCE PROGRAM.

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

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

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

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

''(B) if the program ensures the highest level of compliance with safety standards;

''(C) if the program has met its stated safety goals and purpose; and

''(D) FAA employee confidence in the program.'';

(2) in subsection (c)(4) by striking ''2023'' and inserting ''2028''; and

(3) in subsection (d) by striking ''2023'' and inserting ''2028''.

SEC. 308. SCALABILITY OF SAFETY MANAGEMENT SYSTEMS.

In conducting any rulemaking to require, or implementing a regulation requiring, a safety management system, the Administrator shall consider the scalability of such safety management system requirements, to the full range of entities in terms of size or complexity that may be affected by such rulemaking or regulation, including—

(1) how an entity can demonstrate compliance using various documentation, tools, and methods, including, as appropriate, systems with multiple small operators collectively monitoring for and addressing risks;

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

(3) the applicability of existing safety management system programs implemented by an entity;

(4) the suitability of existing requirements under part 5 of title 14, Code of Federal Regulations, for small entities; and

(5) other unique challenges relating to small entities the Administrator determines appropriate to consider.

SEC. 309. REVIEW OF SAFETY MANAGEMENT SYSTEM RULEMAKING.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Administrator shall review the final rule of the FAA titled ''Safety Management Systems'' and issued on April 26, 2024 (89 Fed. Reg. 33068).

(b) APPLICABILITY.—In reviewing the final rule under subsection (a), the Administrator shall ensure that the safety management system requirement under such final rule described in subsection (a) is applied to all certificate holders operating under the rules for commuter and on-demand operations under part 135 of title 14, Code of Federal Regulations, commercial air tour operators operating under section 91.147 of such title, production certificate holders that are holders or licensees of a type certificate for the same product, and holders of a type certificate who license out such certificate for production under part 21 of such title.

(c) DETERMINATION.—If the Administrator determines the final rule does not apply the safety management system requirement in the manner described in subsection (b), the Administrator shall issue such regulation, guidance, or policy as may be necessary to ensure such safety management system requirement is applied in such manner.

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

(a) REVIEW AND STUDY.—Not later than 180 days after the date of enactment of this Act, the Administrator shall seek to enter into an agreement with an appropriate federally funded research and development center, or other independent nonprofit organization that recommends solutions to aviation policy challenges through objective analysis, to conduct a review and study in accordance with the requirements and elements in this section.

(b) ELEMENTS.—The entity carrying out the review and study pursuant to subsection (a) shall provide analyses, assessments, and recommendations that address the following elements:

(1) A vision for a future state of type certification that reflects the highly complex, highly integrated nature of modern aircraft and improvements in aviation safety.

(2) An assessment of digital tools, techniques, and software systems that allow for efficient and virtual evaluation of an applicant design, associated documentation, and software or systems engineering products, including in digital 3-dimensional formats or using model-based systems engineering design techniques.

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

(4) What changes are needed to ensure that corrective actions for continued operational safety issues, including software modifications, can be approved and implemented in a timely manner while maintaining the integrity of the type certification process.

(5) What efficiencies and safety process improvements are needed in the type certification processes of the FAA to facilitate the assessment and integration of innovative technologies and advance aviation safety, such as conducting product familiarization, developing certification requirements, and demonstrating flight test safety readiness.

(6) Best practices and tools used by other certification authorities outside of the United States that could be adopted by the FAA, as well as the best practices and tools used by the FAA which can be shared with certification authorities outside of the United States.

(c) PARTIES TO REVIEW.—In conducting the review and study pursuant to subsection (a), the Administrator shall ensure that the entity entering into an agreement under this section shall, throughout the review and study, consult with—

(1) the aircraft certification and flight standards offices or services of the Administration; and

(2) at least 3 industry members representing aircraft and aircraft part manufacturing interests.

(d) CONSIDERATIONS.—In conducting the review and study pursuant to subsection (a), the Administrator shall ensure the entity considers the availability, cost, interoperability, scalability, adaptability, cybersecurity, ease of adoption, and potential safety benefits of the elements described in subsection (b), including any digital tools, techniques, and software systems recommended to address such elements.

(e) REPORT.—Not later than 18 months after the date of enactment of this Act, the entity conducting the review and study pursuant to subsection (a) shall submit to the

Administrator and the appropriate committees of Congress a report on the results of the review and study that includes—

(1) the findings and recommendations of the entity; and

(2) an assessment of whether digital tools, techniques, and software systems could improve the coordination, oversight, or safety of the certification and validation activities of the FAA.

(f) CONGRESSIONAL BRIEFING.—Not later than 270 days after the report required under subsection (e) is received by the Administrator, the Administrator shall brief the appropriate committees of Congress on—

(1) any actions the FAA proposes to take as a result of such findings and recommendations; and

(2) the rationale of the FAA for not taking action on any specific recommendation, as applicable.

SEC. 311. USE OF ADVANCED TOOLS AND HIGH-RISK FLIGHT TESTING IN CERTIFYING AEROSPACE PRODUCTS.

(a) ASSESSMENT.—Not later than 18 months after the date of enactment of this Act, the Administrator shall complete an assessment of the use of advanced tools during the testing, analysis, and verification stages of aerospace certification projects to reduce the risks associated with high-risk flight profiles and performing limit testing.

(b) CONSIDERATIONS.—In carrying out the assessment under subsection (a), the Administrator shall consider—

(1) instances in which high-risk flight profiles and limit testing have occurred in the certification process and the applicability of the data produced by such testing for use in other aspects of flight testing;

(2) the safety of pilots during such testing;

(3) the value and accuracy of data collected using the advanced tools described in subsection (a);

(4) the ability to produce more extensive data sets using such advanced tools;

(5) any aspects of such testing for which the use of such advanced tools would not be valuable or applicable;

(6) the cost of using such advanced tools; and

(7) the best practices of other international civil aviation authorities that permit the use of advanced tools during aerospace certification projects.

(c) CONSULTATION.—In carrying out the assessment under subsection (a), the Administrator shall consult with—

(1) aircraft manufacturers, including manufacturers that have designed and certified aircraft under—

(A) part 23 of title 14, Code of Federal Regulations;

(B) part 25 of such title; or

(C) part 27 of such title;

(2) aircraft manufacturers that have designed and certified, or are in the process of certifying, aircraft with a novel design under part 21.17(b) of such title;

(3) associations representing aircraft manufacturers;

(4) researchers and academics in related fields; and

(5) pilots who are experts in flight testing.

(d) CONGRESSIONAL REPORT.—Not later than 60 days after the completion of the assessment under subsection (a), the Administrator shall brief the appropriate committees of Congress on the results of the assessment conducted under subsection (a).

(e) REQUIRED UPDATES.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall take necessary actions based on the results of the assessment under subsection (a), including, as appropriate—

(A) amending part 21 of title 14, Code of Federal Regulations; and

(B) modifying any associated advisory circulars, guidance, or policy of the FAA.

(2) REQUIREMENTS.—In taking actions under paragraph (1), the Administrator shall consider—

(A) developing validation criteria and procedures whereby data produced in high-fidelity engineering laboratories and facilities may be allowed (in conjunction with, or in lieu of) data produced on a flying test article to support an applicant's showing of compliance required under section 21.35(a)(1) of title 14, Code of Federal Regulations;

(B) developing criteria and procedures whereby an Organization Designation Authorization (as defined in section 44736(c)(5) of title 49, United States Code) may recommend that certain data produced during an applicant's flight test program may be accepted by the FAA as final compliance data in accordance with section 21.35(b) of title 14, Code of Federal Regulations, at the sole discretion of the FAA; and

(C) working with other international civil aviation authorities representing States of Design to—

(i) identify their best practices relative to high risk-flight testing; and

(ii) adopt such practices into the flight-testing requirements of the FAA to the maximum extent practicable.

SEC. 312. TRANSPORT AIRPLANE AND PROPULSION CERTIFICATION MODERNIZATION.

Not later than 2 years after the date of enactment of this Act, the Administrator shall publish a notice of proposed rulemaking for the item titled ''Transport Airplane and Propulsion Certification Modernization'', published in Fall 2022 in the Unified Agenda of Federal Regulatory and Deregulatory Actions (RIN 2120–AL42).

SEC. 313. FIRE PROTECTION STANDARDS.

(a) INTERNAL REGULATORY REVIEW TEAM.—

(1) ESTABLISHMENT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall establish an internal regulatory review team (in this section referred to as the ''Team'').

(2) REVIEW.—

(A) IN GENERAL.—The Team shall conduct a review comparing foreign and domestic airworthiness standards and guidance for aircraft engine firewalls.

(B) REQUIREMENTS.—In conducting the review, the Team shall—

(i) identify any significant differences in standards or guidance with respect to test article selection and fire test boundaries and evaluation criteria for burn tests, including the use of certification by analysis for cases in which substantially similar designs have passed burn tests;

(ii) assess the safety implications for any products imported into the United States that do not comply with the firewall requirements of the FAA; and

(iii) consult with industry stakeholders to the maximum extent practicable.

(b) DUTIES OF THE ADMINISTRATOR.—The Administrator shall—

(1) not later than 60 days after the date on which the Team reports the findings of the review to the Administrator, update the Significant Standards List of the FAA based on such findings, as appropriate; and

(2) not later than 90 days after such date, submit to the appropriate committees of Congress a report on such findings and any recommendations for such legislative or administrative action as the Administrator determines appropriate.

SEC. 314. RISK MODEL FOR PRODUCTION FACILITY INSPECTIONS.

(a) IN GENERAL.—Not later than 12 months after the date of enactment of this Act, and periodically thereafter, the Administrator shall—

(1) conduct a review of the risk-based model used by certification management offices of the FAA to inform the frequency of aircraft manufacturing or production facility inspections; and

(2) update the model to ensure such model adequately accounts for risk at facilities during periods of increased production.

(b) BRIEFINGS.—Not later than 60 days after the date on which the review is completed under subsection (a), the Administrator shall brief the appropriate committees of Congress on—

(1) the results of the review;

(2) any changes made to the risk-based model described in subsection (a); and

(3) how such changes would help improve the in-plant inspection process.

SEC. 315. REVIEW OF FAA USE OF AVIATION SAFETY DATA.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall seek to enter into an appropriate arrangement with a qualified third-party organization or consortium to evaluate the collection, collation, analysis, and use of aviation data across the FAA.

(b) CONSULTATION.—In completing the evaluation under subsection (a), the qualified third-party organization or consortium shall—

(1) seek the input of experts in data analytics, including at least 1 expert in the commercial data services or analytics solutions sector;

(2) consult with the National Transportation Safety Board and the Transportation Research Board; and

(3) consult with appropriate federally funded research and development centers, to the extent that such centers are not already involved in the evaluation.

(c) SUBSTANCE OF EVALUATION.—In completing the evaluation under subsection (a), the qualified third-party organization or consortium shall—

(1) compile a list of internal and external sources, databases, and streams of information the FAA receives or has access to that provide the FAA with operational or safety information and data about the national airspace system, its users, and other regulated entities of the FAA;

(2) review data sets to determine completeness and accuracy of relevant information;

(3) identify gaps in information that the FAA could fill through sharing agreements, partnerships, or other means that would add value during safety trend analysis;

(4) assess the capabilities of the FAA, including analysis systems and workforce skillsets, to analyze relevant data and information to make informed decisions;

(5) review data and information for proper storage, identification controls, and data privacy—

(A) as required by law; and

(B) consistent with best practices for data collection, storage, and use;

(6) review the format of such data and identify methods to improve the usefulness of such data;

(7) assess internal and external access to data for—

(A) appropriateness based on data type and level of detail;

(B) proper data access protocols and precautions; and

(C) maximizing availability of safety-related data that could support the improvement of safety management systems of and trend identification by regulated entities and the FAA;

(8) examine the collation and dissemination of data within offices and between offices of the FAA;

(9) review and recommend improvements to the data analysis techniques of the FAA; and

(10) recommend investments the Administrator should consider to better collect, manage, and analyze data sets, including within and between offices of the FAA.

(d) ACCESS TO INFORMATION.—The Administrator shall provide the qualified third-party organization or consortium and the experts described in subsection (b) with adequate access to safety and operational data collected by and held by the agency across all offices of the FAA, except if specific access is otherwise prohibited by law.

(e) NONDISCLOSURE.—Prior to participating in the review, the Administrator shall ensure that each person participating in the evaluation under this section enters into an agreement with the Administrator in which the person shall be prohibited from disclosing at any time, except as required by law, to any person, foreign or domestic, any non-public information made accessible to the federally funded research and development center under this section.

(f) REPORT.—The qualified third-party organization or consortium carrying out the evaluation under this section shall provide a report of the findings of the center to the Administrator and include recommendations to improve the FAA's collection, collation, analysis, and use of aviation data, including recommendations to—

(1) improve data access across offices within the FAA, as necessary, to support efficient execution of safety analysis and programs across such offices;

(2) improve data storage best practices;

(3) develop or refine methods for collating data from multiple FAA and industry sources; and

(4) procure or use available analytics tools to draw conclusions and identify previously unrecognized trends or miscategorized risks in the aviation system, particularly when identification of such information requires the analysis of multiple sets of data from multiple sources.

(g) IMPLEMENTATION OF RECOMMENDATIONS.—Not later than 6 months after the receipt of the report under subsection (f), the Administrator shall review, develop an implementation plan, and, if appropriate, begin the implementation of the recommendations received in such report.

(h) REVIEW OF IMPLEMENTATION.—The qualified third-party organization or consortium that conducted the initial evaluation, and any experts who contributed to such evaluation pursuant to subsection (b)(1), shall provide regular feedback and advice to the Administrator on the implementation plan developed under subsection (g) and any implementation activities for at least 2 years beginning on the date of the receipt of the report under subsection (f).

(i) REPORT TO CONGRESS.—The Administrator shall submit to the appropriate committees of Congress the report described in subsection (f) and the implementation plan described in subsection (g).

(j) EXISTING REPORTING SYSTEMS.—Consistent with section 132 of the Aircraft Certification, Safety, and Accountability Act (Public Law 116–260), the Executive Director of the Transportation Research Board, in consultation with the Secretary and the Administrator, may further harmonize data and sources following the implementation of recommendations under subsection (g).

(k) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to permit the public disclosure of information submitted under a voluntary safety reporting program or that is otherwise protected under section 44735 of title 49, United States Code.

SEC. 316. WEATHER REPORTING SYSTEMS STUDY.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall initiate a study to examine how to improve the procurement, functionality, and sustainability of weather reporting systems, including—

(1) automated weather observing systems;

(2) automated surface observing systems;

(3) visual weather observing systems; and

(4) non-Federal weather reporting systems.

(b) CONTENTS.—In conducting the study required under section (a), the Comptroller General shall address—

(1) the current state of the supply chain related to weather reporting systems and the components of such systems;

(2) the average age of weather reporting systems infrastructure installed in the national airspace system;

(3) challenges to maintaining and replacing weather reporting systems, including—

(A) root causes of weather reporting system outages, including failures of such systems, and supporting systems such as telecommunications infrastructure; and

(B) the degree to which such outages affect weather reporting in the national airspace system;

(4) mitigation measures to maintain aviation safety during such an outage; and

(5) alternative means of obtaining weather elements at airports, including wind direction, wind speed, barometric pressure setting, and cloud coverage, including visibility.

(c) CONSULTATION.—In conducting the study required under subsection (a), the Comptroller General shall consult with the appropriate stakeholders and Federal agencies involved in installing, managing, and supporting weather reporting systems in the national airspace system.

(d) REPORT.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress and the Committee on Science, Space, and Technology of the House of Representatives a report describing the results of the study conducted under subsection (a).

(2) RECOMMENDATIONS.—The Comptroller General shall include in the report submitted under paragraph (1) recommendations for—

(A) ways to improve the resiliency and redundancy of weather reporting systems;

(B) alternative means of compliance for obtaining weather elements at airports; and

(C) if necessary, changes to Orders of the Administration, including the following:

(i) Surface Weather Observing, Joint Order 7900.5.

(ii) Notices to Air Missions, Joint Order 7930.2.

SEC. 317. GAO STUDY ON EXPANSION OF THE FAA WEATHER CAMERA PROGRAM.

(a) STUDY.—The Comptroller General shall conduct a study on the feasibility and benefits and costs of expanding the Weather Camera Program of the FAA to locations in the United States that lack weather camera services.

(b) CONSIDERATIONS.—In conducting the study required under subsection (a), the Comptroller General shall review—

(1) the potential effects of the existing Weather Camera Program on weather-related aviation accidents and flight interruptions;

(2) the potential benefits and costs associated with expanding the Weather Camera Program;

(3) limitations on the real-time access of weather camera information by pilots and aircraft operators;

(4) non-safety related regulatory structures or barriers to the allowable use of weather camera information for the purposes of aircraft operations;

(5) limitations of existing weather camera systems at the time of the study;

(6) alternative sources of viable weather data;

(7) funding mechanisms for weather camera installation and operations; and

(8) other considerations the Comptroller General determines appropriate.

(c) REPORT TO CONGRESS.—Not later than 28 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study required under subsection (a).

SEC. 318. AUDIT ON AVIATION SAFETY IN ERA OF WIRELESS CONNECTIVITY.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the FAA's internal processes and procedures to communicate the position of civil aviation operators and the safety of the national airspace system to the National Telecommunications and Information Administration regarding proposed spectrum reallocations or auction decisions.

(b) ASSESSMENT.—In conducting the audit described in subsection (a), the inspector general shall assess best practices and policy recommendations for the FAA to—

(1) improve internal processes by which proposed spectrum reallocations or auctions are thoroughly reviewed in advance to ensure that any comments or technical concerns regarding aviation safety from civil aviation stakeholders are communicated to the National Telecommunications and Information Administration that are to be submitted to the Federal Communications Commission;

(2) develop internal processes and procedures to assess the effects a proposed spectrum reallocation or auction may have on the national airspace system in a timely manner to ensure safety of the national airspace system;

(3) improve external communication processes to better inform civil aviation stakeholders, including owners and operators of civil aircraft, on any comments or technical concerns of the FAA relating to a proposed spectrum reallocation or auction that may impact the national airspace system; and

(4) better communicate to the National Telecommunications and Information Administration when a proposed spectrum reallocation or auction may pose a potential risk to aviation safety.

(c) STAKEHOLDER VIEWS.—In conducting the audit pursuant to subsection (a), the inspector general shall consult with relevant stakeholders, including—

(1) air carriers operating under part 121 of title 14, Code of Federal Regulations;

(2) manufacturers of aircraft and aircraft components;

(3) wireless communication carriers;

(4) labor unions representing pilots;

(5) air traffic system safety specialists;

(6) other representatives of the communications industry;

(7) aviation safety experts;

(8) the National Telecommunications and Information Administration; and

(9) the Federal Communications Commission.

(d) REPORT.—Not later than 2 years after the date on which the audit is conducted pursuant to subsection (a), the inspector general shall complete and submit a report on findings and recommendations to—

(1) the Administrator;

(2) the appropriate committees of Congress; and

(3) the Committee on Energy and Commerce of the House of Representatives.

SEC. 319. SAFETY DATA ANALYSIS FOR AIRCRAFT WITHOUT TRANSPONDERS.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Administrator, in coordination with the Chairman of the National Transportation Safety Board, shall collect and analyze data relating to accidents and incidents involving covered exempt aircraft that occurred within 30 nautical miles of an airport.

(b) REQUIREMENTS.—The analysis required under subsection (a) shall include, with respect to covered exempt aircraft, a review of—

(1) incident and accident data since 2006 involving—

(A) midair events, including collisions;

(B) ground proximity warning system alerts;

(C) traffic collision avoidance system alerts; or

(D) a loss of separation or near miss; and

(2) the causes of the incidents and accidents described in paragraphs (1).

(c) BRIEFING TO CONGRESS.—Not later than 30 months after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the results of the analysis required under subsection (a) and, if applicable, recommendations on how to reduce the number of incidents and accidents associated with such covered exempt aircraft.

(d) COVERED EXEMPT AIRCRAFT DEFINED.—In this section, the term ''covered exempt aircraft'' means aircraft, balloons, and gliders exempt from air traffic control transponder and altitude reporting equipment and use requirements under part 91.215(b)(3) of title 14, Code of Federal Regulations.

SEC. 320. CRASH-RESISTANT FUEL SYSTEMS IN ROTORCRAFT.

(a) IN GENERAL.—The Administrator shall task the Aviation Rulemaking Advisory Committee to—

(1) review the data analysis conducted and the recommendations developed by the Aviation Rulemaking Advisory Committee Rotorcraft Occupant Protection Working Group of the Administration;

(2) update the 2018 report of such working group on rotorcraft occupant protection by—

(A) reviewing National Transportation Safety Board data from 2016 through 2023 on post-crash fires in helicopter accidents; and

(B) determining whether and to what extent crash-resistant fuel systems could have prevented fatalities in the accidents covered by the data reviewed under subparagraph (A); and

(3) develop recommendations for either the Administrator or the helicopter industry to encourage helicopter owners and operators to expedite the installation of crash-resistant fuel systems in the aircraft of such owners and operators regardless of original certification and manufacture date.

(b) SCHEDULE.—

(1) DEADLINE.—Not later than 18 months after the Administrator tasks the Aviation Rulemaking Advisory Committee under subsection (a), the Committee shall submit the recommendations developed under subsection (a)(2) to the Administrator.

(2) IMPLEMENTATION.—If applicable, and not later than 180 days after receiving the recommendations under paragraph (1), the Administrator shall—

(A) begin implementing, as appropriate, any safety recommendations the Administrator receives from the Aviation Rulemaking Advisory Committee, and brief the appropriate committees of Congress on any recommendations the Administrator does not implement; and

(B) partner with the United States Helicopter Safety Team, as appropriate, to facilitate implementation of any recommendations for the helicopter industry pursuant to subsection (a)(2).

SEC. 321. REDUCING TURBULENCE-RELATED INJURIES ON PART 121 AIRCRAFT OPERATIONS.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall review the recommendations made by the Chair of the National Transportation Safety Board to the Administrator contained in the safety research report titled ''Preventing Turbulence-Related Injuries in Air Carrier Operations Conducted Under Title 14 Code of Federal Regulations Part 121'', issued on August 10, 2021 (NTSB/SS–21/01) and provide a briefing to the appropriate committees of Congress with any planned actions in response to the recommendations of the report.

(b) IMPLEMENTATION.—Not later than 3 years after the date of enactment of this Act, the Administrator shall implement, as appropriate, the recommendations in the safety research report described in subsection (a).

(c) REPORT.—

(1) IN GENERAL.—Not later than 2 years after completing the review under subsection (a), and every 2 years thereafter, the Administrator shall submit to the appropriate committees of Congress a report on the implementation status of the recommendations in the safety research report described in subsection (a) until the earlier of—

(A) the date on which such recommendations have been adopted or adjudicated as described in paragraph (2); or

(B) the date that is 10 years after the date of enactment of this Act.

(2) CONTENTS.—If the Administrator decides not to implement a recommendation in the safety research report described in subsection (a), the Administrator shall provide, as a part of the report required under paragraph (1), a description of why the Administrator did not implement such recommendation.

SEC. 322. STUDY ON RADIATION EXPOSURE.

(a) STUDY.—Not later than 120 days after the date of enactment of this Act, the Secretary shall seek to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine under which the National Research Council of the National Academies shall conduct a study on radiation exposure to crewmembers onboard various aircraft types operated under part 121 of title 14, Code of Federal Regulations.

(b) SCOPE OF STUDY.—In conducting the study under subsection (a), the National Research Council shall assess—

(1) radiation concentrations in such aircraft at takeoff, in-flight at high altitudes, and upon landing;

(2) the health risks and impact of radiation exposure to crewmembers onboard aircraft operating at high altitudes; and

(3) mitigation measures to prevent and reduce the health and safety impacts of radiation exposure to crewmembers.

(c) REPORT TO CONGRESS.—Not later than 16 months after the initiation of the study required under subsection (a), the Secretary shall submit to the appropriate committees of Congress the study conducted by the National Research Council pursuant to this section.

SEC. 323. STUDY ON IMPACTS OF TEMPERATURE IN AIRCRAFT CABINS.

(a) STUDY.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary shall seek to enter into appropriate arrangements with the National Academies of Sciences, Engineering, and Medicine under which the National Academies shall conduct a 1-year study on the health and safety impacts of unsafe cabin temperature with respect to passengers and crewmembers during each season in which the study is conducted.

(2) CONSIDERATIONS.—In conducting the study required under paragraph (1), the National Academies shall review existing standards produced by recognized industry organizations on safe air temperatures and humidity levels in enclosed environments, including onboard aircraft, and evaluate the validity of such standards as it relates to aircraft cabin temperatures.

(3) CONSULTATION.—In conducting the study required under paragraph (1), the National Academies shall consult with the Civil Aerospace Medical Institute of the FAA, air carriers operating under part 121 of title 14, Code of Federal Regulations, relevant Federal agencies, and any applicable aviation labor organizations.

(b) REPORTS.—

(1) REPORT TO SECRETARY.—Not later than 180 days after the date on which the study under subsection (a) is completed, the National Academies shall submit to the Secretary a report on the results of such study, including any recommendations determined appropriate by the National Academies.

(2) REPORT TO CONGRESS.—Not later than 60 days after the date on which the National Academies submits the report under paragraph (1), the Secretary shall submit to the appropriate committees of Congress a report describing the results of the study required under subsection (a), including any recommendations for further action determined appropriate by the Secretary.

(c) COVERED AIRCRAFT DEFINED.—In this section, the term ''covered aircraft'' means an aircraft operated under part 121 of title 14, Code of Federal Regulations.

SEC. 324. LITHIUM–ION POWERED WHEELCHAIRS.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary shall task the Air Carrier Access Act Advisory Committee (in this section referred to as the ''Committee'') to conduct a review of regulations related to lithium–ion battery powered wheelchairs and mobility aids on commercial aircraft and provide recommendations to the Secretary to ensure safe transport of such wheelchairs and mobility aids in air transportation.

(b) CONSIDERATIONS.—In conducting the review required under subsection (a), the Committee shall consider the following:

(1) Any existing or necessary standards for lithium–ion batteries, including casings or other similar components, in such wheelchairs and mobility aids.

(2) The availability of necessary containment or storage devices, including fire containment covers or fire-resistant storage containers, for such wheelchairs and mobility aids.

(3) The policies of each air carrier (as such term is defined in part 121 of title 14, Code of Federal Regulations) pertaining to lithium–ion battery powered wheelchairs and mobility aids (as in effect on the date of enactment of this Act).

(4) Any other considerations the Secretary determines appropriate.

(c) CONSULTATION REQUIREMENT.—In conducting the review required under subsection (a), the Committee shall consult with the Administrator of the Pipeline and Hazardous Materials Safety Administration.

(d) NOTIFICATION.—

(1) IN GENERAL.—Upon completion of the review conducted under subsection (a), the Committee shall notify the Secretary if an air carrier does not have a policy pertaining to lithium–ion battery powered wheelchairs and mobility aids in effect.

(2) NOTIFICATION.—The Secretary shall notify an air carrier described in paragraph (1) of the status of such air carrier.

(e) REPORT TO CONGRESS.—Not later than 90 days after submission of the recommendations to the Secretary, the Secretary shall submit to the appropriate committees of Congress any recommendations under subsection (a), in the form of a report.

(f) PUBLICATION.—The Secretary shall publish the report required under subsection (e) on the public website of the Department of Transportation.

SEC. 325. NATIONAL SIMULATOR PROGRAM POLICIES AND GUIDANCE.

(a) REVIEW.—Not later than 2 years after the date of enactment of this Act, the Administrator shall review relevant policies and guidance, including all advisory circulars, information bulletins, and directives, pertaining to part 60 of title 14, Code of Federal Regulations.

(b) UPDATES.—Upon completion of the review required under subsection (a), the Administrator shall, at a minimum, update relevant policies and guidance, including all advisory circulars, information bulletins, and directives, pertaining to part 60 of title 14, Code of Federal Regulations.

(c) CONSULTATION.—In carrying out the review required under subsection (a), the Administrator shall convene and consult with entities required to comply with part 60 of title 14, Code of Federal Regulations, including representatives of—

(1) air carriers;

(2) flight schools certificated under part 141 of title 14, Code of Federal Regulations;

(3) training centers certificated under part 142 of title 14, Code of Federal Regulations; and

(4) manufacturers and suppliers of flight simulation training devices (as defined in part 1 of title 14, Code of Federal Regulations, and Appendix F to part 60 of such title).

(d) GAO STUDY ON FAA NATIONAL SIMULATOR PROGRAM.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall conduct a study on the National Simulator Program of the FAA that is part of the Training and Simulation Group of the Air Transportation Division.

(2) CONSIDERATIONS.—In conducting the study required under paragraph (1), the Comptroller General shall, at a minimum, assess—

(A) how the program described in paragraph (1) is maintained to reflect and account for advancement in technologies pertaining to flight simulation training devices (as defined in part 1 of title 14, Code of Federal Regulations, and appendix F to part 60 of such title);

(B) the staffing levels, critical competencies, and skills gaps of FAA personnel responsible for carrying out and supporting the program described in paragraph (1); and

(C) how the program described in paragraph (1) engages air carriers and relevant industry stakeholders, including flight schools, to ensure efficient compliance with part 60 of title 14, Code of Federal Regulations.

(3) REPORT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the findings of the study conducted under paragraph (1).

SEC. 326. BRIEFING ON AGRICULTURAL APPLICATION APPROVAL TIMING.

Not later than 240 days after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the amount of time the application approval process takes for agricultural aircraft operations under part 137 of title 14, Code of Federal Regulations.

SEC. 327. SENSE OF CONGRESS REGARDING SAFETY AND SECURITY OF AVIATION INFRASTRUCTURE.

It is the sense of Congress that aviation provides essential services critical to the United States economy and that it is important to ensure the safety and security of aviation infrastructure and protect such infrastructure from unlawful breaches with appropriate legal safeguards.

SEC. 328. RESTRICTED CATEGORY AIRCRAFT MAINTENANCE AND OPERATIONS.

Notwithstanding any other provision of law, the Administrator shall have sole regulatory and oversight jurisdiction over the maintenance and operations of aircraft owned by civilian operators and type-certificated in the restricted category under section 21.25 of title 14, Code of Federal Regulations.

SEC. 329. AIRCRAFT INTERCHANGE AGREEMENT LIMITATIONS.

(a) STUDY.—Not later than 90 days after the date of enactment of this Act, the Administrator shall conduct a study of foreign interchange agreements.

(b) CONTENTS.—In carrying out the study required under subsection (a), the Administrator shall address the following:

(1) Methods for updating regulations under part 121.569 of title 14, Code of Federal Regulations, for foreign interchange agreements.

(2) Time limits for foreign aircraft interchange agreements.

(3) Minimum breaks between foreign aircraft interchange agreements.

(4) Limits for no more than 1 foreign aircraft interchange agreement between 2 airlines.

(5) Limits for no more than 2 foreign aircraft on the interchange agreement.

(c) BRIEFING.—Not later than 2 years after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the results of the study required under subsection (a).

(d) RULEMAKING.—Based on the results of the study required under subsection (a), the Administrator may, if appropriate, update the relevant sections of part 121 of title 14, Code of Federal Regulations.

SEC. 330. TASK FORCE ON HUMAN FACTORS IN AVIATION SAFETY.

(a) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, and notwithstanding section 127 of the Aircraft Certification Safety and Accountability Act (49 U.S.C. 44513 note), the Administrator shall convene a task force on human factors in aviation safety (in this section referred to as the ''Task Force'').

(b) COMPOSITION.—

(1) MEMBERS.—The Administrator shall appoint members of the Task Force—

(A) that have expertise in an operational or academic discipline that is relevant to the analysis of human errors in aviation, which may include air carrier operations, line pilot expertise, air traffic control, technical operations, aeronautical information, aircraft maintenance and mechanics psychology, linguistics, human-machine integration, general aviation operations, and organizational behavior and culture;

(B) that sufficiently represent all relevant operational or academic disciplines described in subparagraph (A);

(C) with expertise on human factors but whose experience and training are not in aviation and who have not previously been engaged in work related to the FAA or the aviation industry;

(D) that are representatives of pilot labor organizations and certificated mechanic labor organizations;

(E) that are employees of the FAA that have expertise in safety; and

(F) that are employees of other Federal agencies with expertise on human factors.

(2) NUMBER OF MEMBERS.—In appointing members under paragraph (1), the Administrator shall ensure that—

(A) at least half of the members appointed have expertise in aviation;

(B) at least one member appointed represents an exclusive bargaining representative of air traffic controllers certified under section 7111 of title 5, United States Code; and

(C) 3 members are employees of the FAA and 1 member is an employee of the National Transportation Safety Board.

(3) VOTING.—The members described in paragraph (2)(C) shall be non-voting members of the Task Force.

(c) DURATION.—

(1) IN GENERAL.—Members of the Task Force shall be appointed for the duration of the Task Force.

(2) LENGTH OF EXISTENCE.—

(A) IN GENERAL.—The Task Force shall have an initial duration of 2 years.

(B) OPTION.—The Administrator may extend the duration of the Task Force for an additional period of up to 2 years.

(d) DUTIES.—In coordination with the Research, Engineering, and Development Advisory Committee, the Task Force shall—

(1) not later than the date on which the duration of the Task Force expires under subsection (c), produce a written report in which the Task Force—

(A) to the greatest extent possible, identifies the most significant human factors and the relative contribution of such factors to aviation safety risk;

(B) identifies new research priorities for research in human factors in aviation safety;

(C) reviews existing products by other working groups related to human factors in aviation safety including the work of the Commercial Aviation Safety Team pertaining to flight crew responses to abnormal events;

(D) provides recommendations on potential revisions to any FAA regulations and guidance pertaining to the certification of aircraft under part 25 of title 14, Code of Federal Regulations, including sections related to presumed pilot response times and assumptions about the reliability of pilot performance during unexpected, stressful events;

(E) reviews rules, regulations, or standards regarding flight crew and maintenance personnel rest and fatigue that are used by a sample of international air carriers, including rules, regulations, or standards determined to be more stringent and less stringent than the current standards pertaining to air carriers (as such term is defined in section 40102 of title 49, United States Code), and identifies risks to the national airspace system from any variation in such rules, regulations, or standards across countries;

(F) reviews pilot training requirements and recommends any revisions necessary to ensure adequate understanding of automated systems on aircraft;

(G) reviews approach and landing misalignment and makes any recommendations for reducing misalignment events;

(H) identifies ways to enhance instrument landing system maintenance schedules;

(I) determines how a real-time smart system should be developed to inform the air traffic control system, air carriers, and airports about any changes in the state of runway and taxiway lights and identifies how such real-time smart system could be connected to the maintenance system of the FAA;

(J) analyzes, with respect to human errors related to aviation safety of air carriers operating under part 121 of title 14, Code of Federal Regulations—

(i) fatigue and distraction during critical phases of work among pilots or other aviation personnel;

(ii) tasks and workload;

(iii) organizational culture;

(iv) communication among personnel;

(v) adherence to safety procedures;

(vi) mental state of personnel; and

(vii) any other relevant factors that are the cause or potential cause of human error related to aviation safety;

(K) includes a tabulation of the number of accidents, incidents, or aviation safety database entries received in which an item identified under subparagraph (J) was a cause or potential cause of human error related to aviation safety; and

(L) includes a list of causes or potential causes of human error related to aviation safety about which the Administrator believes additional information is needed; and

(2) if the Administrator extends the duration of the Task Force pursuant to subsection (c)(2)(B), not later than the date that is 2 years after the date on which the Task Force is established, produce an interim report containing the information described in paragraph (1).

(e) METHODOLOGY.—In carrying out the duties under subparagraphs (J) through (L) of subsection (d)(1), the Task Force shall consult with the National Transportation Safety Board and use all available data compiled and analysis conducted on safety incidents and irregularities collected during the relevant fiscal year from the following:

(1) Flight Operations Quality Assurance.

(2) Aviation Safety Action Program.

(3) Aviation Safety Information Analysis and Sharing.

(4) The Aviation Safety Reporting System.

(5) Aviation safety recommendations and investigation findings of the National Transportation Safety Board.

(6) Other relevant programs or sources.

(f) CONSISTENCY.—Nothing in this section shall be construed to require changes to, or duplication of, work as required by section 127 of the Aircraft Certification Safety and Accountability Act (49 U.S.C. 44513 note).

SEC. 331. UPDATE OF FAA STANDARDS TO ALLOW DISTRIBUTION AND USE OF CERTAIN RESTRICTED ROUTES AND TERMINAL PROCEDURES.

(a) IN GENERAL.—Not later than 9 months after the date of enactment of this Act, the Administrator shall update FAA standards to allow for the distribution and use of the Capstone Restricted Routes and Terminal Procedures by Wide Area Augmentation System-capable navigation equipment.

(b) CONTENTS.—In updating standards under subsection (a), the Administrator shall ensure that such standards provide a means for allowing modifications and continued development of new routes and procedures proposed by air carriers operating such routes.

SEC. 332. ASOS/AWOS SERVICE REPORT DASHBOARD.

(a) IN GENERAL.—The applicable Administrators shall work in collaboration to collect the real-time service status of all automated surface observation systems/automated weather observing systems (in this section referred to as ''ASOS/AWOS'').

(b) AVAILABILITY OF RESULTS.—

(1) IN GENERAL.—In carrying out this section, the applicable Administrators shall make available on a publicly available website the following:

(A) The service status of all ASOS/AWOS.

(B) Information on any actions to repair or replace ASOS/AWOS that are out of service due to technical or weather-related events, including an estimated timeline to return the systems to service.

(C) A portal on such publicly available website for the public to report ASOS/AWOS outages.

(2) DATA FILES.—The applicable Administrators shall make available the underlying data required under paragraph (1) for each ASOS/AWOS in a machine-readable format.

(c) APPLICABLE ADMINISTRATORS.—In this section, the term ''applicable Administrators'' means—

(1) the Administrator of the FAA; and

(2) the Administrator of the National Oceanic and Atmospheric Administration.

SEC. 333. HELICOPTER SAFETY.

(a) IN GENERAL.—Not later than 270 days after the date of enactment of this Act, the Administrator shall task the Investigative Technologies Aviation Rulemaking Advisory Committee (in this section referred to as the ''Committee'') with reviewing and assessing the need for changes to the safety requirements related to flight data recorders, flight data monitoring, and terrain awareness and warning systems for turbine-powered rotorcraft certificated for 6 or more passenger seats.

(b) CONSIDERATIONS.—In reviewing and assessing the safety requirements under subsection (a), the Committee shall consider—

(1) any applicable safety recommendations of the National Transportation Safety Board; and

(2) the operational requirements and safety considerations for operations under parts 121 and 135 of title 14, Code of Federal Regulations.

(c) REPORT AND RECOMMENDATIONS.—Not later than 1 year after initiating the review and assessment under this section, the Committee shall submit to the Administrator—

(1) a report on the findings of the review and assessment under subsection (a); and

(2) any recommendations for legislative or regulatory action to improve safety that the Committee determines appropriate.

(d) BRIEFING.—Not later than 30 days after the date on which the Committee submits the report under subsection (c), the Administrator shall brief the appropriate committees of Congress on—

(1) the findings and recommendations included in such report; and

(2) any plan to implement such recommendations.

SEC. 334. REVIEW AND INCORPORATION OF HUMAN READINESS LEVELS INTO AGENCY GUIDANCE MATERIAL.

(a) FINDINGS.—Congress finds that—

(1) proper attention to human factors during the development of technological systems is a significant factor in minimizing or preventing human error;

(2) the evaluation of a new aviation technology or system with respect to human use throughout its design and development may reduce human error when such technologies and systems are used in operational conditions; and

(3) the technical standard of the Human Factors and Ergonomics Society titled ''Human Readiness Level Scale in the System Development Process'' (ANSI/HFES 400–2021) defines the 9 levels of a Human Readiness Level scale and their application in systems engineering and human systems integration processes.

(b) REVIEW.—Not later than 180 days after the date of enactment of this Act, the Administrator shall initiate a process to review the technical standard described in subsection (a)(3) and determine whether any materials from such standard should be incorporated or referenced in agency procedures and guidance material in order to enhance safety in relation to human factors.

(c) CONSULTATION.—In carrying out subsection (b), the Administrator may consult with subject matter experts from the Human Factors and Ergonomics Society affiliated with such technical standard or other relevant stakeholders.

(d) BRIEFING.—Not later than 270 days after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the progress of the review required under subsection (b).

SEC. 335. SERVICE DIFFICULTY REPORTS.

(a) CONGRESSIONAL BRIEFING.—Not later than 18 months after the date of enactment of this Act, and annually thereafter through 2027, the Administrator shall brief the appropriate committees of Congress on compliance with requirements relating to service difficulty reports during the preceding year.

(b) SCOPE.—The Administrator shall include in the briefing required under subsection (a) information relating to—

(1) operators required to comply with section 121.703 of title 14, Code of Federal Regulations;

(2) approval or certificate holders required to comply with section 183.63 of title 14, Code of Federal Regulations; and

(3) FAA offices that investigate service difficulty reports, as documented in the following FAA Orders (and any subsequent revisions of such orders):

(A) FAA Order 8900.1A, titled ''Flight Standards Information Management System'' and issued on October 27, 2022.

(B) FAA Order 8120.23A, titled ''Certificate Management of Production Approval Holders'' and issued on March 6, 2017.

(C) FAA Order 8110.107B, titled ''Monitor Safety/Analyze Data'' and issued on October 13, 2023.

(c) REQUIREMENTS.—The Administrator shall include in the briefing required under subsection (a) the following information with respect to the year preceding the year in which the briefing is provided:

(1) An identification of categories of service difficulties reported.

(2) An identification of service difficulties for which repeated reports are made.

(3) A general description of the causes of all service difficulty reports, as determined by the Administrator.

(4) A description of actions taken by, or required by, the Administrator to address identified causes of service difficulties.

(5) A description of violations of title 14, Code of Federal Regulations, related to service difficulty reports and any actions taken by the Administrator in response to such violations.

SEC. 336. CONSISTENT AND TIMELY PILOT CHECKS FOR AIR CARRIERS.

(a) ESTABLISHMENT OF WORKING GROUP.—Not later than 180 days after the date of enactment of this Act, unless the requirements of this section are assigned to working groups under subsection (b)(2), the Administrator shall establish a working group for purposes of reviewing and evaluating all regulations and policies related to check airmen and authorized check airmen for air carrier operations conducted under part 135 of title 14, Code of Federal Regulations.

(b) MEMBERSHIP.—

(1) IN GENERAL.—The working group established under this section shall include, at a minimum—

(A) employees of the FAA who serve as check airmen;

(B) representatives of air carriers operating under part 135 of title 14, Code of Federal Regulations; and

(C) industry associations representing such air carriers.

(2) EXISTING WORKING GROUP.—The Administrator may assign the duties described in

subsection (c) to an existing FAA working group if—

(A) such working group includes representatives from the list of required members under paragraph (1); or

(B) the membership of such existing working group can be modified to include representatives from the list of required members under paragraph (1).

(c) DUTIES.—A working group shall review, evaluate, and make recommendations on the following:

(1) Methods by which authorized check airmen for air carriers operating under part 135 of title 14, Code of Federal Regulations, are selected, trained, and approved by the Administrator.

(2) Staffing and utilization rates of authorized check airmen by such air carriers.

(3) Differences in qualification standards applied to—

(A) employees of the FAA who serve as check airmen; and

(B) authorized check airmen of such air carriers.

(4) Methods to harmonize the qualification standards between authorized check airmen and employees of the FAA who serve as check airmen.

(5) Methods to improve the training and qualification of authorized check airmen.

(6) Prior recommendations made by FAA advisory committees or working groups regarding check airmen functions.

(7) Petitions for rulemaking submitted to the FAA regarding check airmen functions.

(d) BRIEFING TO CONGRESS.—Not later than 1 year after the date on which the Administrator tasks a working group with the duties described in subsection (c), the Administrator shall brief the appropriate committees of Congress on the progress and recommendations of the working group and the efforts of the Administrator to implement such recommendations.

(e) AUTHORIZED CHECK AIRMAN DEFINED.—In this section, the term ''authorized check airman'' means an individual employed by an air carrier that meets the qualifications and training requirements of sections 135.337 and 135.339 of title 14, Code of Federal Regulations, and is approved to evaluate and certify the knowledge and skills of pilots employed by such air carrier.

SEC. 337. FLIGHT SERVICE STATIONS.

Section 44514 of title 49, United States Code, and the item relating to such section in the analysis for chapter 445 of such title are repealed.

SEC. 338. TARMAC OPERATIONS MONITORING STUDY.

(a) IN GENERAL.—The Director of the Bureau of Transportation Statistics, in consultation with relevant offices within the Office of the Secretary and the FAA (as determined by the Secretary), shall conduct a study to explore the capture, storage, analysis, and feasibility of monitoring ground source data at airports.

(b) OBJECTIVES.—The objectives of the study conducted under subsection (a) shall include the following:

(1) Determining the current state of ground source data coverage at airports.

(2) Understanding the technology requirements for monitoring ground movements at airports through sensors, receivers, or other technologies.

(3) Conducting data collection through a pilot program established under subsection (c) and collecting ground-based tarmac delay statistics.

(4) Performing an evaluation and feasibility analysis of potential system-level tarmac operations monitoring solutions.

(c) PILOT PROGRAM.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Director shall establish a pilot program to collect data and develop ground-based tarmac delay statistics or other relevant statistics with respect to airports.

(2) REQUIREMENTS.—The pilot program established under paragraph (1) shall—

(A) include up to 6 airports that the Director determines reflect a diversity of factors, including geography, size, and air traffic;

(B) terminate not more than 3 years after the date of enactment of this Act; and

(C) be subject to any guidelines issued by the Director.

(d) REPORT.—Not later than 4 years after the date of enactment of this Act, the Director shall publish the results of the study conducted under subsection (a) and the pilot program established under subsection (c) on a publicly available website.

SEC. 339. IMPROVED SAFETY IN RURAL AREAS.

(a) IN GENERAL.—Section 322 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44701 note) is amended to read as follows:

''SEC. 322. IMPROVED SAFETY IN RURAL AREAS.

''(a) IN GENERAL.—The Administrator shall permit an air carrier operating pursuant to part 135 of title 14, Code of Federal Regulations—

''(1) to operate under instrument flight rules (in this section referred to as 'IFR') to a destination in a noncontiguous State that has a published instrument approach but does not have a Meteorological Aerodrome Report (in this section referred to as 'METAR'); and

''(2) to conduct an instrument approach at such destination if—

''(A) a current Area Forecast, supplemented by noncertified destination weather observations (such as weather cameras and other noncertified observations), is available, and, at the time of departure, the combination of the Area Forecast and noncertified observation indicates that weather is expected to be at or above approach minimums upon arrival;

''(B) prior to commencing an approach, the air carrier has a means to communicate to the pilot of the aircraft whether the destination weather observation is either at or above minimums for the approach to be flown; and

''(C) in the event the destination weather observation is below such minimums, a suitable alternate airport that has a METAR is specified in the IFR flight plan.

''(b) APPLICATION TEMPLATE.—

''(1) IN GENERAL.—The Administrator shall develop an application template with standardized, specific approval criteria to enable FAA inspectors to objectively evaluate the application of an air carrier to operate in the manner described in subsection (a).

''(2) REQUIREMENTS.—The template required under paragraph (1) shall include a place in such template for an air carrier to describe—

''(A) how any non-certified human observations will be conducted; and

''(B) how such observations will be communicated—

''(i) to air carriers prior to dispatch; and

''(ii) to pilots prior to approach.

''(3) RESPONSE TO APPLICATION.—

''(A) TIMELINE.—The Administrator shall ensure—

''(i) that the Administrator has the ability to respond to an application of an air carrier not later than 30 days after receipt of such application; and

''(ii) in the event the Administrator cannot respond within 30 days, that the Administrator informs the air carrier of the expected response time with respect to the application of the air carrier.

''(B) REJECTION.—In the event that the Administrator rejects an application of an air carrier, the Administrator shall inform the air carrier of the specific criteria that were the cause for rejection.''.

(b) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date that is 12 months after the date of enactment of this Act.

SEC. 340. STUDY ON FAA USE OF MANDATORY EQUAL ACCESS TO JUSTICE ACT WAIVERS.

(a) IN GENERAL.—The Comptroller General shall conduct a study on the use of waivers of rights by the Administrator that may arise under section 504 of title 5, United States Code, or section 2412 of title 28, United States Code, as a condition for the settlement of any proceedings to amend, modify, suspend, or revoke an airman certificate or to impose a civil penalty on a flight engineer, mechanic, pilot, or repairman (or an individual acting in the capacity of such engineer, mechanic, pilot, or repairman).

(b) CONSIDERATIONS.—In conducting the study under subsection (a), the Comptroller General shall consider—

(1) the frequency of the use of waivers by the Administrator described in this section;

(2) the benefits and consequences of the use of such waivers to both the Administrator and the certificate holder; and

(3) the effects of a prohibition on using such waivers.

(c) COOPERATION WITH STUDY.—The Administrator shall cooperate with any requests for information by Comptroller General to complete the study required under subsection (a).

(d) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report containing the results of the study conducted under subsection (a), including recommendations for any legislation and administrative action as the Comptroller General determines appropriate.

SEC. 341. AIRPORT AIR SAFETY.

The Administrator shall seek to enter into appropriate arrangements with a qualified third-party entity to evaluate whether poor air quality inside the Washington Dulles International Airport passenger terminal negatively affects passengers.

SEC. 342. DON YOUNG ALASKA AVIATION SAFETY INITIATIVE.

(a) IN GENERAL.—Chapter 447 of title 49, United States Code, is amended by adding at the end the following:

''§ 44745. Don Young Alaska Aviation Safety Initiative

''(a) IN GENERAL.—The Administrator of the Federal Aviation Administration shall redesignate the FAA Alaska Aviation Safety Initiative of the Administration as the Don Young Alaska Aviation Safety Initiative (in this section referred to as the 'Initiative'), under which the Administrator shall carry out the provisions of this section and take such other actions as the Administrator determines appropriate to improve aviation safety in Alaska and covered locations.

''(b) OBJECTIVE.—The objective of the Initiative shall be to work cooperatively with aviation stakeholders and other stakeholders towards the goal of—

''(1) reducing the rate of fatal aircraft accidents in Alaska and covered locations by 90 percent from 2019 to 2033; and

''(2) by January 1, 2033, eliminating fatal accidents of aircraft operated by an air carrier that operates under part 135 of title 14, Code of Federal Regulations.

''(c) LEADERSHIP.—

''(1) IN GENERAL.—The Administrator shall designate the Regional Administrator for the Alaskan Region of the Administration to serve as the Director of the Initiative.

''(2) COVERED LOCATIONS.—The Administrator shall select a designee within the Aviation Safety Organization to implement relevant requirements of this section in covered locations.

''(3) REPORTING CHAIN.—In all matters relating to the Initiative, the Director of the Initiative shall report directly to the Administrator.

''(4) COORDINATION.—The Director of the Initiative shall coordinate with the heads of other offices and lines of business of the Administration, including the other regional administrators, to carry out the Initiative.

''(d) AUTOMATED WEATHER SYSTEMS.—

''(1) REQUIREMENT.—The Administrator shall ensure, to the greatest extent practicable, that a covered automated weather system is installed and operated at each covered airport not later than December 31, 2030.

''(2) WAIVER.—In complying with the requirement under paragraph (1), the Administrator may waive any positive benefit-cost ratio requirement for the installation and operation of a covered automated weather system.

''(3) PRIORITIZATION.—In developing the installation timeline of a covered automated weather system at a covered airport pursuant to this subsection, the Administrator shall—

''(A) coordinate and consult with the governments with jurisdiction over Alaska and covered locations, covered airports, air carriers operating in Alaska or covered locations, private pilots based in Alaska or a covered location, and such other members of the aviation community in Alaska or covered locations; and

''(B) prioritize early installation at covered airports that would enable the greatest number of instrument flight rule operations by air carriers operating under part 121 or 135 of title 14, Code of Federal Regulations.

''(4) RELIABILITY.—

''(A) IN GENERAL.—Pertaining to both Federal and non-Federal systems in Alaska, the Administrator shall be responsible for ensuring—

''(i) the reliability of covered automated weather systems; and

''(ii) the availability of weather information from such systems.

''(B) SPECIFICATIONS.—The Administrator shall establish data availability and equipment reliability specifications for covered automated weather systems.

''(C) SYSTEM RELIABILITY AND RESTORATION PLAN.—Not later than 2 years after the date of enactment of this section, the Administrator shall establish an automated weather system reliability and restoration plan for Alaska. Such plan shall document the Administrator's strategy for ensuring covered automated weather system reliability, including the availability of weather information from such system, and for restoring service in as little time as possible.

''(D) TELECOMMUNICATIONS OR OTHER FAILURES.—If a covered automated weather system in Alaska is unable to broadly disseminate weather information due to a telecommunications failure or a failure other than an equipment failure, the Administrator shall take such actions as may be necessary to restore the full functionality and connectivity of the covered automated weather system. The Administrator shall take actions under this subparagraph with the same urgency as the Administrator would take an action to repair a covered automated weather system equipment failure or data fidelity issue.

''(E) RELIABILITY DATA.—In tabulating data relating to the operational status of covered automated weather systems (including individually or collectively), the Administrator may not consider a covered automated weather system that is functioning nominally but is unable to broadly disseminate weather information telecommunications failure or a failure other than an equipment failure as functioning reliably.

''(5) INVENTORY.—

''(A) MAINTENANCE IMPROVEMENTS.—

''(i) IN GENERAL.—Not later than 18 months after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator shall identify and implement reasonable alternative actions to improve maintenance of FAA-owned weather observing systems that experience frequent service outages, including associated surface communication outages, at covered airports.

''(ii) SPARE PARTS AVAILABILITY.—The actions identified by the Administrator in clause (i) shall improve spare parts availability, including consideration of storage of more spare parts in the region in which the systems are located.

''(B) NOTICE OF OUTAGES.—Not later than 18 months after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator shall update FAA Order 7930.2 Notices to Air Missions, or any successive order, to incorporate weather system outages for automated weather observing systems and automated surface observing systems associated with Service A Outages at covered airports.

''(6) VISUAL WEATHER OBSERVATION SYSTEM.—

''(A) DEPLOYMENT.—Not later than 3 years after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator shall take such actions as may be necessary to—

''(i) deploy visual weather observation systems;

''(ii) ensure that such systems are capable of meeting the definition of a covered automated weather system in Alaska; and

''(iii) develop standard operation specifications for visual weather operation systems.

''(B) MODIFICATION OF SPECIFICATIONS.—Upon the request of an aircraft operator, the Administrator shall issue or modify the standard operation specifications for visual weather observation systems developed under subparagraph (A) to allow such systems to be used to satisfy the requirements for supplemental noncertified local weather observations under section 322 of the FAA Reauthorization Act of 2018 (Public Law 115–254).

''(e) WEATHER CAMERAS.—

''(1) IN GENERAL.—The Director shall continuously assess the state of the weather camera systems in Alaska and covered locations to ensure the operational sufficiency and reliability of such systems.

''(2) APPLICATIONS.—The Director shall—

''(A) accept applications from persons to install weather cameras; and

''(B) consult with the governments with jurisdiction over Alaska and covered locations, covered airports, air carriers operating in Alaska or covered locations, private pilots based in Alaska or covered locations, and such other members of the aviation community in Alaska and covered locations as the Administrator determines appropriate to solicit additional locations at which to install and operate weather cameras.

''(3) PRESUMPTION.—Unless the Director has clear and compelling evidence to the contrary, the Director shall presume that the installation of a weather camera at a covered airport in Alaska, or that is recommended by a government with jurisdiction over a covered location, is cost beneficial and will improve aviation safety.

''(f) COOPERATION WITH OTHER AGENCIES.—In carrying out this section, the Administrator shall cooperate with the heads of other Federal or State agencies with responsibilities affecting aviation safety in Alaska and covered locations, including the collection and dissemination of weather data.

''(g) SURVEILLANCE AND COMMUNICATION.—

''(1) IN GENERAL.—The Director shall take such actions as may be necessary to—

''(A) encourage and incentivize the equipage of aircraft that operate under part 135 of title 14, Code of Federal Regulations, with automatic dependent surveillance and broadcast out equipment; and

''(B) improve aviation surveillance and communications in Alaska and covered locations.

''(2) REQUIREMENT.—Not later than December 31, 2030, the Administrator shall ensure that automatic dependent surveillance and broadcast coverage is available at 5,000 feet above ground level throughout each covered location and Alaska.

''(3) WAIVER.—The Administrator shall waive any positive benefit-cost ratio requirement for—

''(A) the installation and operation of equipment and facilities necessary to implement the requirement under paragraph (2); and

''(B) the provision of additional ground-based transmitters for automatic dependent surveillance-broadcasts to provide a minimum operational network in Alaska along major flight routes.

''(4) SERVICE AREAS.—The Director shall continuously identify additional automatic dependent surveillance–broadcast service areas in which the deployment of automatic dependent surveillance–broadcast receivers and equipment would improve aviation safety.

''(h) OTHER PROJECTS.—The Director shall continue to build upon other initiatives recommended in the reports of the FAA Alaska Aviation Safety Initiative of the Administration published before the date of enactment of this section.

''(i) ANNUAL REPORT.—

''(1) IN GENERAL.—Beginning on the date that is 1 year after the date of enactment of the FAA Reauthorization Act of 2024, and annually thereafter, the Administrator shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the Initiative, including an itemized description of how the Administration budget meets the goals of the Initiative.

''(2) STAKEHOLDER COMMENTS.—The Director shall append stakeholder comments, organized by topic, to each report submitted under paragraph (1) in the same manner as appendix 3 of the report titled 'FAA Alaska Aviation Safety Initiative FY21 Final Report', dated September 30, 2021.

''(j) FUNDING.—

''(1) IN GENERAL.—Notwithstanding any other provision of law, for each of fiscal years 2025 through 2028—

''(A) the Administrator may, upon application from the government with jurisdiction over a covered airport and in coordination with the State or territory in which a covered airport is located, use amounts apportioned under subsection (d)(2)(B) or subsection (e) of section 47114 to carry out the Initiative; or

''(B) the sponsor of a covered airport that receives an apportionment under subsection (d)(2)(A) or subsection (e) of section 47114 may use such apportionment for any purpose contained in this section.

''(2) SUPPLEMENTAL FUNDING.—Out of amounts made available under section 106(k) and section 48101, not more than a total of $25,000,000 for each of fiscal years 2025 through 2028 is authorized to be expended to carry out the Initiative.

''(k) DEFINITIONS.—In this section:

''(1) COVERED AIRPORT.—The term 'covered airport' means an airport in Alaska or a covered location that is included in the national plan of integrated airport systems required under section 47103 and that has a status other than unclassified in such plan.

''(2) COVERED AUTOMATED WEATHER SYSTEM.—The term 'covered automated weather system' means an automated or visual weather reporting facility that enables a pilot to begin an instrument procedure approach to an airport under section 91.1039 or 135.225 of title 14, Code of Federal Regulations.

''(3) COVERED LOCATION.—The term 'covered location' means Hawaii, Puerto Rico, American Samoa, Guam, the Northern Mariana Islands, and the Virgin Islands.

''(l) CONFORMITY.—The Administrator shall conduct all activities required under this section in conformity with section 44720.''.

(b) REMOTE POSITIONS.—Section 40122(g) of title 49, United States Code, is amended by adding at the end the following:

''(7) REMOTE POSITIONS.—

''(A) IN GENERAL.—If the Administrator determines that a covered position has not been filled after multiple vacancy announcements and that there are unique circumstances affecting the ability of the Administrator to fill such position, the Administrator may consider, in consultation with the appropriate labor union, applicants for the covered position who apply under a vacancy announcement recruiting from the State or territory in which the position is based.

''(B) COVERED POSITION DEFINED.—In this paragraph, the term 'covered position' means a safety-critical position, to include personnel located at contract towers, based in Alaska, Hawaii, Puerto Rico, American Samoa, Guam, the Northern Mariana Islands, and the Virgin Islands.''.

(c) GAO STUDY ON ALASKA AVIATION SAFETY.—

(1) STUDY.—The Comptroller General shall conduct a study to—

(A) examine the effectiveness of the Don Young Alaska Aviation Safety Initiative to improve aviation safety, service, and infrastructure; and

(B) identify challenges within the FAA to accomplishing safety improvements carried out under such Initiative.

(2) REPORT.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report containing—

(A) the findings of the study under paragraph (1); and

(B) recommendations for such legislative or administrative action as the Comptroller General determines appropriate.

(d) RUNWAY LENGTH.—The Administrator—

(1) may not restrict funding made available under chapter 471 of title 49, United States Code, from being used at an airport in Alaska to rehabilitate, resurface, or reconstruct the full length and width of an existing runway within Alaska based solely on reduced current or forecasted aeronautical activity levels or critical design type standards;

(2) may not reject requests for runway projects at airports in Alaska if such projects address critical community needs, including projects—

(A) that support economic development by expanding a runway to meet new demands; or

(B) that preserve the length of runways used by aircraft to deliver necessary cargo, including heating fuel and gasoline, for the community served by the airport; and

(3) shall, not later than 60 days after receiving a request for a runway rehabilitation or reconstruction project at an airport in Alaska, review each such request on a case-by-case basis.

(e) IMPLEMENTATION OF NTSB RECOMMENDATIONS.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall take such actions as may be necessary to implement National Transportation Safety Board recommendations A–22–25 and A–22–26 (as contained in Aviation Investigation Report AIR–22–09, adopted November 16, 2022).

(2) COORDINATION.—In taking actions under paragraph (1), the Administrator shall coordinate with the State of Alaska, airports in Alaska, air carriers operating in Alaska, private pilots (including tour operators) based in Alaska, and such other members of the Alaska aviation community or other stakeholders as the Administrator determines appropriate.

(f) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, is amended by adding at the end the following:

''44745. Don Young Alaska Aviation Safety Initiative.''.

SEC. 343. ACCOUNTABILITY AND COMPLIANCE.

(a) IN GENERAL.—Section 44704(a) of title 49, United States Code, is amended by adding at the end the following:

''(6) SUBMISSION OF DATA.—When an applicant submits design data to the Administrator for a finding of compliance as part of an application for a type certificate, the applicant shall certify to the Administrator that—

''(A) the submitted design data demonstrates compliance with the applicable airworthiness standards; and

''(B) any airworthiness standards not complied with are compensated for by factors that provide an equivalent level of safety, as agreed upon by the Administrator.''.

(b) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Administrator shall provide to the appropriate committees of Congress a briefing on the implementation of the certification requirement added by the amendment made by subsection (a).

SEC. 344. CHANGED PRODUCT RULE REFORM.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Administrator shall issue a notice of proposed rulemaking to revise section 21.101 of title 14, Code of Federal Regulations, to achieve the following objectives:

(1) For any significant design change, as determined by the Administrator, to require that the exception related to impracticality under subsection (b)(3) of such section from the requirement to comply with the latest amendments of the applicable airworthiness standards in effect on the date of application for the change be approved only after providing public notice and opportunity to comment on such exception.

(2) To ensure appropriate documentation of any exception or exemption from airworthiness requirements in title 14, Code of Federal Regulations, as in effect on the date of application for the change.

(b) CONGRESSIONAL BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Administrator shall provide to the appropriate committees of Congress a briefing on the implementation by the FAA of the recommendations of the Changed Product Rule International Authorities Working Group, established for purposes of carrying out the requirements of section 117 of the Aircraft Certification, Safety, and Accountability Act (49 U.S.C. 44704 note), including recommendations on harmonized changes and reforms regarding the impractical exception.

(c) FINAL RULE.—Not later than 3 years after the date of enactment of this Act, the Administrator shall issue a final rule based on the notice of proposed rulemaking issued under subsection (a).

(d) ANNUAL REPORT.—Beginning in 2025 and annually thereafter through 2028, the Administrator shall submit to the appropriate committees of Congress an annual report detailing the number of all significant design change exceptions approved and denied under paragraphs (1) through (3) of section 21.101(b) of title 14, Code of Federal Regulations.

SEC. 345. ADMINISTRATIVE AUTHORITY FOR CIVIL PENALTIES.

Section 46301(d) of title 49, United States Code, is amended—

(1) in paragraph (4) by striking subparagraph (A) and inserting the following:

''(A) the amount in controversy is more than—

''(i) $400,000 if the violation was committed by any person other than an individual or small business concern before the date of enactment of the FAA Reauthorization Act of 2024;

''(ii) $50,000 if the violation was committed by an individual or small business concern before the date of enactment of the FAA Reauthorization Act of 2024;

''(iii) $1,200,000 if the violation was committed by a person other than an individual or small business concern on or after the date of enactment of the FAA Reauthorization Act of 2024; or

''(iv) $100,000 if the violation was committed by an individual on or after the date of enactment of the FAA Reauthorization Act of 2024;''; and

(2) by striking paragraph (8) and inserting the following:

''(8) The maximum civil penalty the Administrator of the Transportation Security Administration, Administrator of the Federal Aviation Administration, or Board may impose under this subsection is—

''(A) $400,000 if the violation was committed by a person other than an individual or small business concern before the date of enactment of the FAA Reauthorization Act of 2024;

''(B) $50,000 if the violation was committed by an individual or small business concern before the date of enactment of the FAA Reauthorization Act of 2024;

''(C) $1,200,000 if the violation was committed by a person other than an individual or small business concern on or after the date of enactment of the FAA Reauthorization Act of 2024; or

''(D) $100,000 if the violation was committed by an individual on or after the date of enactment of the FAA Reauthorization Act of 2024.''.

SEC. 346. STUDY ON AIRWORTHINESS STANDARDS COMPLIANCE.

(a) STUDY.—The Administrator shall seek to enter into an agreement with a federally funded research and development center to conduct a study, in consultation with appropriate aviation safety engineers of the FAA, on the occurrences and potential consequences of a transport airplane design found to not comply with applicable airworthiness standards.

(b) SCOPE.—In conducting the study pursuant to subsection (a), the federally funded research and development center shall identify each final airworthiness directive issued by the FAA or another civil aviation authority—

(1) applicable to transport airplanes during the 10-year period prior to the date of enactment of this Act; and

(2) to address an unsafe condition resulting from an approved design that was noncompliant with an applicable airworthiness standard.

(c) REQUIREMENTS.—For each such airworthiness directive identified under subsection (b), the federally funded research and development center shall examine—

(1) the airworthiness standard with which the transport airplane failed to comply;

(2) the resulting unsafe condition and whether such condition resulted in an accident;

(3) the methods by which the noncompliance was discovered and brought to the attention of the FAA or another civil aviation authority, to the extent such methods can be identified;

(4) an analysis of the method used by the applicant to show compliance during the certification process and whether other compliance methods may have reasonably identified the noncompliance during the certification process;

(5) the date of approval of the relevant type design and the date of issuance of the airworthiness directive;

(6) any corrective action mandated to address the identified unsafe condition;

(7) the period of time specified for the incorporation of the corrective action, during which the affected transport airplanes were allowed to operate before the unsafe condition was corrected; and

(8) the total cost of compliance estimated in the final rule adopting the airworthiness directive.

(d) COORDINATION.—In conducting the study under subsection (a), the federally funded research and development center shall coordinate with, and solicit comments from—

(1) transport category aircraft manufacturers; and

(2) employees of the Administration, including the official bargaining representative of aircraft certification services engineers and of aviation safety engineers under section 7111 of title 5, United States Code, involved in developing airworthiness directives, as necessary.

(e) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report that includes—

(1) the results of the study conducted under subsection (a);

(2) actions the Administrator determines necessary to improve safety as a result of the findings under subsection (a) and any root causes of an unsafe condition that were identified;

(3) the comments solicited under subsection (d); and

(4) any other recommendations for legislative or administrative action determined appropriate by the Administrator.

(f) DEFINITIONS.—In this section:

(1) AIR CARRIER; FOREIGN AIR CARRIER.—The terms ''air carrier'' and ''foreign air carrier'' have the meanings given such terms in section 40102 of title 49, United States Code.

(2) TRANSPORT AIRPLANE.—The term ''transport airplane'' means a transport category airplane designed for operation by an air carrier or foreign air carrier type-certificated with a passenger seating capacity of 30 or more or an all-cargo or combi derivative.

SEC. 347. ZERO TOLERANCE FOR NEAR MISSES, RUNWAY INCURSIONS, AND SURFACE SAFETY RISKS.

(a) POLICY.—

(1) IN GENERAL.—Section 47101(a) of title 49, United States Code, is amended—

(A) by redesignating paragraphs (2) through (13) as paragraphs (3) through (14), respectively; and

(B) by inserting after paragraph (1) the following:

''(2) that projects, activities, and actions that prevent runway incursions serve to—

''(A) improve airport surface surveillance; and

''(B) mitigate surface safety risks that are essential to ensuring the safe operation of the airport and airway system;''.

(2) CONFORMING AMENDMENTS.—Section 47101 of title 49, United States Code, is amended—

(A) in subsection (g) by striking ''subsection (a)(5)'' and inserting ''subsection (a)(6)''; and

(B) in subsection (h) by striking ''subsection (a)(6)'' and inserting ''subsection (a)(7)''.

(3) CONTINUOUS EVALUATION.—In carrying out section 47101(a) of title 49, United States Code, as amended by this subsection, the Administrator shall establish a process to continuously track and evaluate ground traffic and air traffic activity and related incidents at airports.

(b) RUNWAY SAFETY COUNCIL.—

(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Administrator shall establish a council, to be known as the ''Runway Safety Council'' (in this section referred to as the ''Council''), to develop a systematic management strategy to address airport surface safety risks.

(2) DUTIES.—The duties of the Council shall include, at a minimum, advancing the development of risk-based, data driven, integrated systems solutions and strategies to enhance airport surface safety risk mitigation.

(3) MEMBERSHIP.—

(A) IN GENERAL.—In establishing the Council, the Administrator shall appoint at least 1 member from each of the following:

(i) Airport operators.

(ii) Air carriers.

(iii) Aircraft operators.

(iv) Avionics manufacturers.

(v) Flight schools.

(vi) The exclusive collective bargaining representative of aviation safety professionals for the FAA certified under section 7111 of title 5, United States Code.

(vii) The exclusive bargaining representative of the air traffic controllers certified under section 7111 of title 5, United States Code.

(viii) Other safety experts the Administrator determines appropriate.

(B) ADDITIONAL MEMBERS.—The Administrator may appoint members representing any other stakeholder organization that the Administrator determines appropriate to the Runway Safety Council.

(c) AIRPORT SURFACE SAFETY TECHNOLOGIES.—

(1) IDENTIFICATION.—Not later than 6 months after the date of enactment of this Act, the Administrator shall, in coordination with the Council, consult with relevant stakeholders to identify technologies, equipment, systems, and process changes, that—

(A) may provide airport surface surveillance capabilities at airports lacking such capabilities;

(B) may augment existing airport surface detection and surveillance system; or

(C) may improve onboard situational awareness for flight crewmembers, including technologies for use in an aircraft that—

(i) reduce the risk of collision on the runway with other aircraft or vehicles;

(ii) calculate safe landing distances; and

(iii) prompt actions to bring the aircraft to a safe stop.

(2) CRITERIA.—Not later than 1 year after the date of enactment of this Act, the Administrator shall—

(A) based on the information obtained pursuant to paragraph (1)(A) and (1)(B), identify airport surface detection and surveillance systems that meet the standards of the FAA and may be able to—

(i) provide airport surface surveillance capabilities at airports lacking such capabilities; or

(ii) augment existing airport surface detection and surveillance systems, such as Airport Surface Detection System—Model X or the Airport Surface Surveillance Capability;

(B) establish a timeline and action plan for replacing, maintaining, or enhancing the operational capability provided by existing airport surface detection and surveillance systems, and implementing runway safety technologies at airports without airport surface detection and surveillance systems, as needed, to improve runway safety;

(C) based on the information obtained pursuant to paragraph (1)(C), identify safety technologies and systems in transport airplanes that meet the standards of the FAA that will—

(i) enhance runway safety for transport airplanes that lack the capabilities of such technologies and systems, as appropriate; or

(ii) augment existing onboard situational awareness runway traffic alerting and runway landing safety technologies installed on transport airplanes; and

(D) establish clear and quantifiable criteria relating to operational factors, including ground traffic and air traffic activity and the rate of runway and terminal airspace safety events (including runway incursions), that determine when the installation and deployment of an airport surface detection or surveillance system, or other runway safety system (including runway status lights), at an airport is required.

(3) DEPLOYMENT.—Not later than 5 years after the date of enactment of this Act, the Administrator shall ensure that airport surface detection and surveillance systems are deployed and operational at—

(A) all airports described in paragraph (2)(A); and

(B) all medium and large hub airports.

(4) BRIEFING.—Not later than 3 years after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the progress of the deployment described in paragraph (3).

(d) FOREIGN OBJECT DEBRIS DETECTION.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall assess, in coordination with the Council, automated foreign object debris monitoring and detection systems at not less than 3 airports that are using such systems.

(2) CONSIDERATIONS.—In conducting the assessment under paragraph (1), the Administrator shall consider the following:

(A) The categorization of an airport.

(B) The potential frequency of foreign object debris incidents on airport runways or adjacent ramp areas.

(C) The availability of funding for the installation and maintenance of foreign object debris monitoring and detection systems.

(D) The impact of such systems on the airfield operations of an airport.

(E) The effectiveness of available foreign object debris monitoring and detection systems.

(F) Any other factors relevant to assessing the return on investment of foreign object debris monitoring and detection systems.

(3) CONSULTATION.—In carrying out this subsection, the Administrator and the Council shall consult with manufacturers and suppliers of foreign object debris detection technology and any other relevant stakeholders.

(e) RUNWAY SAFETY STUDY.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the

Administrator shall seek to enter into appropriate arrangements with a federally funded research and development center to conduct a study of runway incursions, airport surface incidents, operational errors, or losses of standard separation of aircraft in the approach or departure phase of flight to determine how advanced technologies and future airport development projects may be able to reduce the frequency of such events and enhance aviation safety.

(2) CONSIDERATIONS.—In conducting the study under paragraph (1), the federally funded research and development center shall—

(A) examine data relating to recurring runway incursions, surface incidents, operational errors, or losses of standard separation of aircraft in the approach or departure phase of flight at airports to identify the underlying factors that caused such events;

(B) assess metrics used to identify when such events are increasing at an airport;

(C) assess available and developmental technologies, including and beyond such technologies considered in subsection (c), that may augment existing air traffic management capabilities of surface surveillance and terminal airspace equipment;

(D) consider growth trends in airport size, staffing and communication complexities to identify—

(i) future gaps in information exchange between aerospace stakeholders; and

(ii) methods for meeting future near real-time information sharing needs; and

(E) examine airfield safety training programs used by airport tenants and other stakeholders operating on airfields of airports, including airfield familiarization training programs for employees, to assess scalability to handle future growth in airfield capacity and traffic.

(3) RECOMMENDATIONS.—In conducting the study required by paragraph (1), the federally funded research and development center shall develop recommendations for the strategic planning efforts of the Administration to appropriately maintain surface safety considering future increases in air traffic and based on the considerations described in paragraph (2).

(4) REPORT TO CONGRESS.—Not later than 90 days after the completion of the study required by paragraph (1), the Administrator shall submit to the appropriate committees of Congress a report on the findings of such study and any recommendations developed under paragraph (3).

(f) DEFINITIONS.—In this section:

(1) AIR CARRIER; FOREIGN AIR CARRIER.—The terms ''air carrier'' and ''foreign air carrier'' have the meanings given such terms in section 40102 of title 49, United States Code.

(2) AIRPORT SURFACE DETECTION AND SURVEILLANCE SYSTEM.—The term ''airport surface detection and surveillance system'' means an airport surveillance system that is—

(A) designed to track surface movement of aircraft and vehicles; or

(B) capable of alerting air traffic controllers or flight crewmembers of a possible runway incursion, misaligned approach, or other safety event.

(3) TRANSPORT AIRPLANE.—The term ''transport airplane'' means a transport category airplane designed for operation by an air carrier or foreign air carrier jet type-certificated with a passenger seating capacity of at least 10 seats or a maximum takeoff weight above 12,500 pounds or an all-cargo or combi derivative of such an airplane.

SEC. 348. IMPROVEMENTS TO AVIATION SAFETY INFORMATION ANALYSIS AND SHARING PROGRAM.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall implement improvements to the Aviation Safety Information Analysis and Sharing Program with respect to safety data sharing and risk mitigation.

(b) REQUIREMENTS.—In carrying out subsection (a), the Administrator shall—

(1) identify methods to increase the rate at which data is collected, processed, and analyzed to expeditiously share safety intelligence;

(2) develop predictive capabilities to anticipate emerging safety risks;

(3) identify methods to improve shared data environments with external stakeholders;

(4) establish a robust process for prioritizing requests for safety information;

(5) establish guidance to encourage regular safety inspector review of non-confidential aviation safety and performance data;

(6) identify industry segments not yet included and conduct outreach to such industry segments to increase the rate of participation, including—

(A) general aviation;

(B) air transportation and commercial aviation;

(C) rotorcraft operations;

(D) air ambulance operations; and

(E) aviation maintenance;

(7) establish processes for obtaining and analyzing comprehensive and aggregate data for new and future industry segments; and

(8) integrate safety data from unmanned aircraft system operators, as appropriate.

(c) IMPLEMENTATION.—In carrying out subsection (a), the Administrator shall—

(1) prioritize production-ready configurable solutions over custom development, as appropriate, to support FAA critical aviation safety programs; and

(2) ensure that adequate market research is completed in accordance with FAA acquisition management system requirements, including appropriate demonstrations of proposed solutions, as part of the evaluation criteria.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed—

(1) to require the Administrator to share confidential or proprietary information and data to safety inspectors for purposes of enforcement; or

(2) to limit the applicability of section 44735 of title 49, United States Code, to the Aviation Safety Information Analysis and Sharing Program.

(e) BRIEFING.—Not later than 180 days after the date of enactment of this Act, and every 6 months thereafter until the improvements under subsection (a) are made, the Administrator shall brief the appropriate committees of Congress on the progress of implementation of the Aviation Safety Information Analysis and Sharing Program, including—

(1) an assessment of the progress of the FAA toward achieving milestones for such program identified by the inspector general of the Department of Transportation and the Special Committee to Review FAA Aircraft Certification Reports;

(2) a description of the plan to use appropriate deployable commercial solutions to assist the FAA in meeting such milestones;

(3) steps taken to make improvements under subsection (b); and

(4) a summary of the efforts of the FAA to address gaps in safety data provided from any of the industry segments described in subsection (b)(6).

SEC. 349. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS AVIATION RULEMAKING COMMITTEE.

(a) IN GENERAL.—The Administrator shall convene an aviation rulemaking committee to review, and develop findings and recommendations regarding, instructions for continued airworthiness (as described in section 21.50 of title 14, Code of Federal Regulations), and provide to the Administrator a report on such findings and recommendations and for other related purposes as determined by the Administrator.

(b) COMPOSITION.—The aviation rulemaking committee established pursuant to subsection (a) shall consist of members appointed by the Administrator, including representatives of—

(1) holders of type certificates (as described in subpart B of part 21, title 14, Code of Federal Regulations);

(2) holders of production certificates (as described in subpart G of part 21, title 14, Code of Federal Regulations);

(3) holders of parts manufacturer approvals (as described in subpart K of part 21, title 14, Code of Federal Regulations);

(4) holders of technical standard order authorizations (as described in subpart O of part 21, title 14, Code of Federal Regulations);

(5) operators under parts 121, 125, or 135 of title 14, Code of Federal Regulations;

(6) holders of repair station certificates (as described in section 145 of title 14, Code of Federal Regulations) that are not also type certificate holders as included under paragraph (1), production certificate holders as included under paragraph (2), or aircraft operators as included under paragraph (5) (or associated with any such entities);

(7) the certified bargaining representative of aviation safety inspectors and engineers for the Administration;

(8) general aviation operators;

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

(10) holders of supplemental type certificates (as described in subpart E of part 21 of title 14, Code of Federal Regulations);

(11) designated engineering representatives employed by repair stations described in paragraph (6); and

(12) aviation safety experts with specific knowledge of instructions for continued airworthiness policies and regulations.

(c) CONSIDERATIONS.—The aviation rulemaking committee established pursuant to subsection (a) shall consider—

(1) existing standards, regulations, certifications, assessments, and guidance related to instructions for continued airworthiness and the clarity of such standards, regulations, certifications, assessments, and guidance to all parties;

(2) the sufficiency of safety data used in preparing instructions for continued airworthiness;

(3) the sufficiency of maintenance data used in preparing instructions for continued airworthiness;

(4) the protection of proprietary information and intellectual property in instructions for continued airworthiness;

(5) the availability of instructions for continued airworthiness, as needed, for maintenance activities;

(6) the need to harmonize or deconflict proposed and existing regulations with other Federal regulations, guidance, and policies;

(7) international collaboration, where appropriate and consistent with the interests of safety in air commerce and national security, with other civil aviation authorities, international aviation and standards organizations, and any other appropriate entities; and

(8) any other matter the Administrator determines appropriate.

(d) DUTIES.—The Administrator shall—

(1) not later than 1 year after the date of enactment of this Act, submit to the appropriate committees of Congress a copy of the aviation rulemaking committee report under subsection (a); and

(2) not later than 180 days after the date of submission of the report under paragraph (1), initiate a rulemaking activity or make such policy and guidance updates necessary to address any consensus recommendations reached by the aviation rulemaking committee established pursuant to subsection (a), as determined appropriate by the Administrator.

SEC. 350. SECONDARY COCKPIT BARRIERS.

(a) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Administrator shall convene an aviation rulemaking committee to review and develop findings and recommendations to require installation of a secondary cockpit barrier on commercial passenger aircraft operated under the provisions of part 121 of title 14, Code of Federal Regulations, that are not captured under another regulation or proposed regulation.

(b) MEMBERSHIP.—The Administrator shall appoint a chair and members of the rulemaking committee convened under subsection (a), which shall be comprised of at least 1 representative from the constituencies of—

(1) mainline air carriers;

(2) regional air carriers;

(3) aircraft manufacturers;

(4) passenger aircraft pilots represented by a labor group;

(5) flight attendants represented by a labor group;

(6) airline passengers; and

(7) other stakeholders the Administrator determines appropriate.

(c) CONSIDERATIONS.—The aviation rulemaking committee convened under subsection (a) shall consider—

(1) minimum dimension requirements for secondary barriers on all aircraft types operated under part 121 of title 14, Code of Federal Regulations;

(2) secondary barrier performance standards manufacturers and air carriers must meet for such aircraft types;

(3) the availability of certified secondary barriers suitable for use on such aircraft types;

(4) the development, certification, testing, manufacturing, installation, and training for secondary barriers for such aircraft types;

(5) flight duration and stage length;

(6) the location of lavatories on such aircraft as related to operational complexities;

(7) operational complexities;

(8) any risks to safely evacuate passengers of such aircraft; and

(9) other considerations the Administrator determines appropriate.

(d) REPORT TO CONGRESS.—Not later than 12 months after the convening of the aviation rulemaking committee described in subsection (a), the Administrator shall submit to the appropriate committees of Congress a report based on the findings and recommendations of the aviation rulemaking committee convened under subsection (a), including—

(1) if applicable, any dissenting positions on the findings and the rationale for each position; and

(2) any disagreements with the recommendations, including the rationale for each disagreement and the reasons for the disagreement.

(e) INSTALLATION OF SECONDARY COCKPIT BARRIERS OF EXISTING AIRCRAFT.—Not later than 36 months after the date of the submission of the report under subsection (d), the Administrator shall, taking into consideration the final reported findings and recommendations of the aviation rulemaking committee, issue a final rule requiring installation of a secondary cockpit barrier on each commercial passenger aircraft operated under the provisions of part 121 of title 14, Code of Federal Regulations.

SEC. 351. PART 135 DUTY AND REST.

(a) PART 91 TAIL–END FERRY RULEMAKING.—Not later than 3 years after the date of enactment of this Act, the Administrator shall require that any operation conducted by a flight crewmember during an assigned duty period under the operational control of an operator holding a certificate under part 135 of title 14, Code of Federal Regulations, before, during, or after the duty period (including any operations under part 91 of title 14, Code of Federal Regulations), without an intervening rest period, shall count towards the flight time and duty period limitations of such flight crewmember under part 135 of title 14, Code of Federal Regulations.

(b) RECORD KEEPING.—Not later than 1 year after the date of enactment of this Act, the Administrator shall update any Administration policy and guidance regarding complete and accurate record keeping practices for operators holding a certificate under part 135 of title 14, Code of Federal Regulations, in order to properly document, at a minimum—

(1) flight crew assignments;

(2) flight crew prospective rest notifications;

(3) compliance with flight and duty times limitations and post-duty rest requirements; and

(4) duty period start and end times.

(c) SAFETY MANAGEMENT SYSTEM OVERSIGHT.—The Administrator, in performing oversight of the safety management system of an operator holding a certificate under part 135 of title 14, Code of Federal Regulations, following the implementation of the final rule issued based on the final rule titled ''Safety Management Systems'', and published on April 26, 2024 (89 Fed. Reg. 33068), shall ensure such operator is evaluating and appropriately mitigating aviation safety risks, including, at minimum, risks associated with—

(1) inadequate flight crewmember duty and rest periods; and

(2) incomplete records pertaining to flight crew rest, duty, and flight times.

(d) ORGAN TRANSPORTATION FLIGHTS.—In updating guidance and policy pursuant to subsection (b), the Administrator shall consider and allow for appropriate accommodations, including accommodations related to subsections (b)(2) and (b)(4) for operators—

(1) performing organ transportation operations; and

(2) who have in place a means by which to identify and mitigate risks associated with flight crew duty and rest.

SEC. 352. FLIGHT DATA RECOVERY FROM OVERWATER OPERATIONS.

(a) FLIGHT DATA RECOVERY FROM OVERWATER OPERATIONS.—Chapter 447 of title 49, United States Code, is further amended by adding at the end the following:

''§ 44746. Flight data recovery from overwater operations

''(a) IN GENERAL.—Not later than 18 months after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall complete a rulemaking proceeding to require that, not later than 5 years after the date of enactment of this section, all applicable aircraft are—

''(1) fitted with a means, in the event of an accident, to recover mandatory flight data parameters in a manner that does not require the underwater retrieval of the cockpit voice recorder or flight data recorder;

''(2) equipped with a tamper-resistant method to broadcast sufficient information to a ground station to establish the location where an applicable aircraft terminates flight as the result of such an event; and

''(3) equipped with an airframe low-frequency underwater locating device that functions for at least 90 days and that can be detected by appropriate equipment.

''(b) APPLICABLE AIRCRAFT DEFINED.—In this section, the term 'applicable aircraft' means an aircraft manufactured on or after January 1, 2028, that is—

''(1) operated under part 121 of title 14, Code of Federal Regulations;

''(2) required by regulation to have a cockpit voice recorder and a flight data recorder; and

''(3) used in extended overwater operations.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, is further amended by adding at the end the following:

''44746. Flight data recovery from overwater operations.''.

SEC. 353. RAMP WORKER SAFETY CALL TO ACTION.

(a) CALL TO ACTION RAMP WORKER SAFETY REVIEW.—Not later than 180 days after the date of enactment of this Act, the Administrator shall initiate a Call to Action safety review of airport ramp worker safety and ways to minimize or eliminate ingestion zone and jet blast zone accidents.

(b) CONTENTS.—The Call to Action safety review required pursuant to subsection (a) shall include—

(1) a description of Administration regulations, guidance, and directives related to airport ramp worker safety procedures and oversight of such processes;

(2) a description of reportable accidents and incidents involving airport ramp workers in 5-year period preceding the date of enactment of this Act, including any identified contributing factors to the reportable accident or incident;

(3) training and related educational materials for airport ramp workers, including supervisory and contract employees;

(4) any recommended devices and methods for communication on the airport ramp, including considerations of requirements for operable radios and headsets;

(5) a review of markings on the airport ramp that define restriction, staging, safety, or hazard zones, including markings to clearly define and graphically indicate the engine ingestion zones and envelope of safety for the variety of aircraft that may park at the same gate of the airport;

(6) a review of aircraft jet blast and engine intake safety markings, including incorporation of markings on aircraft to indicate engine inlet danger zones; and

(7) a process for stakeholders, including airlines, aircraft manufacturers, airports, labor, and aviation safety experts, to provide feedback and share best practices.

(c) REPORT AND ACTIONS.—Not later than 180 days after the conclusion of the Call to Action safety review pursuant to subsection (a), the Administrator shall—

(1) submit to the appropriate committees of Congress a report on the results of the review and any recommendations for actions or best practices to improve airport ramp worker safety, including the identification of risks and possible ways to mitigate such risks to be considered in any applicable safety management system of air carriers and airports; and

(2) initiate such actions as are necessary to act upon the findings of the review.

(d) TRAINING MATERIALS.—Not later than 6 months after the completion of the safety review required under subsection (a), the Administrator shall develop and publish training and related educational materials about aircraft engine ingestion and jet blast hazards for ground crews, including supervisory

and contract employees, that includes information on—

(1) the specific dangers and consequences of entering engine ingestion or jet blast zones;

(2) proper protocols to avoid entering an engine ingestion or jet blast zone; and

(3) on-the-job, instructor-led training to physically demonstrate the engine ingestion zone boundaries and jet blast zones for each kind of aircraft the ground crew may encounter.

(e) CONSULTATION.—In carrying out this section, the Administrator shall consult with aviation safety experts, air carriers, aircraft manufacturers, relevant labor organizations, and airport operators.

(f) TRAINING REQUIREMENTS.—Not later than 6 months after the publication of the training and related educational materials required under subsection (d), the Administrator may require any ramp worker, as appropriate, to receive the relevant engine ingestion and jet blast zone hazard training before such ramp worker may perform work on any airport ramp.

SEC. 354. VOLUNTARY REPORTING PROTECTIONS.

(a) IN GENERAL.—Section 40123(a) of title 49, United States Code, is amended in the matter preceding paragraph (1)—

(1) by inserting '', including section 552(b)(3)(B) of title 5'' after ''Notwithstanding any other provision of law''; and

(2) by inserting ''or third party'' after ''nor any agency''.

(b) REVIEW OF PROTECTION FROM DISCLOSURE.—Not later than 180 days after the date of enactment of this Act, the Administrator shall review and update part 193 of title 14, Code of Federal Regulations, and review section 44735 of title 49, United States Code, to ensure such laws and regulations designate and protect from disclosure information or data submitted, collected, or obtained by the Administrator under voluntary safety programs, including the following:

(1) Aviation Safety Action Program.

(2) Flight Operational Quality Assurance.

(3) Line Operations Safety Assessments.

(4) Air Traffic Safety Action Program.

(5) Technical Operations Safety Action Program.

(6) Such other voluntarily submitted information or programs as the Administrator determines appropriate.

SEC. 355. TOWER MARKING NOTICE OF PROPOSED RULEMAKING.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall issue a notice of proposed rulemaking to implement section 2110 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44718 note).

(b) REPORT.—If the Administrator fails to issue the notice of proposed rulemaking pursuant to subsection (a), the Administrator shall submit to the appropriate committees of Congress an annual report on the status of such rulemaking, including—

(1) the reasons that the Administrator has failed to issue the rulemaking; and

(2) a list of fatal aircraft accidents associated with unmarked towers that have occurred during the 5-year period preceding the date of submission of the report.

SEC. 356. PROMOTION OF CIVIL AERONAUTICS AND SAFETY OF AIR COMMERCE.

Section 40104 of title 49, United States Code, is amended—

(1) in subsection (a) by striking ''In carrying out'' and all that follows through ''other interested organizations.'';

(2) by redesignating subsection (d) as subsection (e);

(3) by redesignating subsection (b) as subsection (d); and

(4) by redesignating subsection (c) as subsection (b) and reordering the subsections accordingly.

SEC. 357. EDUCATIONAL AND PROFESSIONAL DEVELOPMENT.

(a) IN GENERAL.—Section 40104 of title 49, United States Code, is amended by inserting after subsection (b) (as redesignated by section 356) the following:

''(c) EDUCATIONAL AND PROFESSIONAL DEVELOPMENT.—

''(1) IN GENERAL.—In carrying out subsection (a), the Administrator shall support and undertake efforts to promote and support the education and professional development of current and future aerospace professionals.

''(2) EDUCATIONAL MATERIALS.—Based on the availability of resources, the Administrator shall—

''(A) develop and distribute civil aviation information and educational materials; and

''(B) provide expertise to State and local school administrators, college and university officials, and officers of other interested organizations and entities.

''(3) CONTENT.—In developing the educational materials under paragraph (2), the Administrator shall ensure such materials, including presentations, cover topics of broad relevance, including—

''(A) ethical decision-making and the responsibilities of aerospace professionals;

''(B) managing a workforce, encouraging proper reporting of prospective safety issues, and educating employees on safety management systems; and

''(C) responsibilities as a designee or representative of the Administrator.''.

(b) SUPPORT FOR PROFESSIONAL DEVELOPMENT AND CONTINUING EDUCATION.—The Administrator may take such action as may be necessary to support or launch initiatives that seek to advance the professional development and continuing education of aerospace professionals.

SEC. 358. GLOBAL AVIATION SAFETY.

(a) IN GENERAL.—Section 40104(d) of title 49, United States Code, (as redesignated by section 356) is amended—

(1) in the subsection heading by inserting ''AND ASSISTANCE'' after ''INTERNATIONAL ROLE'';

(2) in paragraph (1) by striking ''The Administrator'' and inserting ''In carrying out subsection (a), the Administrator'';

(3) by redesignating paragraph (2) as paragraph (4); and

(4) by inserting after paragraph (1) the following:

''(2) INTERNATIONAL PRESENCE.—The Administrator shall maintain an international presence to—

''(A) assist foreign civil aviation authorities in—

''(i) establishing robust aviation oversight practices and policies;

''(ii) harmonizing international aviation standards for air traffic management, operator certification, aircraft certification, airports, and certificated or credentialed individuals;

''(iii) validating and accepting foreign aircraft design and production approvals;

''(iv) preparing for new aviation technologies, including powered-lift aircraft, products, and articles; and

''(v) appropriately adopting continuing airworthiness information, such as airworthiness directives;

''(B) encourage the adoption of United States standards, regulations, and policies;

''(C) establish, maintain, and update bilateral or multilateral aviation safety agreements and the aviation safety information contained within such agreements;

''(D) engage in bilateral and multilateral discussions as required under paragraph (5) and provide technical assistance as described in paragraph (6);

''(E) validate foreign aviation products and ensure reciprocal validation of products for which the United States is the state of design or production;

''(F) support accident and incident investigations, particularly such investigations that involve United States persons and certified products and such investigations where the National Transportation Safety Board is supporting an investigation pursuant to annex 13 of the International Civil Aviation Organization;

''(G) support the international safety activities of the United States aviation sector;

''(H) maintain valuable relationships with entities with aviation equities, including civil aviation authorities, other governmental bodies, non-governmental organizations, and foreign manufacturers; and

''(I) perform other activities as determined necessary by the Administrator.''.

(b) REVIEW OF INTERNATIONAL FIELD OFFICES.—Section 40104(d) of title 49, United States Code, (as redesignated by section 356) is further amended by inserting after paragraph (2) the following:

''(3) INTERNATIONAL OFFICES.—In carrying out the responsibilities described in subsection (a), the Administrator—

''(A) shall maintain international offices of the Administration;

''(B) every 5 years, may review existing international offices to determine—

''(i) the effectiveness of such offices in fulfilling the mission described in paragraph (2); and

''(ii) the adequacy of resources and staffing to achieve the mission described in paragraph (2); and

''(C) shall establish offices to address gaps identified by the review under subparagraph (B) and in furtherance of the mission described in paragraph (2), putting an emphasis on establishing such offices—

''(i) where international civil aviation authorities are located;

''(ii) where regional intergovernmental organizations are located;

''(iii) in countries that have difficulty maintaining a category 1 classification through the International Aviation Safety Assessment program; and

''(iv) in regions that have experienced substantial growth in aviation operations or manufacturing.''.

(c) BILATERAL AVIATION SAFETY AGREEMENTS; TECHNICAL ASSISTANCE.—

(1) ESTABLISHMENT.—Section 40104(d) of title 49, United States Code, (as redesignated by section 356) is further amended by adding at the end the following:

''(5) BILATERAL AVIATION SAFETY AGREEMENTS.—

''(A) IN GENERAL.—The Administrator shall negotiate, enter into, promote, enforce, evaluate the effectiveness of, and seek to update bilateral or multilateral aviation safety agreements, and the parts of such agreements, with international aviation authorities.

''(B) PURPOSE.—The Administrator shall seek to enter into bilateral aviation safety agreements under this section to, at a minimum—

''(i) improve global aviation safety;

''(ii) increase harmonization of, and reduce duplicative, requirements, processes, and approvals to advance the aviation interests of the United States;

''(iii) ensure access to international markets for operators, service providers, and manufacturers from the United States; and

''(iv) put in place procedures for recourse when a party to such agreements fails to meet the obligations of such party under such agreements.

''(C) SCOPE.—The scope of a bilateral aviation safety agreement entered into under this section shall, as appropriate, cover existing aviation users and concepts and establish a process by which bilateral aviation safety agreements can be updated to include new and novel concepts on an ongoing basis.

''(D) CONTENTS.—Bilateral aviation safety agreements entered into under this section shall, as appropriate and consistent with United States law and regulation, include topics such as—

''(i) airworthiness, certification, and validation;

''(ii) maintenance;

''(iii) operations and pilot training;

''(iv) airspace access, efficiencies, and navigation services;

''(v) transport category aircraft;

''(vi) fixed-wing aircraft, rotorcraft, powered-lift aircraft, products, and articles;

''(vii) aerodrome certification;

''(viii) unmanned aircraft and associated elements of such aircraft;

''(ix) flight simulation training devices;

''(x) new or emerging technologies and technology trends; and

''(xi) other topics as determined appropriate by the Administrator.

''(E) RULE OF CONSTRUCTION.—Bilateral or multilateral aviation safety agreements entered into under this subsection shall not be construed to diminish or alter any authority of the Administrator under any other provision of law.''.

(2) TECHNICAL ASSISTANCE UPDATES.—Section 40113(e) of title 49, United States Code, is amended by adding at the end the following:

''(6) TECHNICAL ASSISTANCE OUTSIDE OF AGREEMENTS.—In the absence of a bilateral or multilateral agreement, the Administrator may provide technical assistance and training under this subsection if the Administrator determines that—

''(A) a foreign government would benefit from technical assistance pursuant to this subsection to strengthen aviation safety, efficiency, and security; and

''(B) the engagement is to provide inherently governmental technical assistance and training.

''(7) INHERENTLY GOVERNMENTAL TECHNICAL ASSISTANCE AND TRAINING DEFINED.—In this subsection, the term 'inherently governmental technical assistance and training' means technical assistance and training that—

''(A) relies upon or incorporates Federal Aviation Administration-specific program, system, policy, or procedural matters;

''(B) must be accomplished using agency expertise and authority; and

''(C) relates to—

''(i) international aviation safety assessment technical reviews and technical assistance;

''(ii) aerodrome safety and certification;

''(iii) aviation system certification activities based on Federal Aviation Administration regulations and requirements;

''(iv) cybersecurity efforts to protect United States aviation ecosystem components and facilities;

''(v) operation and maintenance of air navigation system equipment, procedures, and personnel; or

''(vi) training and exercises in support of aviation safety, efficiency, and security.''.

(3) VALIDATION OF POWERED-LIFT AIRCRAFT.—In carrying out section 40104(d) of title 49, United States Code (as amended by this Act), the Administrator shall ensure coordination with international civil aviation authorities regarding the establishment of mutual processes for efficient validation, acceptance, and working arrangements of certificates and approvals for powered-lift aircraft, products, and articles.

(4) REPORT ON INTERNATIONAL VALIDATION PROGRAM PERFORMANCE.—

(A) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary shall initiate a review to evaluate the performance of the type certificate validation program of the FAA under bilateral or multilateral aviation safety agreements, with a focus on agreed to implementation procedures.

(B) CONTENTS.—In conducting the review under subparagraph (A), the Secretary shall consider, at minimum, the following:

(i) Actions taken for the purposes of carrying out section 243(a) of the FAA Reauthorization Act of 2018 (49 U.S.C. 44701 note).

(ii) Metrics from validation programs carried out prior to the initiation of such review, including the number and types of projects, timeline milestones, and trends relating to the repeated use of non-basic criteria.

(iii) Training on the minimum standards of established validation work plans, including any guidance on the level of involvement of the validating authority, established justifications for involvement, and procedures for compliance document requests.

(iv) The perspectives of—

(I) FAA employees responsible for type validation projects;

(II) bilateral civil aviation regulatory partners; and

(III) industry applicants seeking validation.

(v) Adequacy of the funding and staffing levels of the International Validation Branch of the Compliance and Airworthiness Division of the Aircraft Certification Service of the FAA.

(vi) Effectiveness of FAA training for FAA employees.

(vii) Effectiveness of outreach conducted to improve and enforce validation processes.

(viii) Efforts undertaken to strengthen relationships with international certification authorities.

(ix) Number of approvals issued by other certifying authorities in compliance with applicable bilateral agreements and implementation procedures.

(C) REPORT.—Not later than 60 days after the completion of the review initiated under this subsection, the Administrator shall submit to the appropriate committees of Congress a report regarding such review.

(D) DEFINITIONS.—In this paragraph, the terms ''ODA holder'' and ''ODA unit'' have the meanings given such terms in section 44736(c) of title 49, United States Code.

(d) INTERNATIONAL ENGAGEMENT STRATEGY.—Section 40104(d) of title 49, United States Code, (as redesignated by section 356) is further amended by adding at the end the following:

''(7) STRATEGIC PLAN.—The Administrator shall maintain a strategic plan for the international engagement of the Administration that includes—

''(A) all elements of the report required under section 243(b) of the FAA Reauthorization Act of 2018 (49 U.S.C. 44701 note);

''(B) measures to fulfill the mission described in paragraph (2);

''(C) initiatives to attain greater expertise among employees of the Federal Aviation Administration in issues related to dispute resolution, intellectual property, and export control laws;

''(D) policy regarding the future direction and strategy of the United States engagement with the International Civil Aviation Organization;

''(E) procedures for acceptance of mandatory airworthiness information, such as airworthiness directives, and other safety-related regulatory documents, including procedures to implement the requirements of section 44701(e)(5);

''(F) all factors, including funding and resourcing, necessary for the Administration to maintain leadership in the global activities related to aviation safety and air transportation;

''(G) establishment of, and a process to regularly track and update, metrics to measure the effectiveness of, and foreign civil aviation authority compliance with, bilateral aviation safety agreements; and

''(H) a strategic methodology to facilitate the ability of the United States aerospace industry to efficiently operate and export new aerospace technologies, products, and articles in key markets globally.''.

(e) POWERED-LIFT AIRCRAFT.—In developing the methodology required under section 40104(d)(7)(H) of title 49, United States Code (as added by subsection (d)), the Administrator shall—

(1) perform an assessment of existing bilateral aviation safety agreements, implementation procedures, and other associated bilateral arrangements to determine how current and future powered-lift products and articles can utilize the most appropriate validation mechanisms and procedures;

(2) facilitate global acceptance of the approach of the FAA to certification of powered-lift aircraft, products, and articles; and

(3) consider any other information determined appropriated by the Administrator.

SEC. 359. AVAILABILITY OF PERSONNEL FOR INSPECTIONS, SITE VISITS, AND TRAINING.

Section 40104 of title 49, United States Code, is further amended by adding at the end the following:

''(f) TRAVEL.—The Administrator and the Secretary of Transportation shall, in carrying out the responsibilities described in subsection (a), delegate to the appropriate supervisors of offices of the Administration the ability to authorize the domestic and international travel of relevant personnel who are not in the Federal Aviation Administration Executive System, without any additional approvals required, for the purposes of—

''(1) promoting aviation safety, aircraft operations, air traffic, airport, unmanned aircraft systems, aviation fuels, and other aviation standards, regulations, and initiatives adopted by the United States;

''(2) facilitating the adoption of United States approaches on such aviation standards and recommended practices at the International Civil Aviation Organization;

''(3) supporting the acceptance of Administration design and production approvals by other civil aviation authorities;

''(4) training Administration personnel and training provided to other persons;

''(5) engaging with regulated entities, including performing site visits;

''(6) activities associated with subsections (c) through (e); and

''(7) other activities as determined by the Administrator.''.

SEC. 360. WILDFIRE SUPPRESSION.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, to ensure that sufficient firefighting resources are available to suppress wildfires and protect public safety and property, and notwithstanding any other provision of law or agency regulation, the Administrator shall issue a rule under which—

(1) an operation described in section 21.25(b)(7) of title 14, Code of Federal Regulations, shall allow for the transport of firefighters to and from the site of a wildfire to perform ground wildfire suppression and designate the firefighters conducting such an

operation as essential crewmembers on board a covered aircraft operated on a mission to suppress wildfire;

(2) the aircraft maintenance, inspections, and pilot training requirements under part 135 of such title 14 may apply to such an operation, if determined by the Administrator to be necessary to maintain the safety of firefighters carrying out wildfire suppression missions; and

(3) the noise standards described in part 36 of such title 14 shall not apply to such an operation.

(b) SURPLUS MILITARY AIRCRAFT.—In issuing a rule under subsection (a), the Administrator may not enable any aircraft of a type that has been—

(1) manufactured in accordance with the requirements of, and accepted for use by, the armed forces (as defined in section 101 of title 10, United States Code); and

(2) later modified to be used for wildfire suppression operations.

(c) CONFORMING AMENDMENTS TO FAA DOCUMENTS.—In issuing a rule under subsection (a), the Administrator shall revise the order of the FAA titled ''Restricted Category Type Certification'', issued on February 27, 2006 (FAA Order 8110.56), as well as any corresponding policy or guidance material, to reflect the requirements of this section.

(d) SAVINGS PROVISION.—Nothing in this section shall be construed to limit the authority of the Administrator to take action otherwise authorized by law to protect aviation safety or passenger safety.

(e) DEFINITIONS.—In this section:

(1) COVERED AIRCRAFT.—The term ''covered aircraft'' means an aircraft type-certificated in the restricted category under section 21.25 of title 14, Code of Federal Regulations, used for transporting firefighters to and from the site of a wildfire in order to perform ground wildfire suppression for the purpose of extinguishing a wildfire on behalf of, or pursuant to a contract with, a Federal, State, or local government agency.

(2) FIREFIGHTERS.—The term ''firefighters'' means a trained fire suppression professional the transport of whom is necessary to accomplish a wildfire suppression operation.

SEC. 361. CONTINUOUS AIRCRAFT TRACKING AND TRANSMISSION FOR HIGH ALTITUDE BALLOONS.

(a) STUDY ON EFFECTS OF HIGH ALTITUDE BALLOONS ON AVIATION SAFETY.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator, in coordination with the heads of other relevant Federal agencies, shall brief the appropriate committees of Congress on the effects of high altitude balloon operations that do not emit electronic or radio signals for identification purposes and are launched within the United States and the territories of the United States on aviation safety.

(2) CONSIDERATIONS.—In carrying out this subsection, the Administrator shall consider—

(A) current technology available and employed to track high altitude balloon operations described under paragraph (1);

(B) how the flights of such operations have affected, or could affect, aviation safety;

(C) how such operations have contributed, or could contribute, to misidentified threats to civil or military aviation operations or infrastructure; and

(D) how such operations have impacted, or could impact, national security and air traffic control operations.

(b) HIGH ALTITUDE BALLOON TRACKING AVIATION RULEMAKING COMMITTEE.—

(1) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish an Aviation Rulemaking Committee (in this section referred to as the ''Committee'') to review and develop findings and recommendations to inform a standard for any high altitude balloon to be equipped with a system for continuous aircraft tracking that transmits, at a minimum, the altitude, location, and identity of the high altitude balloon in a manner that is accessible to air traffic controllers and ensures the safe integration of high altitude balloons into the national airspace system.

(2) COMPOSITION.—The Committee shall consist of members appointed by the Administrator, including the following:

(A) Representatives of industry.

(B) Aviation safety experts, including experts with specific knowledge—

(i) of high altitude balloon operations; or

(ii) FAA tracking and surveillance systems.

(C) Non-governmental researchers and educators.

(D) Representatives of the Department of Defense.

(E) Representatives of Federal agencies that conduct high altitude balloon operations.

(3) REPORT.—Not later than 18 months after the date of enactment of this Act, the Committee shall submit to the Administrator a report detailing the findings and recommendations developed under paragraph (1), including recommendations regarding the following:

(A) How to update sections 91.215, 91.225, and 99.13 of title 14, Code of Federal Regulations, to require all high altitude balloons to have a continuous aircraft tracking and transmission system.

(B) Any necessary updates to the requirements for high altitude balloons under subpart D of part 101 of title 14, Code of Federal Regulations.

(C) Any necessary updates to other FAA regulations or requirements deemed appropriate and necessary by the Administrator to—

(i) ensure any high altitude balloon has a continuous aircraft tracking and transmission system;

(ii) ensure all data relating to the altitude, location, and identity of any high altitude balloon is made available to air traffic controllers;

(iii) determine criteria and provide approval guidance for new equipment that provides continuous aircraft tracking and transmission for high altitude balloons and meets the performance requirements described under section 91.225 of title 14, Code of Federal Regulations, including portable, battery-powered Automatic Dependent Surveillance–Broadcast Out equipage; and

(iv) maintain airspace safety.

(4) USE OF PRIOR WORK.—In developing the report under paragraph (3), the Committee may make full use of any research, comments, data, findings, or recommendations made by any prior aviation rulemaking committee.

(5) NEW TECHNOLOGIES AND SOLUTIONS.—Nothing in this subsection shall require the Committee to develop recommendations requiring equipage of high altitude balloons with an Automatic Dependent Surveillance–Broadcast Out system or an air traffic control transponder transmission system, or preclude the Committee from making recommendations for the adoption of new systems or solutions that may require that a high altitude balloon be equipped with a system that can transmit, at a minimum, the altitude, location, and identity of the high altitude balloon.

(6) BRIEFING.—Not later than 6 months after receiving the report required under paragraph (3), the Administrator shall brief the appropriate committees of Congress on the contents of such report and the status of any recommendation received pursuant to such report.

(c) DEFINITIONS.—In this section, the term ''high altitude balloon'' means a manned or unmanned free balloon operating not less than 18,000 feet above mean sea level.

SEC. 362. CABIN AIR SAFETY.

(a) DEADLINE FOR 2018 STUDY ON BLEED AIR.—Not later than 6 months after the date of enactment of this Act, the Administrator shall complete the requirements of section 326 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) and submit to the appropriate Congressional committees the following:

(1) The completed study required under subsection (c) of such section.

(2) The report on the feasibility, efficacy, and cost-effectiveness of certification and installation of systems to evaluate bleed air quality required under subsection (d) of such section.

(b) REPORTING SYSTEM FOR SMOKE OR FUME EVENTS ONBOARD COMMERCIAL AIRCRAFT.—

(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall develop a standardized submission system for air carrier employees to voluntarily report fume or smoke events onboard passenger-carrying aircraft operating under part 121 of title 14, Code of Federal Regulations.

(2) COLLECTED INFORMATION.—In developing the system under paragraph (1), the Administrator shall ensure that the system includes a method for submitting information about a smoke or fume event that allows for the collection of the following information, if applicable:

(A) Identification of the flight number, type, and registration of the aircraft.

(B) The date of the reported fume or smoke event onboard the aircraft.

(C) Description of fumes or smoke in the aircraft, including the nature, intensity, and visual consistency or smell (if any).

(D) The location of the fumes or smoke in the aircraft.

(E) The source (if discernible) of the fumes or smoke in the aircraft.

(F) The phase of flight during which fumes or smoke first became present.

(G) The duration of the fume or smoke event.

(H) Any required onboard medical attention for passengers or crew members.

(I) Any additional factors as determined appropriate by the Administrator or crew member submitting a report.

(3) GUIDELINES FOR SUBMISSION.—The Administrator shall issue guidelines on how to submit the information described in paragraph (2).

(4) CONFIRMATION OF SUBMISSION.—Upon submitting the information described in paragraph (2), the submitting party shall receive a duplicate record of the submission and confirmation of receipt.

(5) USE OF INFORMATION.—The Administrator—

(A) may not publicly publish any—

(i) information specific to a fume or smoke event that is submitted pursuant to this section; and

(ii) any information that may be used to identify the party submitting such information;

(B) may only publicly publish information submitted pursuant to this section that has been aggregated if—

(i) such information has been validated; and

(ii) the availability of such information would improve aviation safety;

(C) shall maintain a database of such information;

(D) at the request of an air carrier, shall provide to such air carrier any information submitted pursuant to this section that is relevant to such air carrier, except any information that may be used to identify the party submitting such information;

(E) may not, without validation, assume that information submitted pursuant to this section is accurate for the purposes of initiating rulemaking or taking an enforcement action;

(F) may use information submitted pursuant to this section to inform the oversight of the safety management system of an air carrier; and

(G) may use information submitted pursuant to this section for the purpose of performing a study or supporting a study sponsored by the Administrator.

(c) NATIONAL ACADEMIES STUDY ON OVERALL CABIN AIR QUALITY.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall seek to enter into the appropriate arrangements with the National Academies to conduct a study and issue recommendations to be made publicly available pertaining to cabin air quality and any risk of, and potential for, persistent and accidental fume or smoke events onboard a passenger-carrying aircraft operating under part 121 of title 14, Code of Federal Regulations.

(2) SCOPE.—In carrying out a study pursuant to paragraph (1), the National Academies shall examine—

(A) the report issued pursuant to section 326 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) and any identified assumptions or gaps described in such report;

(B) the information collected through the system established pursuant to subsection (b);

(C) any health risks or impacts of fume or smoke events on flight crews, including flight attendants and pilots, and passengers onboard aircraft operating under part 121 of title 14, Code of Federal Regulations;

(D) instances of persistent or regularly occurring (as determined by the National Academies) fume or smoke events in such aircraft;

(E) instances of accidental, unexpected, or irregularly occurring (as determined by the National Academies) fume or smoke events on such aircraft, including whether such accidental events are more frequent during various phases of operations, including ground operations, taxiing, take off, cruise, and landing;

(F) the air contaminants present during the instances described in subparagraphs (D) and (E) and the probable originating materials of such air contaminants;

(G) the frequencies, durations, and likely causes of the instances described in subparagraphs (D) and (E); and

(H) any additional data on fume or smoke events, as determined appropriate by the National Academies.

(3) RECOMMENDATIONS.—As a part of the study conducted under paragraph (1), the National Academies shall provide recommendations—

(A) that, at minimum, address how to—

(i) improve overall cabin air quality of passenger-carrying aircraft;

(ii) improve the detection, accuracy, and reporting of fume or smoke events; and

(iii) reduce the frequency and impact of fume or smoke events; and

(B) to establish or update standards, guidelines, or regulations that could help achieve the recommendations described in subparagraph (A).

(4) REPORT TO CONGRESS.—Not later than 1 month after the completion of the study conducted under paragraph (1), the Administrator shall submit to the appropriate committees of Congress a copy of such study and recommendations submitted with such study.

(d) RULEMAKING.—Not later than 1 year after the completion of the study conducted under subsection (c), the Administrator may, as appropriate to address the safety risks identified as a result of the actions taken pursuant to this section, issue a notice of proposed rulemaking to establish requirements for scheduled passenger air carrier operations under part 121 of title 14, Code of Federal Regulations that may include the following:

(1) Training for flight attendants, pilots, aircraft maintenance technicians, airport first responders, and emergency responders on how to respond to incidents on aircraft involving fume or smoke events.

(2) Required actions and procedures for air carriers to take after receiving a report of an incident involving a fume or smoke event in which at least 1 passenger or crew member required medical attention as a result of such incident.

(3) Installation onboard aircraft of detectors and other air quality monitoring equipment.

(e) FUME OR SMOKE EVENT DEFINED.—In this section, the term ''fume or smoke event'' means an event in which there is an atypical noticeable or persistent presence of fumes or air contaminants in the cabin, including, at a minimum, a smoke event.

SEC. 363. COMMERCIAL AIR TOUR AND SPORT PARACHUTING SAFETY.

(a) SAFETY REQUIREMENTS FOR COMMERCIAL AIR TOUR OPERATORS.—

(1) SAFETY REFORMS.—

(A) AUTHORITY TO CONDUCT NONSTOP COMMERCIAL AIR TOURS.—

(i) IN GENERAL.—Subject to clause (ii), beginning on the date that is 2 years after the date a final rule is published pursuant to paragraph (3), no person may conduct commercial air tours unless such person either—

(I) holds a certificate identifying the person as an air carrier or commercial operator under part 119 of title 14, Code of Federal Regulations and conducts all commercial air tours under the applicable provisions of part 121 or part 135 of title 14, Code of Federal Regulations; or

(II) conducts all commercial air tours pursuant to the requirements established by the Administrator under the final rule published pursuant to paragraph (3).

(ii) SMALL BUSINESS EXCEPTION.—The provisions of clause (i) shall not apply to a person who conducts 100 or fewer commercial air tours in a calendar year.

(B) ADDITIONAL SAFETY REQUIREMENTS.—

(i) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall issue new or revised regulations to require a commercial air tour operator seeking to conduct an operation with a removed or modified door and a person conducting aerial photography operations seeking to conduct an operation with a removed or modified door to receive approval from the Administrator prior to conducting such operation.

(ii) CONDITIONS AND RESTRICTIONS.—In issuing new or revised regulations under clause (i), the Administrator may impose such conditions and restrictions as determined necessary for safety.

(iii) CONSIDERATIONS.—In issuing new or revised regulations under clause (i), the Administrator shall require a commercial air tour operator to demonstrate to any representative of the FAA, upon request, that a pilot authorized to operate such an air tour has received avoidance training for controlled flight into terrain and in-flight loss of control. Such training shall address reducing the risk of accidents involving unintentional flight into instrument meteorological conditions to address day, night, and low-visibility environments with special attention paid to research available as of the date of enactment of this Act on human factors issues involved in such accidents, including, at a minimum—

(I) specific terrain, weather, and infrastructure challenges relevant in the local operating environment that increase the risk of such accidents;

(II) pilot decision-making relevant to the avoidance of instrument meteorological conditions while operating under visual flight rules;

(III) use of terrain awareness displays;

(IV) spatial disorientation risk factors and countermeasures; and

(V) strategies for maintaining control, including the use of automated systems.

(2) AVIATION RULEMAKING COMMITTEE.—

(A) IN GENERAL.—The Administrator shall convene an aviation rulemaking committee to review and develop findings and recommendations to increase the safety of commercial air tours.

(B) CONSIDERATIONS.—The aviation rulemaking committee convened under subparagraph (A) shall consider, at a minimum—

(i) potential changes to operations regulations or requirements for commercial air tours, including requiring—

(I) the adoption of pilot training standards that are comparable, as applicable, to the standards under subpart H of part 135 of title 14, Code of Federal Regulations; and

(II) the adoption of maintenance standards that are comparable, as applicable, to the standards under subpart J of part 135 of title 14, Code of Federal Regulations;

(ii) establishing a performance-based standard for flight data monitoring for all commercial air tour operators that reviews all available data sources to identify deviations from established areas of operation and potential safety issues;

(iii) requiring all commercial air tour operators to install flight data recording devices capable of supporting collection and dissemination of the data incorporated in the Flight Operational Quality Assurance Program under section 13.401 of title 14, Code of Federal Regulations (or, if an aircraft cannot be retrofitted with such equipment, requiring the commercial air tour operator for such aircraft to collect and maintain flight data through alternative methods);

(iv) requiring all commercial air tour operators to implement a flight data monitoring program, such as a Flight Operational Quality Assurance Program;

(v) establishing methods to provide effective terrain awareness and warning; and

(vi) establishing methods to provide effective traffic avoidance in identified high-traffic tour areas, such as requiring commercial air tour operators that operate within such areas be equipped with an automatic dependent surveillance-broadcast out- and in-supported traffic advisory system that—

(I) includes both visual and aural alerts;

(II) is driven by an algorithm designed to eliminate nuisance alerts; and

(III) is operational during all flight operations.

(vii) codifying and uniformly applying Living History Flight Experience exemption conditions and limitations.

(C) MEMBERSHIP.—The aviation rulemaking committee convened under subparagraph (A) shall consist of members appointed by the Administrator, including—

(i) representatives of industry, including manufacturers of aircraft and aircraft technologies;

(ii) air tour operators or organizations that represent such operators; and

(iii) aviation safety experts with specific knowledge of safety management systems and flight data monitoring programs under part 135 of title 14, Code of Federal Regulations.

(D) DUTIES.—

(i) IN GENERAL.—The Administrator shall direct the aviation rulemaking committee to make findings and submit recommendations regarding each of the matters specified in clauses (i) through (vi) of subparagraph (B).

(ii) CONSIDERATIONS.—In carrying out the duties of the aviation rulemaking committee under clause (i), the Administrator shall direct the aviation rulemaking committee to consider—

(I) recommendations of the National Transportation Safety Board;

(II) recommendations of previous aviation rulemaking committees that reviewed flight data monitoring program requirements for commercial operators under part 135 of title 14, Code of Federal Regulations;

(III) recommendations from industry safety organizations, including the Vertical Aviation Safety Team, the General Aviation Joint Safety Committee, and the United States Helicopter Safety Team;

(IV) scientific data derived from a broad range of flight data recording technologies capable of continuously transmitting and that support a measurable and viable means of assessing data to identify and correct hazardous trends;

(V) appropriate use of data for modifying behavior to prevent accidents;

(VI) the need to accommodate technological advancements in flight data recording technology;

(VII) data gathered from aviation safety reporting programs;

(VIII) appropriate methods to provide effective terrain awareness and warning system protections while mitigating nuisance alerts for aircraft;

(IX) the need to accommodate the diversity of airworthiness standards under part 27 and part 29 of title 14, Code of Federal Regulations;

(X) the need to accommodate diversity of operations and mission sets;

(XI) benefits of third-party data analysis for large and small operations;

(XII) accommodations necessary for small businesses; and

(XIII) other issues, as necessary.

(E) REPORTS AND REGULATIONS.—Not later than 20 months after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report based on the findings of the aviation rulemaking committee.

(3) RULEMAKING REQUIRED.—

(A) NOTICE OF PROPOSED RULEMAKING.—Not later than 1 year after the date the Administrator submits a report under paragraph (2)(E), the Administrator shall issue a notice of proposed rulemaking establishing increasing safety regulations for commercial air tour operators based on the recommendations of the rulemaking committee established under paragraph (2).

(B) CONTENTS.—The notice of proposed rulemaking under subparagraph (A) shall require, at a minimum—

(i) the adoption of pilot training standards that are comparable, as applicable, to the standards under subpart H of part 135 of title 14, Code of Federal Regulations for commercial tour operators;

(ii) the adoption of maintenance standards that are comparable, as applicable, to the standards under subpart J of part 135 of title 14, Code of Federal Regulations for commercial tour operators; and

(iii) that beginning on a date determined appropriate by the Administrator, a helicopter operated by a commercial air tour operator be equipped with an approved flight data monitoring system capable of recording flight performance data.

(C) FINAL RULE.—Not later than 2 years after the issuance of a notice of proposed rulemaking under subparagraph (A), the Administrator shall finalize the rule.

(b) SAFETY REQUIREMENTS FOR SPORT PARACHUTE OPERATIONS.—

(1) AVIATION RULEMAKING COMMITTEE.—The Administrator shall convene an aviation rulemaking committee to review and develop findings and recommendations to increase the safety of sport parachute operations.

(2) CONTENTS.—This aviation rulemaking committee convened under paragraph (1) shall consider, at a minimum—

(A) potential regulatory action governing parachute operations that are conducted in the United States and are subject to the requirements of part 105 of title 14, Code of Federal Regulations, to address—

(i) whether FAA-approved aircraft maintenance and inspection programs that consider, at a minimum, minimum equipment standards informed by recommended maintenance instructions of engine manufacturers, such as service bulletins and service information letters for time between overhauls and component life limits, should be implemented; and

(ii) initial and annual recurrent pilot training and proficiency checks for pilots conducting parachute operations that address, at a minimum, operation- and aircraft-specific weight and balance calculations, preflight inspections, emergency and recovery procedures, and parachutist egress procedures for each type of aircraft flown; and

(B) the revision of guidance material contained in the advisory circular of the FAA titled ''Sport Parachuting'' (AC 105–2E) to include guidance for parachute operations in implementing the FAA-approved aircraft maintenance and inspection program and the pilot training and pilot proficiency checking programs required under any new or revised regulations; and

(C) the revision of guidance materials issued in the order of the FAA titled ''Flight Standards Information Management System'' (FAA Order 8900.1), to include guidance for FAA inspectors who oversee an operation conducted under—

(i) part 91 of title 14, Code of Federal Regulations; and

(ii) an exception specified in section 119.1(e) of title 14, Code of Federal Regulations.

(3) MEMBERSHIP.—The aviation rulemaking committee under paragraph (1) shall consist of members appointed by the Administrator, including—

(A) representatives of industry, including manufacturers of aircraft and aircraft technologies;

(B) parachute operators, or organizations that represent such operators; and

(C) aviation safety experts with specific knowledge of safety management systems and flight data monitoring programs under part 135 and part 105 of title 14, Code of Federal Regulations.

(4) DUTIES.—

(A) IN GENERAL.—The Administrator shall direct the aviation rulemaking committee to make findings and submit recommendations regarding each of the matters specified in subparagraphs (A) through (C) of paragraph (2).

(B) CONSIDERATIONS.—In carrying out its duties under subparagraph (A), the Administrator shall direct the aviation rulemaking committee to consider—

(i) findings and recommendations of the National Transportation Safety Board, as relevant, and specifically such findings and recommendations related to parachute operations, including the June 21, 2019, incident in Mokuleia, Hawaii;

(ii) recommendations of previous aviation rulemaking committees that considered similar issues;

(iii) recommendations from industry safety organizations, including, at a minimum, the United States Parachute Association;

(iv) appropriate use of data for modifying behavior to prevent accidents;

(v) data gathered from aviation safety reporting programs;

(vi) the need to accommodate diversity of operations and mission sets;

(vii) accommodations necessary for small businesses; and

(viii) other issues as necessary.

(5) REPORTS AND REGULATIONS.—

(A) IN GENERAL.—Not later than 36 months after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report based on the findings of the aviation rulemaking committee.

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

(i) any recommendations submitted by the aviation rulemaking committee; and

(ii) any actions the Administrator intends to initiate, if necessary, as a result of such recommendations.

(c) DEFINITIONS.—In this section:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning given such term in section 40102 of title 49, United States Code.

(2) COMMERCIAL AIR TOUR.—The term ''commercial air tour'' has the meaning given such term in section 136.1 of title 14, Code of Federal Regulations.

(3) COMMERCIAL AIR TOUR OPERATOR.—The term ''commercial air tour operator'' has the meaning given such term in section 136.1 of title 14, Code of Federal Regulations.

(4) PARACHUTE OPERATION.—The term ''parachute operation'' has the meaning given such term in section 105.3 of title 14, Code of Federal Regulations (or any successor regulation).

SEC. 364. HAWAII AIR NOISE AND SAFETY TASK FORCE.

(a) PARTICIPATION.—To the extent acceptable to the State of Hawaii, the Administrator shall participate as a technical advisor in the air noise and safety task force established by State legislation in the State of Hawaii.

(b) RULEMAKING.—Not later than 18 months after the date on which the task force described in subsection (a) delivers findings and consensus recommendations to the FAA, the Administrator shall, consistent with maintaining the safety and efficiency of the national airspace system—

(1) issue an intent to proceed with a proposed rulemaking;

(2) take other action sufficient to carry out feasible, consensus recommendations; or

(3) issue a statement determining that no such rule or other action is warranted, including a detailed explanation of the rationale for such determination.

(c) CONSIDERATIONS.—In determining whether to proceed with a proposed rulemaking, guidance, or other action under subsection (b) and, if applicable, in developing the proposed rule, guidance, or carrying out the other action, the Administrator shall consider the findings and consensus recommendations of the task force described in subsection (a).

(d) AUTHORITIES.—In issuing the rule, guidance, or carrying out the other action described in subsection (b), the Administrator may take actions in the State of Hawaii to—

(1) provide commercial air tour operators with preferred routes, times, and minimum altitudes for the purpose of noise reduction,

so long as such recommendations do not negatively impact safety conditions;

(2) provide commercial air tour operators with information regarding quiet aircraft technology; and

(3) establish a method for residents of the State of Hawaii to publicly report noise disruptions due to commercial air tours and for commercial air tour operators to respond to complaints.

(e) RULE OF CONSTRUCTION.—Nothing in this section shall be construed as providing the Administrator with authority to ban commercial air tour flights in the State of Hawaii for the purposes of noise reduction.

(f) DEFINITIONS.—In this section:

(1) COMMERCIAL AIR TOUR.—The term ''commercial air tour'' has the meaning given such term in section 136.1 of title 14, Code of Federal Regulations.

(2) COMMERCIAL AIR TOUR OPERATOR.—The term ''commercial air tour operator'' has the meaning given such term in section 136.1 of title 14, Code of Federal Regulations.

SEC. 365. MODERNIZATION AND IMPROVEMENTS TO AIRCRAFT EVACUATION.

(a) STUDY.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall conduct a study on improvements to the safety and efficiency of evacuation standards for manufacturers and carriers of transport category airplanes, as described in parts 25 and 121 of title 14, Code of Federal Regulations.

(2) CONTENTS.—

(A) REQUIREMENTS.—The study required under paragraph (1) shall include—

(i) a prospective risk analysis, as well as an evaluation of relevant past incidents with respect to evacuation safety and evacuation standards;

(ii) an assessment of the evacuation testing procedures described in section 25.803 of such title 14, as well as recommendations for how to revise such testing procedures to ensure that the testing procedures assess, in a safe manner, the ability of passengers with disabilities, including passengers who use wheelchairs or other mobility assistive devices, to safely and efficiently evacuate an aircraft;

(iii) an assessment of the evacuation demonstration procedures described in such part 121, as well as recommendations for how to improve such demonstration procedures to ensure that the demonstration procedures assess, in a safe manner, the ability of passengers with disabilities, including passengers who use wheelchairs or other mobility assistive devices, to safely and efficiently evacuate an aircraft;

(iv) the research proposed in National Transportation Safety Board Safety Recommendation A–18–009; and

(v) any other analysis determined appropriate by the Administrator.

(B) CONSIDERATIONS.—In conducting the study under paragraph (1), the Administrator shall assess the following:

(i) The ability of passengers of different ages (including infants, children, and senior citizens) to safely and efficiently evacuate a transport category airplane.

(ii) The ability of passengers of different heights and weights to safely and efficiently evacuate a transport category airplane.

(iii) The ability of passengers with disabilities to safely and efficiently evacuate a transport category airplane.

(iv) The ability of passengers who cannot speak, have difficulty speaking, use synthetic speech, or are non-vocal or non-verbal to safely and efficiently evacuate a transport category airplane.

(v) The ability of passengers who do not speak English to safely and efficiently evacuate a transport category airplane.

(vi) The impact of the presence of carry-on luggage and personal items (such as a purse, briefcase, laptop, or backpack) on the ability of passengers to safely and efficiently evacuate a transport category airplane.

(vii) The impact of seat size and passenger seating space and pitch on the ability of passengers to safely and efficiently evacuate a transport category airplane.

(viii) The impact of seats and other obstacles in the pathway to the exit opening from the nearest aisle on the ability of passengers to safely and efficiently evacuate a transport category airplane.

(ix) With respect to aircraft with parallel longitudinal aisles, the impact of seat pods or other seating configurations that block access between such aisles within a cabin on the ability of passengers to safely and efficiently evacuate a transport category airplane.

(x) The impact of passenger load on the ability of passengers to safely and efficiently evacuate a transport category airplane.

(xi) The impact of animals approved to accompany a passenger, including service animals, on the ability of passengers to safely and efficiently evacuate a transport category airplane.

(xii) Whether an applicant for a type certificate (as defined in section 44704(e)(7) of title 49, United States Code) should be required to demonstrate compliance with FAA emergency evacuation regulations (as described in section 25.803 and Appendix J of part 25 of title 14, Code of Federal Regulations) through live testing in any case in which the Administrator determines that the new aircraft design is significant.

(xiii) Any other factor determined appropriate by the Administrator.

(C) DEFINITIONS.—In this paragraph:

(i) PASSENGER LOAD.—The term ''passenger load'' means the number of passengers relative to the number of seats onboard the aircraft.

(ii) PASSENGERS WITH DISABILITIES.—The term ''passengers with disabilities'' means any qualified individual with a disability, as defined in section 382.3 of title 14, Code of Federal Regulations.

(b) AVIATION RULEMAKING COMMITTEE FOR EVACUATION STANDARDS.—

(1) IN GENERAL.—Not later than 180 days after the completion of the study conducted under subsection (a), the Administrator shall establish an aviation rulemaking committee (in this section referred to as the ''Committee'') to—

(A) review the findings of the study; and

(B) develop and submit to the Administrator recommendations regarding improvements to the evacuation standards described in parts 25 and 121 of title 14, Code of Federal Regulations.

(2) COMPOSITION.—The Committee shall consist of members appointed by the Administrator, including the following:

(A) Representatives of industry.

(B) Representatives of aviation labor organizations.

(C) Aviation safety experts with specific knowledge of the evacuation standards and requirements under such parts 25 and 121.

(D) Representatives of individuals with disabilities with specific knowledge of accessibility standards regarding evacuations in emergency circumstances.

(E) Representatives of the senior citizen community.

(F) Representatives of pediatricians.

(3) CONSIDERATIONS.—In reviewing the findings of the study conducted under subsection (a) and developing recommendations regarding the improvement of the evacuation standards under subsection (b)(1)(B), the Committee shall consider the following:

(A) The recommendations made by any prior aviation rulemaking committee regarding the evacuation standards described in such parts 25 and 121.

(B) Scientific data derived from the study conducted under subsection (a).

(C) Any data gathered from aviation safety reporting programs.

(D) The cost-benefit analysis and risk analysis of any recommended standards.

(E) Any other item determined appropriate by the Committee.

(c) REPORT TO CONGRESS.—Not later than 180 days after the date on which the Committee submits to the Administrator the recommendations under subsection (b)(1)(B), the Administrator shall submit to the appropriate committees of Congress a report on—

(1) the findings of the study conducted under subsection (a);

(2) the recommendations of the Committee under subsection (b)(1)(B); and

(3) the Administrator's plan, if any, to implement such recommendations.

(d) RULEMAKING.—Not later than 90 days after submitting to Congress the report under subsection (c), the Administrator shall issue a notice of proposed rulemaking to implement the recommendations of the Committee that the Administrator considers appropriate.

SEC. 366. 25-HOUR COCKPIT VOICE RECORDER.

(a) IN GENERAL.—

(1) COCKPIT VOICE RECORDER FOR NEWLY MANUFACTURED AIRCRAFT.—A covered operator may not operate a covered aircraft manufactured later than the date that is 1 year after the date of enactment of this Act unless such aircraft has a cockpit voice recorder installed that retains the last 25 hours of recorded information using a recorder that meets the standards of Technical Standard Order TSO–C123c, or any later revision.

(2) COCKPIT VOICE RECORDER FOR COVERED AIRCRAFT.—Not later than 6 years after the date of enactment of this Act, a covered operator may not operate a covered aircraft unless such aircraft has a cockpit voice recorder installed that retains the last 25 hours of recorded information using a recorder that meets the standards of Technical Standard Order TSO–C123c, or any later revision.

(b) PROHIBITED USE.—The Administrator or any covered operator may not use a cockpit voice recorder recording for a certificate action, civil penalty, or disciplinary proceedings against a flight crewmember.

(c) RULEMAKING.—Not later than 3 years after the date of enactment of this Act, the Administrator shall—

(1) issue a final rule to update applicable regulations, as necessary, to conform to the requirements of subsection (a)(2); and

(2) issue a rule to update applicable regulations, as necessary, to ensure, to the greatest extent practicable, that any data from a cockpit voice recorder—

(A) is protected from unlawful or unauthorized disclosure to the public;

(B) is used exclusively by a Federal agency or a foreign accident investigative agency for a criminal investigation, aircraft accident, or aircraft incident investigation; and

(C) is not deliberately erased or tampered with following a National Transportation Safety Board reportable event under part 830 of title 49, Code of Federal Regulations, for which civil and criminal penalties may be assessed in accordance with section 1155 of title 49, United States Code, and section 32 of title 18, United States Code.

(d) SAVINGS CLAUSE.—Nothing in this section shall be construed as rescoping, constraining, or otherwise mandating delays to

FAA actions in the notice of proposed rulemaking titled ''25–Hour Cockpit Voice Recorder (CVR) Requirements, New Aircraft Production'', issued on December 4, 2023 (88 Fed. Reg. 84090).

(e) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to affect—

(1) the confidentiality of recording and transcripts under section 1114(c) of title 49, United States Code;

(2) the ban on recording for civil penalty or certificate under section 121.359(h) of title 14, Code of Federal Regulations; or

(3) the prohibition against use of data from flight operational quality assurance programs for enforcement purposes under section 13.401 of title 14, Code of Federal Regulations.

(f) DEFINITIONS.—In this section:

(1) COVERED AIRCRAFT.—The term ''covered aircraft'' means—

(A) an aircraft operated by an air carrier under part 121 of title 14, Code of Federal Regulations; or

(B) a transport category aircraft designed for operations by an air carrier or foreign air carrier type-certificated with a passenger seating capacity of 30 or more or an all-cargo or combi derivative of such an aircraft.

(2) COVERED OPERATOR.—The term ''covered operator'' means the operator of a covered aircraft.

SEC. 367. SENSE OF CONGRESS REGARDING MANDATED CONTENTS OF ONBOARD EMERGENCY MEDICAL KITS.

It is the sense of Congress that—

(1) a regularly scheduled panel of experts should reexamine and provide an updated list of mandated contents of onboard emergency medical kits that is thorough and practical, keeping passenger safety and well-being paramount; and

(2) such panel should consider including on the list of mandated contents of such medical kits, at a minimum, opioid overdose reversal medication.

SEC. 368. PASSENGER AIRCRAFT FIRST AID AND EMERGENCY MEDICAL KIT EQUIPMENT AND TRAINING.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall issue a notice of proposed rulemaking regarding first aid and emergency medical kit equipment and training required for flight crewmembers, as provided in part 121 of title 14, Code of Federal Regulations, applicable to all certificate holders operating passenger aircraft under such part.

(b) CONSIDERATIONS.—In carrying out subsection (a), the Administrator shall consider—

(1) the benefits and costs (including the costs of flight diversions and emergency landings) of requiring any new medications or equipment necessary to be included in approved emergency medical kits;

(2) whether the contents of the emergency medical kits include, at a minimum, appropriate medications and equipment that can practicably be administered to address—

(A) the emergency medical needs of children and pregnant women;

(B) opioid overdose reversal;

(C) anaphylaxis; and

(D) cardiac arrest;

(3) what contents of the emergency medical kits should be readily available, to the extent practicable, for use by flight crews without prior approval by a medical professional.

(c) REGULAR REVIEW.—Not later than 5 years after the issuance of the final rule under subsection (a), and every 5 years thereafter, the Administrator shall evaluate and revise, if appropriate—

(1) the first aid and emergency medical kit equipment and training required for flight crewmembers; and

(2) any required training for flight crewmembers regarding the content, location, and function of such kit.

SEC. 369. INTERNATIONAL AVIATION SAFETY ASSESSMENT PROGRAM.

(a) AVIATION SAFETY OVERSIGHT MEASURES CARRIED OUT BY FOREIGN COUNTRIES.—Chapter 447 of title 49, United States Code, is further amended by adding at the end the following:

''§ 44747. Aviation safety oversight measures carried out by foreign countries

''(a) ASSESSMENT.—

''(1) IN GENERAL.—On a regular basis, the Administrator, in consultation with the Secretary of Transportation and the Secretary of State, shall assess aviation safety oversight measures carried out by any foreign country—

''(A) from which a foreign air carrier is conducting foreign air transportation to and from the United States;

''(B) from which a foreign air carrier seeks to conduct foreign air transportation to and from the United States;

''(C) whose air carriers carry or seek to carry the code of a United States air carrier; or

''(D) as determined appropriate by the Administrator.

''(2) CONSULTATION AND CRITERIA.—In conducting an assessment described in paragraph (1), the Administrator shall—

''(A) consult with the appropriate authorities of the government of the foreign country;

''(B) determine the efficacy with which such foreign country carries out and complies with its aviation safety oversight responsibilities consistent with—

''(i) the Convention on International Civil Aviation (in this section referred to as the 'Chicago Convention');

''(ii) international aviation safety standards; and

''(iii) recommended practices set forth by the International Civil Aviation Organization;

''(C) use a standard approach and methodology that will result in an analysis of the aviation safety oversight activities of such foreign country that are carried out to meet the minimum standards contained in Annexes 1, 6, and 8 to the Chicago Convention in effect on the date of the assessment, or any such successor documents; and

''(D) identify instances of noncompliance pertaining to the aviation safety oversight activities of such foreign country consistent with the Chicago Convention, international aviation safety standards, and recommended practices set forth by the International Civil Aviation Organization.

''(3) FINDINGS OF NONCOMPLIANCE.—In any case in which the assessment described in subsection (a)(1) finds an instance of noncompliance, the Administrator shall—

''(A) notify the foreign country that is the subject of such finding;

''(B) not later than 90 days after transmission of such notification, request and initiate final discussions with the foreign country to recommend actions by which the foreign country can mitigate the noncompliance; and

''(C) after the discussions described in subparagraph (B) have concluded, determine whether or not the noncompliance finding has been corrected;

''(b) UNCORRECTED NON-COMPLIANCE.—If the Administrator finds that such foreign country has not corrected the non-compliance by the close of such final discussions—

''(1) the Administrator shall notify the Secretary of Transportation and the Secretary of State that the condition of noncompliance remains;

''(2) the Administrator, after consulting with informing the Secretary of Transportation and the Secretary of State, shall notify the foreign country of such finding; and

''(3) notwithstanding section 40105(b), the Administrator, after consulting with the appropriate civil aviation authority of such foreign country and notifying the Secretary of Transportation and the Secretary of State, may withhold, revoke, or prescribe conditions on the operating authority of a foreign air carrier that—

''(A) provides or seeks to provide foreign air transportation to and from the United States; or

''(B) carries or seeks to carry the code of an air carrier.

''(c) AUTHORITY.—Notwithstanding subsections (a) and (b), the Administrator retains the ability to take immediate safety oversight actions if the Administrator, in consultation with the Secretary of Transportation and the Secretary of State, as needed, determines that a condition exists that threatens the safety of passengers, aircraft, or crew traveling to or from such foreign country. In this event that the Administrator makes a determination under this subsection, the Administrator shall immediately notify the Secretary of State of such determination so that the Secretary of State may issue a travel advisory with respect to such foreign country.

''(d) PUBLIC NOTIFICATION.—

''(1) IN GENERAL.—In any case in which the Administrator provides notification to a foreign country under subsection (b)(2), the Administrator shall—

''(A) recommend the actions necessary to bring such foreign country into compliance with the international standards contained in the Chicago Convention;

''(B) publish the identity of such foreign country on the website of the Federal Aviation Administration, in the Federal Register, and through other mediums appropriate to provide notice to the public; and

''(C) brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the identity of such foreign country and a summary of any critical safety information resulting from an assessment described in subsection (a)(1).

''(2) COMPLIANCE.—If the Administrator finds that a foreign country subsequently corrects all outstanding noncompliances, the Administrator, after consulting with the appropriate civil aviation authority of such foreign country and notifying the Secretary of Transportation and the Secretary of State, shall take actions as necessary to ensure the updated compliance status is reflected, including in the mediums invoked in paragraph (1)(B).

''(e) ACCURACY OF THE IASA LIST.—A foreign country that does not have foreign air carrier activity, as described in subsection (a)(1), for an extended period of time, as determined by the Administrator, shall be removed for inactivity from the public listings described in subsection (d)(1)(B), after informing the Secretary of Transportation and the Secretary of State.

''(f) CONSISTENCY.—

''(1) IN GENERAL.—The Administration shall use data, tools, and methods that ensure transparency and repeatability of assessments conducted under this section.

''(2) TRAINING.—The Administrator shall ensure that Administration personnel are properly and adequately trained to carry out the assessments set forth in this section, including with respect to the standards, methodology, and material used to make determinations under this section.''.

(b) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this

Act, and annually thereafter through 2028, the Administrator shall submit to the appropriate committees of Congress a report on the assessments conducted under the amendments made by this section, including the results of any corrective actions taken by noncompliant foreign countries.

(c) CLERICAL AMENDMENT.—The analysis for chapter 447 of title 49, United States Code, is further amended by adding at the end the following:

''44747. Aviation safety oversight measures carried out by foreign countries.''.

SEC. 370. WHISTLEBLOWER PROTECTION ENFORCEMENT.

Section 42121(b) of title 49, United States Code, is amended—

(1) in the subsection heading by striking ''DEPARTMENT OF LABOR COMPLAINT PROCEDURE'' and inserting ''DEPARTMENT OF LABOR AND FEDERAL AVIATION ADMINISTRATION COMPLAINT PROCEDURE''; and

(2) by striking paragraph (5) and inserting the following:

''(5) ENFORCEMENT OF ORDER.—Whenever any person has failed to comply with an order issued under paragraph (3), the Secretary of Labor and the Administrator of the Federal Aviation Administration shall consult with each other to determine the most appropriate action to be taken, in which—

''(A) the Secretary of Labor may file a civil action in the United States district court for the district in which the violation was found to occur to enforce such order, for which, in actions brought under this paragraph, the district courts shall have jurisdiction to grant all appropriate relief including, injunctive relief and compensatory damages; and

''(B) the Administrator of the Federal Aviation Administration may assess a civil penalty pursuant to section 46301.''.

SEC. 371. CIVIL PENALTIES FOR WHISTLEBLOWER PROTECTION PROGRAM VIOLATIONS.

Section 46301(d)(2) of title 49, United States Code, is amended by inserting ''section 42121,'' before ''chapter 441''.

SEC. 372. ENHANCED QUALIFICATION PROGRAM FOR RESTRICTED AIRLINE TRANSPORT PILOT CERTIFICATE.

(a) PROGRAM.—

(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Administrator shall establish the requirements for a program to be known as the Enhanced Qualification Program (in this section referred to as the ''Program'') under which—

(A) qualified air carriers are certified by the Administrator to provide enhanced training for eligible pilots seeking to obtain restricted airline transport certificates, either directly by the air carrier or by a certified training institution under part 141 or part 142 of title 14, Code of Federal Regulations, that is under contract with the qualified air carrier; and

(B) qualified instructors and evaluators provide enhanced training to eligible pilots pursuant to the curriculum requirements under paragraph (4).

(2) QUALIFIED INSTRUCTORS AND EVALUATORS.—Under the Program—

(A) all testing and training shall be performed by qualified instructors; and

(B) all evaluations shall be performed by qualified evaluators.

(3) PILOT ASSESSMENT.—Under the Program, the Administrator shall establish guidelines for an assessment that prospective pilots are required to pass in order to participate in the training under the Program. Such assessment shall include an evaluation of the pilot's aptitude, ability, and readiness for operation of transport category aircraft.

(4) PROGRAM CURRICULUM.—Under the Program, the Administrator shall establish requirements for the curriculum to be provided under the Program. Such curriculum shall include—

(A) a nationally standardized, non-air carrier or aircraft-specific training curriculum which shall—

(i) ensure prospective pilots have appropriate knowledge at the commercial pilot certificate, multi-engine rating, and instrument rating level;

(ii) introduce the pilots to concepts associated with air carrier operations;

(iii) meet all requirements for an ATP Certification Training Program under part 61.156 or part 142 of title 14, Code of Federal Regulations; and

(iv) include a course of instruction designed to prepare the prospective pilot to take the ATP Multiengine Airplane Knowledge Test;

(B) an aircraft-specific training curriculum, developed by the air carrier using objectives and learning standards developed by the Administrator, which shall—

(i) only be administered to prospective pilots who have completed the requirements under subparagraph (A);

(ii) resemble a type rating training curriculum that includes aircraft ground and flight training that culminates in—

(I) the completion of a maneuvers evaluation that incorporates elements of a type rating practical test; or

(II) at the discretion of the air carrier, an actual type rating practical test resulting in the issuance of a type rating for the specific aircraft; and

(iii) ensure the prospective pilot has an adequate understanding and working knowledge of transport category aircraft automation and autoflight systems; and

(C) air carrier-specific procedures using objectives and learning standards developed by the Administrator to further expand on the concepts described in subparagraphs (A) and (B), which shall—

(i) only be administered to prospective pilots who have completed requirements under subparagraphs (A) and (B) and an ATP Multiengine Airplane Knowledge Test;

(ii) include instructions on air carrier checklist usage and standard operating procedures; and

(iii) integrate aircraft-specific training in appropriate flight simulation training devices representing the specific aircraft type, including complete crew resource management and scenario-based training.

(5) APPLICATION AND CERTIFICATION.—Under the Program, the Administrator shall establish a process for air carriers to apply for training program certification. Such process shall include a review to ensure that the training provided by the air carrier will meet the requirements of this section, including—

(A) the assessment requirements under paragraph (3);

(B) the curriculum requirements under paragraph (4);

(C) the requirements for qualified instructors under subsection (d)(5); and

(D) the requirements for eligible pilots under subsection (d)(2).

(6) DATA.—Under the Program, the Administrator shall require that each qualified air carrier participating in the Program collect and submit to the Administrator such data from the Program that the Administrator determines is appropriate for the Administrator to provide for oversight of the Program.

(7) REGULAR INSPECTION.—Under the Program, the Administrator shall provide for the regular inspection of qualified air carriers certified under paragraph (5) to ensure that the air carrier continues to meet the requirements under the Program.

(b) REGULATIONS.—The Administrator may issue regulations or guidance as determined necessary to carry out the Program.

(c) CLARIFICATION REGARDING REQUIRED FLIGHT HOURS.—The provisions of this section shall have no effect on the total flight hours required under part 61.159 of title 14, Code of Federal Regulations, to receive an airline transport pilot certificate, or the Administrator's authority under section 217(d) of the Airline Safety and Federal Aviation Administration Extension Act of 2010 (49 U.S.C. 44701 note) (as in effect on the date of enactment of this section).

(d) DEFINITIONS.—In this section:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning given that term in section 40102 of title 49, United States Code.

(2) ELIGIBLE PILOT.—The term ''eligible pilot'' means a pilot that—

(A) has—

(i) graduated from a United States Armed Forces undergraduate pilot training school;

(ii) obtained a degree with an aviation major from an institution of higher education (as defined in part 61.1 of title 14, Code of Federal Regulations) that has been issued a letter of authorization by the Administrator under part 61.169 of such title 14; or

(iii) completed flight and ground training for a commercial pilot certificate in the airplane category and an airplane instrument rating at a certified training institution under part 141 of such title 14;

(B) has a current commercial pilot certificate under part 61.123 of such title 14, with airplane category multi-engine and instrument ratings under part 61.129 of such title 14; and

(C) meets the pilot assessment requirements under subsection (a)(3).

(3) QUALIFIED AIR CARRIER.—The term ''qualified air carrier'' means an air carrier that has been issued a part 119 operating certificate for conducting operations under part 121 of title 14, Code of Federal Regulations.

(4) QUALIFIED EVALUATOR.—The term ''qualified evaluator'' means an individual that meets the requirements for a training center evaluator under part 142.55 of title 14, Code of Federal Regulations, or for check airmen under part 121.411 of such title.

(5) QUALIFIED INSTRUCTOR.—The term ''qualified instructor'' means an individual that—

(A) is qualified in accordance with the minimum training requirements for an ATP Certification Training Program under paragraphs (1) through (3) of part 121.410(b) of title 14, Code of Federal Regulations;

(B) if the instructor is a flight instructor, is qualified in accordance with part 121.410(b)(4) of such title;

(C) if the instructor is administering type rating practical tests, is qualified as an appropriate examiner for such rating;

(D) received training in threat and error management, facilitation, and risk mitigation determined appropriate by the Administrator; and

(E) meets any other requirement determined appropriate by the Administrator.

Subtitle B—Aviation Cybersecurity

SEC. 391. FINDINGS.

Congress finds the following:

(1) Congress has tasked the FAA with responsibility for securing the national airspace system, including the air traffic control system and other air navigation services, civil aircraft, and aeronautical products and articles through safety regulation and oversight. These mandates have included protecting against cyber threats affecting aviation safety or the Administration's provision of safe, secure, and efficient air navigation services and airspace management.

(2) In 2016, Congress passed the FAA Extension, Safety, and Security Act of 2016, pursuant to which the FAA enhanced the cybersecurity of the national airspace system by—

(A) developing a cybersecurity strategic plan;

(B) coordinating with other Federal agencies to identify cyber vulnerabilities;

(C) developing a cyber threat model; and

(D) completing a comprehensive, strategic policy framework to identify and mitigate cybersecurity risks to the air traffic control system.

(3) In 2018, Congress passed the FAA Reauthorization Act of 2018 which—

(A) authorized funding for the construction of FAA facilities dedicated to improving the cybersecurity of the national airspace system;

(B) required the FAA to review and update its comprehensive, strategic policy framework for cybersecurity to assess the degree to which the framework identifies and addresses known cybersecurity risks associated with the aviation system, and evaluate existing short- and long-term objectives for addressing cybersecurity risks to the national airspace system;

(C) created a Chief Technology Officer position within the FAA to be responsible for, among other things, coordinating the implementation, operation, maintenance, and cybersecurity of technology programs relating to the air traffic control system with the aviation industry and other Federal agencies; and

(D) directed the National Academy of Sciences to study the cybersecurity workforce of the FAA in order to develop recommendations to increase the size, quality, and diversity of such workforce.

(4) Congress has declared that the FAA is the primary Federal agency to assess and address the threats posed from cyber incidents relating to FAA-provided air traffic control and air navigation services and the threats posed from cyber incidents relating to civil aircraft, aeronautical products and articles, aviation networks, aviation systems, services, and operations, and the aerospace industry affecting aviation safety or the provision of safe, secure, and efficient air navigation services and airspace management by the Administration.

SEC. 392. AEROSPACE PRODUCT SAFETY.

(a) CYBERSECURITY STANDARDS.—Section 44701(a) of title 49, United States Code, is amended—

(1) in paragraph (1) by inserting ''cybersecurity,'' after ''quality of work,''; and

(2) in paragraph (5)—

(A) by inserting ''cybersecurity and'' after ''standards for''; and

(B) by striking ''procedure'' and inserting ''procedures''.

(b) EXCLUSIVE RULEMAKING AUTHORITY.—Section 44701 of title 49, United States Code, is amended by adding at the end the following:

''(g) EXCLUSIVE RULEMAKING AUTHORITY.—Notwithstanding any other provision of law and except as provided in section 40131, the Administrator, in consultation with the heads of such other agencies as the Administrator determines necessary, shall have exclusive authority to prescribe regulations for purposes of assuring the cybersecurity of civil aircraft, aircraft engines, propellers, and appliances.''.

SEC. 393. FEDERAL AVIATION ADMINISTRATION REGULATIONS, POLICY, AND GUIDANCE.

(a) IN GENERAL.—Chapter 401 of title 49, United States Code, is amended by adding at the end the following:

''§ 40131. National airspace system cyber threat management process

''(a) ESTABLISHMENT.—The Administrator of the Federal Aviation Administration, in consultation with the heads of other agencies as the Administrator determines necessary, shall establish a national airspace system cyber threat management process to protect the national airspace system cyber environment, including the safety, security, and efficiency of air navigation services provided by the Administration.

''(b) ISSUES TO BE ADDRESSED.—In establishing the national airspace system cyber threat management process under subsection (a), the Administrator shall, at a minimum—

''(1) monitor the national airspace system for significant cybersecurity incidents;

''(2) in consultation with appropriate Federal agencies, evaluate the cyber threat landscape for the national airspace system, including updating such evaluation on both annual and threat-based timelines;

''(3) conduct national airspace system cyber incident analyses;

''(4) create a cyber common operating picture for the national airspace system cyber environment;

''(5) coordinate national airspace system significant cyber incident responses with other appropriate Federal agencies;

''(6) track significant cyber incident detection, response, mitigation implementation, recovery, and closure;

''(7) establish a process, or utilize existing processes, to share relevant significant cyber incident data related to the national airspace system;

''(8) facilitate significant cybersecurity reporting, including through the Cybersecurity and Infrastructure Agency; and

''(9) consider any other matter the Administrator determines appropriate.

''(c) DEFINITIONS.—In this section:

''(1) CYBER COMMON OPERATING PICTURE.—The term 'cyber common operating picture' means the correlation of a detected cyber incident or cyber threat in the national airspace system and other operational anomalies to provide a holistic view of potential cause and impact.

''(2) CYBER ENVIRONMENT.—The term 'cyber environment' means the information environment consisting of the interdependent networks of information technology infrastructures and resident data, including the internet, telecommunications networks, computer systems, and embedded processors and controllers.

''(3) CYBER INCIDENT.—The term 'cyber incident' means an action that creates noticeable degradation, disruption, or destruction to the cyber environment and causes a safety or other negative impact on operations of—

''(A) the national airspace system;

''(B) civil aircraft; or

''(C) aeronautical products and articles.

''(4) CYBER THREAT.—The term 'cyber threat' means the threat of an action that, if carried out, would constitute a cyber incident or an electronic attack.

''(5) ELECTRONIC ATTACK.—The term 'electronic attack' means the use of electromagnetic spectrum energy to impede operations in the cyber environment, including through techniques such as jamming or spoofing.

''(6) SIGNIFICANT CYBER INCIDENT.—The term 'significant cyber incident' means a cyber incident, or a group of related cyber incidents, that the Administrator determines is likely to result in demonstrable harm to the national airspace system of the United States.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 401 of title 49, United States Code, is amended by adding at the end the following:

''40131. National airspace system cyber threat management process.''.

SEC. 394. SECURING AIRCRAFT AVIONICS SYSTEMS.

Section 506(a) of the FAA Reauthorization Act of 2018 (49 U.S.C. 44704 note) is amended—

(1) in the matter preceding paragraph (1) by striking ''consider, where appropriate, revising'' and inserting ''revise, as appropriate, existing'';

(2) in paragraph (1) by striking ''and'' at the end;

(3) in paragraph (2) by striking the period at the end and inserting ''; and''; and

(4) by adding at the end the following:

''(3) to establish a process and timeline by which software-based systems and equipment, including aircraft flight critical systems of aircraft operated under part 121 of title 14, Code of Federal Regulations, can be regularly screened to attempt to determine whether the software-based systems and equipment have been compromised by unauthorized external or internal access.''.

SEC. 395. CIVIL AVIATION CYBERSECURITY RULEMAKING COMMITTEE.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall convene an aviation rulemaking committee on civil aircraft cybersecurity to conduct reviews (as segmented under subsection (c)) and develop findings and recommendations on cybersecurity standards for civil aircraft, aircraft ground support information systems, airports, air traffic control mission systems, and aeronautical products and articles.

(b) DUTIES.—The Administrator shall—

(1) for each segmented review conducted by the committee convened under subsection (a), submit to the appropriate committees of Congress a report based on the findings of such review; and

(2) not later than 180 days after the date of submission of a report under paragraph (1) and, in consultation with other agencies as the Administrator determines necessary, for consensus recommendations reached by such aviation rulemaking committee—

(A) undertake a rulemaking, if appropriate, based on such recommendations; and

(B) submit to the appropriate committees of Congress a supplemental report with explanations for each consensus recommendation not addressed, if applicable, by a rulemaking under subparagraph (A).

(c) SEGMENTATION.—In tasking the aviation rulemaking committee with developing findings and recommendations relating to aviation cybersecurity, the Administrator shall direct such committee to segment and sequence work by the topic or subject matter of regulation, including by directing the committee to establish subgroups to consider different topics and subject matters.

(d) COMPOSITION.—The aviation rulemaking committee convened under subsection (a) shall consist of members appointed by the Administrator, including representatives of—

(1) aircraft manufacturers, to include at least 1 manufacturer of transport category aircraft;

(2) air carriers;

(3) unmanned aircraft system stakeholders, including operators, service suppliers, and manufacturers of hardware components and software applications;

(4) manufacturers of powered-lift aircraft;

(5) airports;

(6) original equipment manufacturers of ground and space-based aviation infrastructure;

(7) aviation safety experts with specific knowledge of aircraft cybersecurity; and

(8) a nonprofit which operates 1 or more federally funded research and development

centers with specific knowledge of aviation and cybersecurity.

(e) MEMBER ELIGIBILITY.—Prior to a member's appointment under subsection (c), the Administrator shall establish appropriate requirements related to nondisclosure, background investigations, security clearances, or other screening mechanisms for applicable members of the aviation rulemaking committee who require access to sensitive security information or other protected information relevant to the member's duties on the rulemaking committee. Members shall protect the sensitive security information in accordance with part 1520 of title 49, Code of Federal Regulations.

(f) PROHIBITION ON COMPENSATION.—The members of the aviation rulemaking committee convened under subsection (a) shall not receive pay, allowances, or benefits from the Government by reason of their service on such committee.

(g) CONSIDERATIONS.—The Administrator may direct such committee to consider—

(1) existing aviation cybersecurity standards, regulations, policies, and guidance, including those from other Federal agencies, and the need to harmonize or deconflict proposed and existing standards, regulations, policies, and guidance;

(2) threat- and risk-based security approaches used by the aviation industry, including the assessment of the potential costs and benefits of cybersecurity actions;

(3) data gathered from cybersecurity or safety reporting;

(4) the diversity of operations and systems on aircraft and amongst air carriers;

(5) design approval holder aircraft network security guidance for operators;

(6) FAA services, aviation industry services, and aircraft use of positioning, navigation, and timing data in the context of Executive Order No. 13905, as in effect on the date of enactment of this Act;

(7) updates needed to airworthiness regulations and systems safety assessment methods used to show compliance with airworthiness requirements for design, function, installation, and certification of civil aircraft, aeronautical products and articles, and aircraft networks;

(8) updates needed to air carrier operating and maintenance regulations to ensure continued adherence with processes and procedures established in airworthiness regulations to provide cybersecurity protections for aircraft systems, including for continued airworthiness;

(9) policies and procedures to coordinate with other Federal agencies, including intelligence agencies, and the aviation industry in sharing information and analyses related to cyber threats to civil aircraft information, data, networks, systems, services, operations, and technology and aeronautical products and articles;

(10) the response of the Administrator and aviation industry to, and recovery from, cyber incidents, including by coordinating with other Federal agencies, including intelligence agencies;

(11) processes for members of the aviation industry to voluntarily report to the FAA cyber incidents that may affect aviation safety in a manner that protects trade secrets and confidential business information;

(12) appropriate cybersecurity controls for aircraft networks, aircraft systems, and aeronautical products and articles to protect aviation safety, including airworthiness;

(13) appropriate cybersecurity controls for airports relative to the size and nature of airside operations of such airports to ensure aviation safety;

(14) minimum standards for protecting civil aircraft, aeronautical products and articles, aviation networks, aviation systems, services, and operations from cyber threats and cyber incidents;

(15) international collaboration, where appropriate and consistent with the interests of aviation safety in air commerce and national security, with other civil aviation authorities, international aviation and standards organizations, and any other appropriate entities to protect civil aviation from cyber incidents and cyber threats;

(16) activities of the Administrator under section 506 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44704 note) (as amended by section 394); and

(17) any other matter the Administrator determines appropriate.

(h) DEFINITIONS.—The definitions set forth in section 40131 of title 49, United States Code (as added by this subtitle), shall apply to this section.

SEC. 396. GAO REPORT ON CYBERSECURITY OF COMMERCIAL AVIATION AVIONICS.

(a) IN GENERAL.—The Comptroller General shall conduct a review on the consideration, identification, and inclusion of aircraft cybersecurity into the strategic framework of principles and policies developed pursuant to section 2111 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44903 note).

(b) CONTENTS.—In carrying out the review under subsection (a), the Comptroller General shall assess—

(1) how onboard aircraft cybersecurity risks and vulnerabilities are defined, identified, and accounted for in the comprehensive and strategic framework described in subsection (a), including how the implementation of such framework protects and defends FAA networks and systems to mitigate risks to FAA missions and service delivery;

(2) how onboard aircraft cybersecurity, particularly of aircraft avionics, is considered, incorporated, and prioritized for mitigation in the cybersecurity strategy, including pursuant to the framework described in paragraph (1);

(3) how the Transportation Security Agency and FAA differentiate and manage the roles and responsibilities for the cybersecurity of aircraft and ground systems;

(4) how cybersecurity vulnerabilities of aircraft and ground systems are considered, incorporated, and prioritized for mitigation in the cybersecurity strategy; and

(5) the budgets of the parties responsible for implementing the strategy framework for aviation security, as identified in subsection (a), to satisfy mitigation requirements necessary to secure the aviation ecosystem from onboard cybersecurity vulnerabilities.

(c) REPORT REQUIRED.—Not later than 2 years after the date of the enactment of this Act, the Comptroller General shall submit a report containing the results of the review required by this section to—

(1) the appropriate committees of Congress;

(2) the Committee on Homeland Security of the House of Representatives; and

(3) the Committee on Homeland Security and Governmental Affairs of the Senate.

TITLE IV—AEROSPACE WORKFORCE

SEC. 401. REPEAL OF DUPLICATIVE OR OBSOLETE WORKFORCE PROGRAMS.

(a) REPEAL.—Sections 44510 and 44515 of title 49, United States Code, are repealed.

(b) CLERICAL AMENDMENTS.—The analysis for chapter 445 of title 49, United States Code, is amended by striking the items relating to sections 44510 and 44515.

SEC. 402. CIVIL AIRMEN STATISTICS.

(a) PUBLICATION FREQUENCY.—The Administrator shall publish the study commonly referred to as the ''U.S. Civil Airmen Statistics'' on a monthly basis.

(b) PRESENTATION OF DATA.—The Administrator shall make the data from the study under subsection (a) publicly available on the website of the Administration in a user-friendly, downloadable format.

(c) EXPANDED DATA CRITERIA.—Not later than 1 year after the date of enactment of this Act, the Administrator shall ensure that data sets and tables published as part of the study described in subsection (a) display information relating to the sex of certificate holders in more instances.

(d) HISTORICAL DATA.—Not later than 1 year after the date of enactment of this Act, the Administrator shall make all previously published annual data from the study described in subsection (a) available on the website of the Administration.

SEC. 403. BESSIE COLEMAN WOMEN IN AVIATION ADVISORY COMMITTEE.

(a) ESTABLISHMENT.—Not later than 6 months after the date of enactment of this Act, the Secretary shall establish the Bessie Coleman Women in Aviation Advisory Committee (in this section referred to as the ''Committee'').

(b) PURPOSE.—The Committee shall advise the Secretary and the Administrator on matters and policies related to promoting the recruitment, retention, employment, education, training, career advancement, and well-being of women in the aviation industry and aviation-focused Federal civil service positions.

(c) FORM OF DIRECTIVES.—All activities carried out by the Committee, including special committees, shall be in response to written terms of work from the Secretary or taskings approved by a majority of the voting members of the Committee and may not duplicate the objectives of the Air Carrier Training Aviation Rulemaking Committee.

(d) FUNCTIONS.—In carrying out the directives described in subsection (c), the functions of the Committee are as follows:

(1) Foster industry collaboration in an open and transparent manner by engaging, as prescribed by this section, with representatives of the private sector associated with an entity described in subsection (e)(1)(B).

(2) Make recommendations for strategic objectives, priorities, and policies that would improve the recruitment, retention, training, and career advancement of women in aviation professions.

(3) Evaluate opportunities for the Administration to improve the recruitment and retention of women in the Administration.

(4) Periodically review and update the recommendations directed to the FAA and non-FAA entities produced by the Advisory Board created pursuant to section 612 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) to improve the implementation of such recommendations.

(5) Coordinate with the Office of Civil Rights of the Department of Transportation and the Federal Women's Program of the FAA to ensure directives described in subsection (c) do not duplicate objectives of such office or program.

(e) MEMBERSHIP.—

(1) VOTING MEMBERS.—The Committee shall be composed of the following members:

(A) The Administrator, or the designee of the Administrator.

(B) At least 25 individuals, appointed by the Secretary, representing the following:

(i) Aircraft manufacturers and aerospace companies.

(ii) Public and private aviation labor organizations, including collective bargaining representatives of—

(I) aviation safety inspectors and safety engineers of the FAA;

(II) air traffic controllers;

(III) certified aircraft maintenance technicians; and

(IV) commercial airline crewmembers.
(iii) General aviation operators.
(iv) Air carriers.
(v) Business aviation operators, including powered-lift operators.
(vi) Unmanned aircraft systems operators.
(vii) Aviation safety management experts.
(viii) Aviation maintenance, repair, and overhaul entities.
(ix) Airport owners, operators, and employees.
(x) Institutions of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)), a postsecondary vocational institution (as defined in section 102(c) of the Higher Education Act of 1965 (20 U.S.C. 1002)), or a high school or secondary school (as such terms are defined in section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801)).
(xi) A flight school that provides flight training, as defined in part 61 of title 14, Code of Federal Regulations, or that holds a pilot school certificate under part 141 of title 14, Code of Federal Regulations.
(xii) Aviation maintenance technician schools governed under part 147 of title 14, Code of Federal Regulations.
(xiii) Engineering business associations.
(xiv) Civil Air Patrol.
(xv) Nonprofit organizations within the aviation industry.

(2) NONVOTING MEMBERS.—

(A) IN GENERAL.—In addition to the members appointed under paragraph (1), the Committee shall be composed of not more than 5 nonvoting members appointed by the Secretary from among officers or employees of the FAA, at least 1 of which shall be an employee of the Office of Civil Rights of the FAA.

(B) ADDITIONAL NONVOTING MEMBERS.—The Secretary may invite representatives from the Department of Education and Department of Labor to serve as nonvoting members on the Committee.

(C) DUTIES.—The nonvoting members may—

(i) take part in deliberations of the Committee; and

(ii) provide subject matter expertise with respect to reports and recommendations of the Committee.

(D) LIMITATION.—The nonvoting members may not represent any stakeholder interest other than that of the respective Federal agency of the member.

(3) TERMS.—Each voting member and nonvoting member of the Committee appointed by the Secretary shall be appointed for a term that expires not later than the date on which the authorization of the Committee expires under subsection (k).

(4) COMMITTEE CHARACTERISTICS.—The Committee shall have the following characteristics:

(A) The ability to obtain necessary information from additional experts in the aviation and aerospace communities.

(B) A membership that enables the Committee to have substantive discussions and reach consensus on issues in a timely manner.

(C) Appropriate expertise, including expertise in human resources, human capital management, policy, labor relations, employment training, workforce development, and youth outreach.

(5) DATE.—Not later than 9 months after the date of enactment of this Act, the Secretary shall make the appointments described in this subsection.

(f) CHAIRPERSON.—

(1) IN GENERAL.—The Committee shall select a chairperson from among the voting members of the Committee.

(2) TERM.—The Chairperson shall serve a 2-year term.

(g) MEETINGS.—

(1) FREQUENCY.—The Committee shall meet at least twice each year at the call of the Chairperson or the Secretary.

(2) PUBLIC ATTENDANCE.—The meetings of the Committee shall be open and accessible to the public.

(3) ADMINISTRATIVE SUPPORT.—The Secretary shall furnish the Committee with logistical and administrative support to enable the Committee to perform the duties of the Committee.

(h) SPECIAL COMMITTEES.—

(1) ESTABLISHMENT.—The Committee may establish special committees composed of industry representatives, members of the public, labor representatives, and other relevant parties in complying with the consultation and participation requirements under subsection (d).

(2) APPLICABLE LAW.—Chapter 10 of title 5, United States Code, shall not apply to a special committee established by the Committee.

(i) PERSONNEL MATTERS.—

(1) NO COMPENSATION OF MEMBERS.—

(A) NON-FEDERAL EMPLOYEES.—A member of the Committee who is not an officer or employee of the Government shall serve without compensation.

(B) FEDERAL EMPLOYEES.—A member of the Committee who is an officer or employee of the Federal Government shall serve without compensation in addition to the compensation received for the services of the member as an officer or employee of the Federal Government.

(2) DEATH OR RESIGNATION.—If a member of the Committee dies or resigns during the term of service of such member, the Secretary shall designate a successor for the unexpired term of such member.

(j) REPORTS.—

(1) TASK REPORTS.—The Committee shall submit to the Secretary and the appropriate committees of Congress annual reports detailing the completion of each directive summarizing the—

(A) findings and associated recommendations of the Committee for any legislative and administrative actions the Committee considers appropriate to improve the advancement of women in aviation; and

(B) planned activities of the Committee, as directed by the Secretary or approved by a majority of voting members of the Committee, and proposed terms of work to fulfill each activity.

(2) ADDITIONAL REPORTS.—The Committee may submit to the appropriate committees of Congress, the Secretary, and the Administrator additional reports and recommendations related to education, training, recruitment, retention, and advancement of women in the aviation industry as the Committee determines appropriate.

(k) SUNSET.—The authorization of the Committee shall expire on October 1, 2028.

SEC. 404. FAA ENGAGEMENT AND COLLABORATION WITH HBCUS AND MSIS.

(a) IN GENERAL.—The Administrator—

(1) shall continue—

(A) to partner with and conduct outreach to Historically Black Colleges and Universities and minority serving institutions to promote awareness of educational and career opportunities, including the Educational Partnership Initiative of the FAA, and develop curriculum related to aerospace, aviation, and air traffic control; and

(B) operation of the Minority Serving Institutions Internship Program; and

(2) may—

(A) make internship placements under the Minority Serving Institutions Internship Program available during academic sessions throughout the year; and

(B) extend an internship placement under the Minority Serving Institutions Internship Program for a student beyond a single academic session.

(b) PROGRAM DATA.—In carrying out the Minority Serving Institutions Internship Program, the Administrator shall track data, including annual metrics measuring the following with respect to such Program:

(1) The total number of applicants.

(2) The total number of applicants offered an internship and the total number of applicants who accept an internship.

(3) The line of business in which each intern is placed.

(4) The conversion rate of interns in the Program who are hired as full-time FAA employees.

(c) MINORITY SERVING INSTITUTION DEFINED.—In this section, the term ''minority serving institution'' means an institution described in paragraphs (1) through (7) of section 371(a) of the Higher Education Act of 1965 (20 U.S.C. 1067q(a)).

SEC. 405. AIRMAN KNOWLEDGE TESTING WORKING GROUP.

(a) WORKING GROUP.—Not later than 1 year after the date of enactment of this Act, the Administrator shall task the Aviation Rulemaking Advisory Committee to establish a working group to assess and evaluate the appropriateness of allowing a high school student, upon successful completion of an aviation maintenance curriculum, to take the general written knowledge portion of the mechanic exam described in section 65.75 of title 14, Code of Federal Regulations, at an FAA-approved testing center.

(b) REPORT.—Not later than 18 months after the Aviation Rulemaking Advisory Committee tasks the working group under subsection (a), the working group shall submit to the Administrator a final report with relevant findings and recommendations.

(c) HIGH SCHOOL DEFINED.—In this section, the term ''high school'' has the meaning given such term in section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801).

SEC. 406. AIRMAN CERTIFICATION STANDARDS.

(a) IN GENERAL.—The Administrator shall use the Aviation Rulemaking Advisory Committee Airman Certification System Working Group (in this section referred to as the ''Working Group'') to review airman certification standards and ensure that airman proficiency and knowledge correlates and corresponds to regulations, procedures, equipment, aviation infrastructure, and safety trends at the time of such review.

(b) DUTIES.—In carrying out subsection (a), the Working Group shall—

(1) obtain industry recommendations on maintaining and updating airman certification standards, including guidance documents and airman tests;

(2) ensure tasks carried out by the Working Group are addressed and completed in a timely and efficient manner; and

(3) recommend to the Administrator a means by which the FAA may communicate to industry the process for establishing, updating, and maintaining airman certification standards, including relevant guidance documents, handbooks, and airman test materials.

SEC. 407. AIRMAN'S MEDICAL BILL OF RIGHTS.

(a) IN GENERAL.—

(1) DEVELOPMENT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall develop a document (in this section referred to as the ''Airman's Medical Bill of Rights'') detailing the rights of an individual before, during, and after a medical examination conducted by an Aviation Medical Examiner.

(2) CONTENTS.—The Airman's Medical Bill of Rights required under paragraph (1) shall,

at a minimum, contain information about the right of an individual to—

(A) bring a trusted companion or request to have a chaperone present for a medical examination;

(B) terminate an exam in accordance with guidelines from the Administrator for appropriately terminating such exam;

(C) receive medical examination with respect and recognition of the dignity of the individual;

(D) be assured of privacy and confidentiality;

(E) select an Aviation Medical Examiner of the choice of the individual, as long as the Aviation Medical Examiner has the required designations;

(F) privacy when changing, undressing, and using the restroom;

(G) ask questions about FAA medical standards and the applicability to the current health status of the individual;

(H) report an incident of misconduct by an Aviation Medical Examiner to the appropriate authorities, including to the State licensing board of the Aviation Medical Examiner or the FAA;

(I) report to the Administrator an allegation regarding alleged Aviation Medical Examiner misconduct without fear of retaliation or negative action relating to an airman certificate of the individual; and

(J) be advised of any known conflicts of interest an Aviation Medical Examiner may have with respect to the medical examination of the individual.

(3) PUBLIC AVAILABILITY.—The Airman's Medical Bill of Rights required under paragraph (1) shall be—

(A) made available to, and acknowledged by, an individual in the MedXpress system (or any successor system);

(B) made available in a hard-copy format by an Aviation Medical Examiner at the time of exam upon request by an individual; and

(C) displayed in a common space in the office of the Aviation Medical Examiner.

(b) EXPECTATIONS FOR MEDICAL EXAMINATIONS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall develop a simplified document explaining the standard procedures performed during a medical examination conducted by an Aviation Medical Examiner.

(2) PUBLIC AVAILABILITY.—The document required under paragraph (1) shall be—

(A) made available to, and acknowledged by, an individual in the MedXpress system (or any successor system);

(B) made available in a hard-copy format by an Aviation Medical Examiner at the time of exam upon request by an individual; and

(C) displayed in a common space in the office of the Aviation Medical Examiner.

SEC. 408. IMPROVED DESIGNEE MISCONDUCT REPORTING PROCESS.

(a) IMPROVED DESIGNEE MISCONDUCT REPORTING PROCESS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall establish a streamlined process for individuals involved in incidents of alleged misconduct by a designee to report such incidents in a manner that protects the privacy and confidentiality of such individuals.

(2) PUBLIC ACCESS TO REPORTING PROCESS.—The process for reporting alleged misconduct by a designee shall be made available to the public on the website of the Administration, including—

(A) the designee locator search webpage; and

(B) the webpage of the Office of Audit and Evaluation of the FAA.

(3) OBLIGATION TO REPORT CRIMINAL CHARGES.—Not later than 90 days after the date of enactment of this Act, the Administrator shall revise the orders and policies governing the Designee Management System to clarify that designees are obligated to report any arrest, indictment, or conviction for violation of a local, State, or Federal law within a period of time specified by the Administrator.

(4) AUDIT OF REPORTING PROCESS BY INSPECTOR GENERAL.—

(A) IN GENERAL.—Not later than 3 years after the date on which the Administrator finalizes the update of the reporting process under paragraph (1), the inspector general of the Department of Transportation shall conduct an audit of such reporting process.

(B) CONTENTS.—In conducting the audit of the reporting process described in subparagraph (A), the inspector general shall, at a minimum—

(i) review the efforts of the Administration to improve the reporting process and solutions developed to respond to and investigate allegations of misconduct;

(ii) analyze reports of misconduct brought to the Administrator prior to any changes made to the reporting process as a result of the enactment of this Act, including the ultimate outcomes of those reports and whether any reports resulted in the Administrator taking action against the accused designee;

(iii) determine whether the reporting process results in appropriate action, including reviewing, investigating, and closing out reports; and

(iv) if applicable, make recommendations to improve the reporting process.

(C) REPORT.—Not later than 1 year after the date of initiation of the audit described in subparagraph (A), the inspector general shall submit to the appropriate committees of Congress a report on the results of such audit, including findings and recommendations.

(b) DESIGNEE DEFINED.—In this section, the term ''designee'' means an individual who has been designated to act as a representative of the Administrator as—

(1) an Aviation Medical Examiner (as described in section 183.21 of title 14, Code of Federal Regulations);

(2) a pilot examiner (as described in section 183.23 of such title); or

(3) a technical personnel examiner (as described in section 183.25 of such title).

SEC. 409. REPORT ON SAFE UNIFORM OPTIONS FOR CERTAIN AVIATION EMPLOYEES.

(a) IN GENERAL.—The Administrator shall review whether air carriers operating under part 121 of title 14, Code of Federal Regulations, and repair stations certificated under part 145 of such title have in place uniform policies and uniform offerings that ensure pregnant employees can perform required duties safely.

(b) CONSULTATION.—In conducting the review required under subsection (a), the Administrator shall consult with air carriers and repair stations described in subsection (a) and employees of such air carriers and such stations who are required to adhere to a uniform policy.

(c) BRIEFING.—Not later than 2 years after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the results of the review required under subsection (a).

SEC. 410. HUMAN FACTORS PROFESSIONALS.

The Administrator shall take such actions as may be necessary to establish a new work code for human factors professionals who—

(1) perform work involving the design and testing of technologies, processes, and systems which require effective and safe human performance;

(2) generate and apply theories, principles, practical concepts, systems, and processes related to the design and testing of technologies, systems, and training programs to support and evaluate human performance in work contexts; and

(3) meet education or experience requirements as determined by the Administrator.

SEC. 411. AEROMEDICAL INNOVATION AND MODERNIZATION WORKING GROUP.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish a working group (in this section referred to as the ''working group'') to review the medical processes, policies, and procedures of the Administration and to make recommendations to the Administrator on modernizing such processes, policies, and procedures to ensure timely and efficient certification of airmen.

(b) MEMBERSHIP.—

(1) IN GENERAL.—The working group shall consist of—

(A) 2 co-chairs described in paragraph (2); and

(B) not less than 15 individuals appointed by the Administrator, each of whom shall have knowledge or a background in aerospace medicine, psychiatry, neurology, cardiology, or internal medicine.

(2) CO-CHAIRS.—The working group shall be co-chaired by—

(A) the Federal Air Surgeon of the FAA; and

(B) a member described under paragraph (1)(A) to be selected by members of the working group.

(3) PREFERENCE.—The Administrator, in appointing members pursuant to paragraph (1)(B), shall give preference to—

(A) Aviation Medical Examiners (as described in section 183.21 of title 14, Code of Federal Regulations);

(B) licensed medical physicians;

(C) practitioners holding a pilot certificate; and

(D) individuals having demonstrated research and expertise in aeromedical research or sciences.

(c) ACTIVITIES.—In reviewing the aeromedical decision-making processes, policies, and procedures of the Administration in accordance with subsection (a), the working group, at a minimum, shall—

(1) assess the medical conditions an Aviation Medical Examiner may issue a medical certificate directly to an individual;

(2) determine the appropriateness of the list of such medical conditions as of the date of enactment of this Act;

(3) assess the special issuance process;

(4) determine the appropriateness of whether a renewal of a special issuance can be based on a medical evaluation and treatment plan by the treating medical specialist of the individual pursuant to approval from an Aviation Medical Examiner;

(5) evaluate advancements in technologies to address forms of red-green color blindness and determine whether such technologies may be approved for use by airmen;

(6) review policies and guidance relating to Attention-Deficit Hyperactivity Disorder and Attention Deficit Disorder;

(7) evaluate whether medications used to treat such disorders may be safely prescribed to airmen;

(8) review protocols pertaining to the Human Intervention Motivation Study of the FAA;

(9) review protocols and policies relating to—

(A) neurological disorders; and

(B) cardiovascular conditions to ensure alignment with medical best practices, latest research;

(10) review mental health protocols and medications approved for treating such mental health conditions, including such actions taken resulting from recommendations by the Mental Health and Aviation Medical Clearances Rulemaking Committee;

(11) assess processes and protocols pertaining to recertification of airmen receiving disability insurance post-recovery from the medical condition, injury, or disability that precludes airmen from exercising the privileges of an airman certificate;

(12) assess processes and protocols pertaining to the certification of veterans reporting a disability rating from the Department of Veterans Affairs; and

(13) assess and evaluate the user interface and information-sharing capabilities of any online medical portal administered by the FAA.

(d) AVIATION WORKFORCE MENTAL HEALTH TASK GROUP.—

(1) ESTABLISHMENT.—Not later than 120 days after the working group pursuant to subsection (a) is established, the co-chairs of such working group shall establish an aviation workforce mental health task group (referred to in this subsection as the ''task group'') to oversee, monitor, and evaluate efforts of the Administrator related to supporting the mental health of the aviation workforce.

(2) COMPOSITION.—The co-chairs of such working group shall appoint—

(A) a Chair of the task group; and

(B) members of the task group from among the members of the working group appointed by the Administrator under subsection (b)(1).

(3) DUTIES.—The duties of the task group shall include—

(A) carrying out the activities described in subsection (c)(10);

(B) soliciting feedback from aviation industry professionals or other licensed professionals representing air carrier operations under part 121 and part 135 of title 14, Code of Federal Regulations, and general aviation operations under part 91 of title 14, Code of Federal Regulations;

(C) reviewing and evaluating guidance issued by the International Civil Aviation Organization on aviation workforce mental health;

(D) providing advice, as appropriate, on the implementation of the final recommendations issued by the inspector general of the Department of Transportation in the report titled, ''FAA Conduct Comprehensive Evaluations of Pilots With Mental Health Challenges, but Opportunities Exist to Further Mitigate Safety Risks'', published on July 12, 2023 (AV2023038);

(E) monitoring and evaluating the implementation of recommendations by the Mental Health and Aviation Medical Clearances Rulemaking Committee;

(F) expanding and improving mental health outreach, education, and assistance programs for the aviation workforce; and

(G) reducing the stigma associated with mental healthcare in the aviation workforce.

(4) REPORT.—Not later than 2 years after the date of the establishment of the task group, the task group shall submit to the Secretary and the appropriate committees of Congress a report detailing—

(A) the results of the review under paragraph (3)(A); and

(B) progress on the implementation of recommendations pursuant to subparagraphs (D) and (E) of paragraph (3); and

(C) the activities carried out pursuant to fulfilling the duties described in subparagraphs (F) and (G) of paragraph (3).

(e) SUPPORT.—The Administrator shall seek to enter into 1 or more agreements with the National Academies to support the activities of the working group described in subsection (c).

(f) FINDINGS AND RECOMMENDATIONS.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the working group shall submit to the Administrator and the appropriate committees of Congress a report on the findings and recommendations resulting from the activities carried out under subsection (c).

(g) IMPLEMENTATION.—Not later than 1 year after receiving recommendations outlined in the report under subsection (f), the Administrator may take such action, as appropriate, to implement such recommendations.

(h) SUNSET.—The working group shall terminate on October 1, 2028.

SEC. 412. FRONTLINE MANAGER WORKLOAD STUDY.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall conduct a study on frontline manager workload challenges in air traffic control facilities.

(b) CONSIDERATIONS.—In conducting the study required under subsection (a), the Administrator may—

(1) consider—

(A) workload challenges including—

(i) the tasks expected to be performed by frontline managers, including employee development, management, and counseling;

(ii) the number of supervisory positions of operations requiring watch coverage in each air traffic control facility;

(iii) the complexity of traffic and managerial responsibilities; and

(iv) proficiency and training requirements;

(B) facility type;

(C) facility staffing levels; and

(D) any other factors as the Administrator considers appropriate; and

(2) describe recommendations for updates to the Frontline Manager's Quick Reference Guide that reflect current operational standards.

(c) BRIEFING.—Not later than 3 years after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the results of the study conducted under subsection (a).

SEC. 413. MEDICAL PORTAL MODERNIZATION TASK GROUP.

(a) ESTABLISHMENT.—Not later than 120 days after the working group pursuant to section 411 is established, the co-chairs of such working group shall establish a medical portal modernization task group (in this section referred to as the ''task group'') to evaluate the user interface and information sharing capabilities of an online medical portal administered by the FAA.

(b) COMPOSITION.—The co-chairs of the working group provided for in section 411 shall appoint—

(1) a Chair of the task group; and

(2) members of the task group from among the members of the working group appointed by the Administrator under section 411(b).

(c) ASSESSMENT; RECOMMENDATIONS.—The task group shall, at a minimum, assess and evaluate the capabilities of any such medical portal and provide recommendations to improve the following:

(1) The cybersecurity protections and protocols of any such medical portal, including the secure exchange of health information and records between Aviation Medical Examiners and pilots, or their designee, including the ability for airmen to submit additional information requested by the Administrator.

(2) The status of an airman's medical application and the disclosure of how long an airman can expect to wait for a final determination to be issued by the Administrator.

(3) The disclosure of the name and contact information of the Administrator's representative managing an airman's case so that an Aviation Medical Examiner has a point of contact within the Administration who is familiar with an airman's application.

(d) CONSULTATION.—In carrying out the duties described in subsection (c), the task group may consult with cybersecurity experts and individuals with a knowledge of securing electronic health care transactions.

(e) REPORT.—Not later than 1 year after the date of the establishment of the task group, the task group shall submit to the Administrator and the appropriate committees of Congress a report detailing activities and recommendations of the task group.

(f) IMPLEMENTATION.—Not later than 1 year after receiving the report described in subsection (e), the Administrator may take such action as may be necessary to implement recommendations of the task group to improve any such medical portal.

SEC. 414. STUDY OF HIGH SCHOOL AVIATION MAINTENANCE TRAINING PROGRAMS.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall initiate a study to assess high school aviation maintenance technician programs and identify any barriers for graduates of such programs with respect to—

(1) pursuing post-secondary or vocational academic training at an FAA-approved aviation maintenance technician school; or

(2) obtaining the training and experience necessary to become an FAA-certificated mechanic through on-the-job training or alternative pathways.

(b) CONTENTS.—The study required under subsection (a) shall assess the following:

(1) The number of high school aviation maintenance programs in the United States and the typical career outcomes for graduates of such programs.

(2) The extent to which such programs offer curricula that align with FAA mechanic Airman Certification Standards.

(3) The number of such programs that partner with FAA-approved aviation maintenance technician schools (as described in part 147 of title 14, Code of Federal Regulations).

(4) The level of engagement between the FAA and high school aviation maintenance programs with respect to developing curricula to build the foundational knowledge and skills necessary for a student to attain FAA mechanic certification and associated ratings.

(5) Barriers to accessing the general knowledge test described in section 65.71(a)(3) of title 14, Code of Federal Regulations.

(6) The applicability of all FAA regulations and policies in effect on the day before the date of enactment of this Act as such regulations and policies apply to student enrollees of high school aviation maintenance programs and whether such regulations or policies pose any barriers to students interested in pursuing a career in the field of aviation maintenance.

(c) REPORT.—Not later than 2 years after the completion of the study required under this section, the Comptroller General shall provide to the Administrator and the appropriate committees of Congress a report on the findings of such study, including recommendations for any legislative and administrative actions as the Comptroller General determines appropriate.

SEC. 415. IMPROVED ACCESS TO AIR TRAFFIC CONTROL SIMULATION TRAINING.

(a) IN GENERAL.—The Administrator shall continue making tower simulator systems (in this section referred to as ''TSS'') more accessible to all air traffic controller specialists assigned to an air traffic control tower of the FAA (in this section referred to as an ''ATCT''), regardless of facility assignment.

(b) CLOUD-BASED VISUAL DATABASE AND SOFTWARE SYSTEM.—Not later than 30 months after the date of enactment of this Act, the Administrator shall develop and implement a cloud-based visual database and software system that is compatible with existing and future TSS that, at a minimum, includes—

(1) the unique runway layout, approach paths, and lines of sight of every ATCT; and

(2) specifications that meet all applicable data security requirements.

(c) TSS UPGRADES.—Not later than 2 years after the date of enactment of this Act, the Administrator shall upgrade existing, permanent TSS so that the TSS is, at a minimum, capable of—

(1) securely and quickly downloading data from the cloud-based visual database and software system described in subsection (b); and

(2) running scenarios for each ATCT involving differing levels of air traffic volume and varying complexities, including, aircraft emergencies, rapidly changing weather, issuance of safety alerts, special air traffic procedures for events of national or international significance, and recovering from unforeseen events or losses of separation.

(d) MOBILE TSS.—Not later than 4 years after the date of enactment of this Act, the Administrator shall acquire and implement mobile TSS at each ATCT that is without an existing, permanent TSS so that the mobile TSS is capable of, at a minimum, the capabilities described in paragraphs (1) and (2) of subsection (c).

(e) COLLABORATION.—In carrying out this section, the Administrator may collaborate with the exclusive bargaining representative of air traffic controllers certified under section 7111 of title 5, United States Code.

SEC. 416. AIR TRAFFIC CONTROLLER INSTRUCTOR RECRUITMENT, HIRING, AND RETENTION.

(a) IN GENERAL.—No later than 270 days after the date of enactment of this Act, the Administrator shall initiate a study examining the recruitment, hiring, and retention of air traffic controller instructors and the projected number of instructors needed to maintain the safety of the national airspace system over a 5-year period beginning with fiscal year 2025.

(b) CONTENTS.—The Administrator shall include in the study required under subsection (a) the following:

(1) An examination of projected instructor staffing targets, including the number of on-the-job instructors needed for the instruction and training of Certified Professional Controllers (in this section referred to as ''CPCs'') in training.

(2) An analysis on whether involving additional retired CPCs as instructors, including for classroom training, would produce improvements in air traffic controller instruction and training.

(3) Recommendations on how and where to utilize retired CPCs.

(4) The effect on the ability of active CPCs to carry out on-the-job duties, other than instruction, and any related efficiencies if additional retired CPCs were involved as instructors.

(5) The known vulnerabilities, as categorized by FAA Air Traffic Organization regions, in cases in which the FAA requires CPCs to provide instruction and training to CPCs in training is a significant burden on FAA air traffic controller staffing levels.

(c) DEADLINE.—Not later than 2 years after the date on which the Administrator initiates the study required under subsection (a), the Administrator shall brief the appropriate committees of Congress on the results of the study and any actions that may be taken by the Administrator based on such results.

SEC. 417. ENSURING HIRING OF AIR TRAFFIC CONTROL SPECIALISTS IS BASED ON ASSESSMENT OF JOB-RELEVANT APTITUDES.

(a) REVIEW OF THE AIR TRAFFIC SKILLS ASSESSMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall review and revise, if necessary, the Air Traffic Skills Assessment (in this section referred to as the ''AT–SA'') administered to air traffic controller applicants described in clauses (ii) and (iii) of section 44506(f)(1)(B) of title 49, United States Code, in accordance with the following requirements, the Administrator shall:

(1) Evaluate all questions on the AT–SA and determine whether a peer-reviewed job analysis that ensures all questions test job-relevant aptitudes would result in improvements in the air traffic control specialist workforce training and hiring process.

(2) Assess the assumptions and methodologies used to develop the AT–SA, the job-relevant aptitudes measured, and the scoring process for the assessment.

(3) Assess whether any other revisions to the AT–SA are necessary to enhance the air traffic control specialist workforce training and hiring process.

(b) DOT INSPECTOR GENERAL REPORT.—Not later than 180 days after the completion of the review and any necessary revision of the AT–SA required under subsection (a), the inspector general of the Department of Transportation shall submit to the Administrator, the appropriate committees of Congress, and, upon request, to any member of Congress, a report that assesses the AT–SA and any applicable revisions, a description of any associated actions taken by the Administrator, and any other recommendations to address the results of the report.

SEC. 418. PILOT PROGRAM TO PROVIDE VETERANS WITH PILOT TRAINING SERVICES.

(a) IN GENERAL.—The Secretary, in consultation with the Secretary of Education and the Secretary of Veterans Affairs, shall establish a pilot program to provide grants to eligible entities to provide pilot training activities and related education to support a pathway for veterans to become commercial aviators.

(b) ELIGIBLE ENTITY.—In this section, the term ''eligible entity'' means a pilot school or provisional pilot school that—

(1) holds an Air Agency Certificate under part 141 of title 14, Code of Federal Regulations; and

(2) has an established employment pathway with at least 1 air carrier operating under part 121 or 135 of title 14, Code of Federal Regulations.

(c) PRIORITY APPLICATION.—In selecting eligible entities under this section, the Secretary shall prioritize eligible entities that meet the following criteria:

(1) An eligible entity accredited (as defined in section 61.1 of title 14, Code of Federal Regulations) by an accrediting agency recognized by the Secretary of Education.

(2) An eligible entity that holds a letter of authorization issued in accordance with section 61.169 of title 14, Code of Federal Regulations.

(d) USE OF FUNDS.—Amounts from a grant received by an eligible entity under the pilot program established under subsection (a) shall be used for the following:

(1) Administrative costs related to implementation of the program described in subsection (a) not to exceed 5 percent of the amount awarded.

(2) To provide guidance and pilot training services, including tuition and flight training fees for veterans enrolled with an eligible entity, to support such veterans in obtaining any of the following pilot certificates and ratings:

(A) Private pilot certificate with airplane single-engine or multi-engine ratings.

(B) Instrument rating.

(C) Commercial pilot certificate with airplane single-engine or multi-engine ratings.

(D) Multi-engine rating.

(E) Certificated flight instructor single-engine certificate, if applicable to the degree sought.

(F) Certificated flight instructor multi-engine certificate, if applicable to the degree sought.

(G) Certificated flight instructor instrument certificate, if applicable to the degree sought.

(3) To provide educational materials, training materials, and equipment to support pilot training activities and related education for veterans enrolled with the eligible entity.

(4) To provide periodic reports to the Secretary on use of the grant funds, including documentation of training completion of the certificates and ratings described in subparagraphs (A) through (G) of paragraph (2).

(e) AWARD AMOUNT LIMIT.—An award granted to an eligible entity shall not exceed more than $750,000 in any given fiscal year.

(f) APPROPRIATIONS.—To carry out this section, there is authorized to be appropriated $5,000,000 for each of fiscal years 2025 through 2028.

SEC. 419. PROVIDING NON-FEDERAL WEATHER OBSERVER TRAINING TO AIRPORT PERSONNEL.

The Administrator may take such actions as are necessary to provide training that is easily accessible and streamlined for airport personnel to become certified as non-Federal weather observers so that such personnel can manually provide weather observations in any case in which automated surface observing systems and automated weather observing systems experience outages and errors to ensure operational safety at airports.

SEC. 420. PROHIBITION OF REMOTE DISPATCHING.

(a) AMENDMENTS TO PROHIBITION.—

(1) IN GENERAL.—Section 44711(a) of title 49, United States Code, is amended—

(A) in paragraph (9) by striking ''or'' after the semicolon;

(B) by redesignating paragraph (10) as paragraph (11); and

(C) by inserting after paragraph (9) the following:

''(10) work as an aircraft dispatcher outside of a physical location designated as a dispatching center or flight following center of an air carrier, except as provided under section 44747; or''.

(2) REGULATIONS.—Not later than 1 year after the date of enactment of this Act, the Administrator shall issue regulations requiring persons to comply with section 44711(a)(10) of title 49, United States Code (as added by paragraph (1)).

(b) AIRCRAFT DISPATCHING.—

(1) IN GENERAL.—Chapter 447 of title 49, United States Code, is further amended by adding at the end the following:

''§ 44748. Aircraft dispatching

''(a) AIRCRAFT DISPATCHING CERTIFICATE.—No person may serve as an aircraft dispatcher for an air carrier unless such person holds the appropriate aircraft dispatcher certificate issued by the Administrator of the Federal Aviation Administration.

''(b) PROOF OF CERTIFICATION.—Upon the request of the Administrator or an authorized representative of the National Transportation Safety Board, or other appropriate Federal agency, a person who holds such a certificate, and is performing dispatching, shall present the certificate for inspection.

''(c) DISPATCH CENTERS AND FLIGHT FOLLOWING CENTERS.—

''(1) ESTABLISHMENT.—Each air carrier shall establish and maintain sufficient dispatch centers and flight following centers necessary to maintain operational control of each flight of the air carrier at all times.

''(2) REQUIREMENTS.—An air carrier shall ensure that each dispatch center and flight following center of the air carrier—

''(A) has a sufficient number of aircraft dispatchers on duty at the dispatch center or flight following center to ensure proper operational control of each flight of the air carrier at all times;

''(B) has the necessary equipment, in good repair, to maintain proper operational control of each flight of the air carrier at all times; and

''(C) includes the presence of physical security and cybersecurity protections to prevent unauthorized access to the dispatch center or flight following center or to the operations of either such center.

''(d) PROHIBITION.—

''(1) IN GENERAL.—Except as provided in paragraph (2), an air carrier may not dispatch aircraft from any location other than the dispatch center or flight following center of the air carrier.

''(2) EMERGENCY AUTHORITY.—In the event of an emergency or other event that renders a dispatch center or a flight following center inoperable, an air carrier may dispatch aircraft from a location other than the dispatch center or flight following center of the air carrier for a period of time not to exceed 14 consecutive days per location without approval of the Administrator.''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 447 of such title is further amended by adding at the end the following:

''44748. Aircraft dispatching.''.

SEC. 421. CREWMEMBER PUMPING GUIDANCE.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall issue guidance to part 121 air carriers relating to the expression of milk by crewmembers on an aircraft during noncritical phases of flight, consistent with the performance of the crewmember's duties aboard the aircraft. The guidance shall be equally applicable to any lactating crewmember. In developing the guidance, the Administrator shall—

(1) consider multiple methods of expressing breast milk that could be used by crewmembers, including the use of wearable lactation technology; and

(2) ensure the guidance will not require an air carrier or foreign air carrier to incur significant expense, such as through—

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

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

(C) modification or retrofitting of an aircraft.

(b) DEFINITIONS.—In this section:

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

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

(3) PART 121.—The term ''part 121'' means part 121 of title 14, Code of Federal Regulations.

(c) AVIATION SAFETY.—Nothing in this section shall limit the authority of the Administrator relating to aviation safety under subtitle VII of title 49, United States Code.

SEC. 422. GAO STUDY AND REPORT ON EXTENT AND EFFECTS OF COMMERCIAL AVIATION PILOT SHORTAGE ON REGIONAL/COMMUTER CARRIERS.

(a) STUDY.—The Comptroller General shall conduct a study to identify the extent and effects of the commercial aviation pilot shortage on regional/commuter carriers (as such term is defined in section 41719(d) of title 49, United States Code).

(b) REPORT.—Not later than 12 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report containing the results of the study conducted under subsection (a), including recommendations for such legislation and administrative action as the Comptroller General determines appropriate.

SEC. 423. REPORT ON IMPLEMENTATION OF RECOMMENDATIONS OF FEDERAL AVIATION ADMINISTRATION YOUTH ACCESS TO AMERICAN JOBS IN AVIATION TASK FORCE.

Not later than 2 years after the date of enactment of this Act, the Secretary, acting through the Administrator, shall submit to the appropriate committees of Congress a report on the implementation of the following recommendations of the Youth Access to American Jobs in Aviation Task Force of the FAA established under section 602 of the FAA Reauthorization Act of 2018 (Public Law 115–254):

(1) Improve information access about careers in aviation and aerospace.

(2) Collaboration across regions of the FAA on outreach and workforce development programs.

(3) Increase opportunities for mentoring, pre-apprenticeships, and apprenticeships in aviation.

SEC. 424. SENSE OF CONGRESS ON IMPROVING UNMANNED AIRCRAFT SYSTEM STAFFING AT FAA.

It is the sense of Congress that the Administrator should leverage the Unmanned Aircraft System Collegiate Training Initiative to address any staffing challenges and skills gaps within the FAA to support efforts to facilitate the safe integration of unmanned aircraft systems and other new airspace entrants into the national airspace system.

SEC. 425. JOINT AVIATION EMPLOYMENT TRAINING WORKING GROUP.

(a) ESTABLISHMENT.—Not later than 120 days after the date of enactment of this Act, the Secretary shall establish an interagency working group (in this section referred to as the ''working group'') to advise the Secretary and the Secretary of Defense on matters and policies related to increasing awareness of the eligibility, training, and experience requirements needed to become an FAA-certified or a military-covered aviation professional in order to improve career transitions between the military and civilian workforces.

(b) MEMBERSHIP.—

(1) IN GENERAL.—The working group shall consist of—

(A) 2 co-chairs described in paragraph (2);

(B) not less than 6 representatives of the FAA, to be appointed by the co-chair described in paragraph (2)(A); and

(C) not less than 1 representative of each component of the armed forces (as such term is defined in section 101 of title 10, United States Code), to be appointed by the co-chair described in paragraph (2)(B).

(2) CO-CHAIRS.—The working group shall be co-chaired by—

(A) a representative of the Department of Transportation, to be appointed by the Secretary; and

(B) a representative of the Department of Defense, to be appointed by the Secretary of Defense.

(c) ACTIVITIES.—The working group shall—

(1) evaluate and compare all eligibility, training, and experience requirements for individuals interested in becoming FAA-certified, or serving in the armed forces, as covered aviation professionals, including agency policies, guidance, and orders affecting covered aviation professionals;

(2) identify challenges that inhibit recruitment, training, and retention within the respective workforces of such professionals;

(3) assess methods to improve outreach, engagement, and awareness of eligibility, training, and experience requirements needed to enter careers of covered aviation professionals;

(4) consult with representatives from nonprofit organizations supporting veterans and representatives from aviation industry organizations representing covered aviation professionals in the development of recommendations required pursuant to subsection (d)(2)(B); and

(5) identify opportunities for increased interagency information sharing across workforces on matters related to certification pathways, including knowledge testing, affecting covered aviation professionals.

(d) INITIAL REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 1 year after the date on which the Secretary establishes the working group, the working group shall submit to the covered committees of Congress an initial report on the activities of the working group.

(2) CONTENTS.—The report required under paragraph (1) shall include—

(A) a detailed description of the findings of the working group pursuant to the activities required under subsection (c), including feedback offered by representatives described in subsection (c)(4); and

(B) recommendations for regulatory, policy, or legislative action to improve awareness of the eligibility, training, and experience requirements needed to become FAA-certified or military-covered aviation professionals across the civilian and military workforces.

(e) ANNUAL REPORTING.—Not later than 1 year after the date on which the working group submits the initial report under subsection (d), and annually thereafter, the working group shall submit to the covered committees of Congress a report—

(1) describing the continued activities of the working group;

(2) describing any progress made by the Secretary or Secretary of Defense in implementing the recommendations described in subsection (d)(2)(B); and

(3) containing any other recommendations the working group may have with respect to efforts to improve the employment and training of covered aviation professionals in the civilian and military workforces.

(f) SUNSET.—The working group shall terminate on the date that is 4 years after the date on which the working group submits the initial report to Congress pursuant to subsection (d).

(g) DEFINITIONS.—In this section:

(1) COVERED COMMITTEES OF CONGRESS.—The term ''covered committees of Congress'' means—

(A) the Committee on Armed Services of the House of Representatives;

(B) the Committee on Armed Services of the Senate;

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

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

(2) COVERED AVIATION PROFESSIONAL.—The term ''covered aviation professional'' means—

(A) an airman;

(B) an aircraft maintenance and repair technician;

(C) an air traffic controller; and

(D) any other aviation-related professional that has comparable tasks and duties across

the civilian and military workforces, as determined jointly by the co-chairs of the working group.

SEC. 426. MILITARY AVIATION MAINTENANCE TECHNICIANS RULE.

(a) STREAMLINED CERTIFICATION FOR ELIGIBLE MILITARY MAINTENANCE TECHNICIANS.—

(1) RULEMAKING.—Not later than 18 months after the date of enactment of this Act, the Administrator shall issue a notice of proposed rulemaking to revise part 65 of title 14, Code of Federal Regulations, to—

(A) create a military mechanic written competency test that addresses gaps between military and civilian experience; and

(B) develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate with airframe or powerplant ratings.

(2) CONSIDERATION.—In carrying out paragraph (1), the Administrator shall evaluate and consider—

(A) whether to allow a certificate of eligibility from the Joint Services Aviation Maintenance Technician Certification Council (in this section referred to as the ''JSAMTCC'') evidencing completion of a training curriculum for any rating sought to serve as a substitute to fulfill the requirement under such part 65 for oral and practical tests administered by a designated mechanic examiner for eligible military maintenance technicians;

(B) aeronautical knowledge subject areas contained in the Aviation Mechanic General, Airframe, and Powerplant Airman Certification Standards as described in section 65.75 of title 14, Code of Federal Regulations, as appropriate, to the rating sought; and

(C) any applicable recommendations by the Aviation Rulemaking Advisory Committee Airman Certification System Working Group.

(b) EXPANSION OF TESTING LOCATIONS.—Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with the Secretary of Defense and the Secretary of Homeland Security, shall determine—

(1) whether an expansion of the number of active testing locations operated within military installation testing centers would increase access to testing; and

(2) how to implement such expansion, if appropriate.

(c) OUTREACH AND AWARENESS.—Not later than 1 year after the date of enactment of this Act, the Administrator, in coordination with the Secretary of Defense, the Secretary of Veterans Affairs, and the Secretary of Homeland Security, shall develop a plan to increase outreach and awareness regarding services made available by the JSAMTCC and how such services can assist in facilitating the transition between military and civilian aviation maintenance careers.

(d) BRIEFINGS.—

(1) INITIAL BRIEFING.—Not later than 180 days after the date on which the Administrator develops the outreach and awareness plan pursuant to subsection (c), the Administrator shall provide to the Committee on Commerce, Science, and Transportation and the Committee on Veterans' Affairs of the Senate and the Committee on Transportation and Infrastructure and the Committee on Veterans' Affairs of the House of Representatives a briefing on the activities planned to implement the outreach and awareness plan.

(2) PERIODIC BRIEFING.—Not later than 2 years after the date of enactment of this Act, and 2 years thereafter, the Administrator shall provide to the Committee on Commerce, Science, and Transportation and the Committee on Veterans' Affairs of the Senate and the Committee on Transportation and Infrastructure and the Committee on Veterans' Affairs of the House of Representatives a briefing on any rulemaking activities carried out pursuant to subsection (a), including a timeline for the issuance of a final rule.

(e) ELIGIBLE MILITARY MAINTENANCE TECHNICIAN DEFINED.—For purposes of this section, the term ''eligible military maintenance technician'' means an individual who—

(1) has been a maintenance technician during service in the armed forces who was honorably discharged or has retired from the armed forces (as defined in section 101 of title 10, United States Code);

(2) presents an official record of service in the armed forces confirming that the individual has been a military aviation maintenance technician, holding an appropriate Military Occupational Specialty Code, as determined by the Administrator, in coordination with the Secretary of Defense; and

(3) presents documentary evidence of experience in accordance with the requirements under section 65.77 of title 14, Code of Federal Regulations.

SEC. 427. CREWMEMBER SELF-DEFENSE TRAINING.

Section 44918 of title 49, United States Code, is amended—

(1) in subsection (a) by—

(A) in paragraph (1) by inserting ''and unruly passenger behavior'' before the period at the end;

(B) in paragraph (2)—

(i) by striking subparagraph (A) and inserting the following:

''(A) Recognize suspicious behavior and activities and determine the seriousness of any occurrence of such behavior and activities.'';

(ii) by striking subparagraph (H) and inserting the following:

''(H) De-escalation training based on recommendations issued by the Air Carrier Training Aviation Rulemaking Committee.'';

(iii) by redesignating subparagraphs (I) and (J) as subparagraphs (J) and (K), respectively; and

(iv) by inserting after subparagraph (H) the following:

''(I) Methods to subdue and restrain an active attacker.'';

(C) by striking paragraph (4) and inserting the following:

''(4) MINIMUM STANDARDS.—Not later than 180 days after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator of the Transportation Security Administration, in consultation with the Federal Air Marshal Service and the Aviation Security Advisory Committee, shall establish minimum standards for—

''(A) the training provided under this subsection and any for recurrent training; and

''(B) the individuals or entities providing such training.''; and

(D) in paragraph (6)—

(i) in the first sentence—

(I) by inserting ''and the Federal Air Marshal Service'' after ''consultation with the Administrator'';

(II) by striking ''and periodically shall'' and inserting ''and shall periodically''; and

(III) by inserting ''based on changes in the potential or actual threat conditions'' before the period at the end; and

(ii) in the third sentence by inserting '', including self-defense training expertise and experience'' before the period at the end; and

(2) in subsection (b)—

(A) in paragraph (4) by striking ''Neither'' and inserting ''Except as provided in paragraph (8), neither''; and

(B) by adding at the end the following:

''(8) AIR CARRIER ACCOMMODATION.—An air carrier with a crew member participating in the training program under this subsection shall provide a process through which each such crew member may obtain reasonable accommodations.''.

SEC. 428. DIRECT-HIRE AUTHORITY UTILIZATION.

(a) IN GENERAL.—The Administrator shall utilize direct hire authorities (as such authorities existed on the day before the date of enactment of this Act) to hire individuals on a non-competitive basis for positions related to aircraft certification and aviation safety. In utilizing such authorities, the Administrator shall take into consideration any staffing gaps in the safety workforce of the FAA, including in positions supporting the safe integration of unmanned aircraft systems and other new airspace entrants.

(b) CONGRESSIONAL BRIEFING.—Not later than 180 days after the date of enactment of this Act, and annually thereafter through 2028, the Administrator shall brief the appropriate committees of Congress on the—

(1) utilization of the Administrator's direct-hire authorities described in subsection (a);

(2) utilization of the Administrator's direct-hire authorities with respect to the Unmanned Aircraft System Collegiate Training Initiative of the FAA; and

(3) number of employees hired as a result of the utilization of such authorities by the Administrator, the relevant lines of business or offices in which such employees were hired, and the occupational series of the positions filled.

SEC. 429. FAA WORKFORCE REVIEW AUDIT.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of any FAA workforce plans completed during the 5 fiscal years preceding the fiscal year in which such audit is initiated related to occupations the agency relies on to accomplish its aviation safety mission.

(b) CONTENTS.—In conducting the audit under subsection (a), the inspector general shall—

(1) identify whether any safety-critical positions have not been reviewed within the period specified in subsection (a);

(2) assess staffing levels and workforce retention trends relating to safety-critical occupations within all offices of the FAA that support such services;

(3) review FAA workforce gaps in safety-critical and senior positions, including the average vacancy period of such positions during the most recent fiscal year in the period specified in subsection (a);

(4) evaluate any applicable assessments of the historic workload of safety-critical positions and changes in workload demands over time;

(5) analyze any applicable assessments of critical competencies and skills gaps among safety-critical positions conducted by the FAA and any relevant agency actions in response;

(6) review whether existing FAA workforce development programs are producing intended results, especially in rural communities, such as increased recruitment and retention of agency personnel; and

(7) review opportunities (as such opportunities exist on the date of enactment of this Act) for employees of the FAA to gain or enhance expertise, knowledge, skills, and abilities through cooperative training with appropriate aerospace companies and organizations, including—

(A) assessing the appropriateness of existing cooperative training programs and any conflicts of interest or the appearance of such conflicts with FAA policies and obligations relating to FAA employee interactions with aviation industry;

(B) identifying a means by which to leverage such programs to support credentialing

and recurrent training activities for FAA employees, as appropriate;

(C) assessing the policies and procedures the FAA has established to avoid both conflicts of interest and the appearance of such conflicts for employees participating in such opportunities, which may include requirements under—

(i) chapter 131 of title 5, United States Code;

(ii) chapter 11 of title 18, United States Code;

(iii) subchapter B of chapter XVI of title 5, Code of Federal Regulations; and

(iv) sections 2635.101 and 2635.502 of title 5, Code of Federal Regulations; and

(D) evaluating whether the conflict of interest policies and procedures of the FAA for such opportunities provide for the appropriate means by which employees return to work at the FAA after having engaged in such opportunities.

(c) INSPECTOR GENERAL REPORT.—Not later than 1 year after the date of enactment of this Act, the inspector general shall submit to the Administrator and the appropriate committees of Congress—

(1) a report on the results of the audit conducted under subsection (a); and

(2) recommendations for such legislative and administrative action as the inspector general determines appropriate.

SEC. 430. STAFFING MODEL FOR AVIATION SAFETY INSPECTORS.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall review and, as necessary, revise the staffing model for aviation safety inspectors.

(b) REQUIREMENTS.—

(1) CONSIDERATION OF PRIOR STUDIES AND REPORTS.—In reviewing and revising the model, the Administrator shall take into consideration the contents and recommendations contained in the following:

(A) The 2006 report released by the National Research Council titled ''Staffing Standards for Aviation Safety Inspectors''.

(B) The 2007 study released by the National Academy of Sciences titled ''Staffing Standards for Aviation Safety Inspectors''.

(C) The 2013 report released by Grant Thornton LLP, titled ''ASTARS Gap Analysis Study: Comparison of the AVS Staffing Model for Aviation Safety Inspectors to the National Academy of Sciences' Recommendations Final Report''.

(D) The 2021 report released by the inspector general of the Department of Transportation titled ''FAA Can Increase Its Inspector Staffing Model's Effectiveness by Implementing System Improvements and Maximizing Its Capabilities''.

(E) The FAA Fiscal Year 2023 Aviation Safety Workforce Plan conducted to satisfy the requirements of section 104 of the Aircraft Certification, Safety, and Accountability Act, as enacted in the Consolidated Appropriations Act, 2021 (49 U.S.C. 44701 note).

(2) ASSESSMENTS.—In carrying out this section, the Administrator shall assess the following:

(A) Projected staffing needs at the service and office level.

(B) Forecasted attrition of the aviation safety inspector workforce.

(C) Forecasted workload of aviation safety inspectors, including responsibilities associated with overseeing aviation manufacturers and new airspace entrants.

(D) Means by which field managers use the model to assess aviation safety inspector staffing and provide feedback on resources needed at the office level.

(E) Work performed by aviation safety inspectors in comparison to designees acting on behalf of the Administrator.

(F) Any associated performance metrics to inform periodic comparisons to actual aviation safety inspector staffing level results.

(3) CONSULTATION.—In carrying out this section, the Administrator shall consult with interested persons, including the exclusive collective bargaining representative for aviation safety inspectors certified under section 7111 of title 5, United States Code.

SEC. 431. SAFETY-CRITICAL STAFFING.

(a) IMPLEMENTATION OF STAFFING STANDARDS FOR SAFETY INSPECTORS.—Upon completion of the revised staffing model for aviation safety inspectors under section 430, and validation of the model by the Administrator, the Administrator shall take all appropriate actions in response to the number of aviation safety inspectors, aviation safety technicians, and operation support positions that are identified in such model to meet the responsibilities of the Flight Standards Service and Aircraft Certification Service, including potentially increasing the number of safety critical positions in the Flight Standards Service and Aircraft Certification Service each fiscal year, as appropriate, so long as such staffing increases are measured relative to the number of individuals serving in safety-critical positions as of September 30, 2023.

(b) AVAILABILITY OF APPROPRIATIONS.—Any increase in safety critical staffing pursuant to this subsection shall be subject to the availability of appropriations.

(c) SAFETY-CRITICAL POSITIONS DEFINED.—In this section, the term ''safety-critical positions'' means—

(1) aviation safety inspectors, aviation safety specialists (1801 job series), aviation safety technicians, and operations support positions in the Flight Standards Service; and

(2) manufacturing safety inspectors, pilots, engineers, Chief Scientist Technical Advisors, aviation safety specialists (1801 job series), safety technical specialists, and operational support positions in the Aircraft Certification Service.

SEC. 432. DETERRING CREWMEMBER INTERFERENCE.

(a) TASK FORCE.—

(1) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Administrator shall convene a task force to develop voluntary standards and best practices relating to suspected violations of sections 46318, 46503, and 46504 of title 49, United States Code, including—

(A) proper and consistent incident documentation and reporting techniques;

(B) best practices for flight crew and cabin crew response, including de-escalation;

(C) improved coordination between stakeholders, including flight crew and cabin crew, airport staff, other Federal agencies as appropriate, and law enforcement; and

(D) appropriate enforcement actions.

(2) MEMBERSHIP.—The task force convened under paragraph (1) shall be comprised of representatives of—

(A) air carriers;

(B) airport sponsors and airport law enforcement agencies;

(C) other Federal agencies determined necessary by the Administrator;

(D) labor organizations representing air carrier pilots;

(E) labor organizations representing flight attendants; and

(F) labor organizations representing ticketing, check-in, or other customer service representatives employed by air carriers.

(b) ANNOUNCEMENTS.—Not later than 90 days after the date of enactment of this Act, the Administrator shall initiate such actions as may be necessary to include in the briefing of passengers before takeoff required under section 121.571 of title 14, Code of Federal Regulations, a statement informing passengers that it is against Federal law to assault or threaten to assault any individual on an aircraft or interfere with the duties of a crewmember.

(c) DEFINITIONS.—For purposes of this section, the definitions in section 40102(a) of title 49, United States Code, shall apply to terms in this section.

SEC. 433. USE OF BIOGRAPHICAL ASSESSMENTS.

Section 44506(f)(2)(A) of title 49, United States Code, is amended by striking ''paragraph (1)(B)(ii)'' and inserting ''paragraph (1)(B)''.

SEC. 434. EMPLOYEE ASSAULT PREVENTION AND RESPONSE PLAN STANDARDS AND BEST PRACTICES.

(a) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) each air carrier operating under part 121 of title 14, Code of Federal Regulations, shall submit to the Administrator an Employee Assault Prevention and Response Plan pursuant to section 551 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44903 note);

(2) each such air carrier should have in place and deploy an Employee Assault Prevention and Response Plan to facilitate appropriate protocols, standards, and training to equip employees with best practices and the experience necessary to respond effectively to hostile situations and disruptive behavior and maintain a safe traveling experience; and

(3) any air carrier formed after the date of enactment of this Act should develop and implement an Employee Assault Prevention and Response Plan.

(b) REQUIRED BRIEFING.—Section 551 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44903 note) is amended by adding at the end the following:

''(f) BRIEFING TO CONGRESS.—Not later than 90 days after the date of enactment of this subsection, the Administrator of the Federal Aviation Administration shall provide to the appropriate committees of Congress a briefing on the Employee Assault Prevention and Response Plan submitted by each air carrier pursuant to this section.''.

SEC. 435. FORMAL POLICY ON SEXUAL ASSAULT AND HARASSMENT ON AIR CARRIERS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, passenger air carriers operating under part 121 of title 14, Code of Federal Regulations, shall issue, in consultation with labor unions representing personnel, a formal policy with respect to sexual assault or harassment incidents.

(b) CONTENTS.—Each policy required under subsection (a) shall include—

(1) a statement indicating that no sexual assault or harassment incident is acceptable under any circumstance;

(2) procedures that facilitate the reporting of a sexual assault or harassment incident, including—

(A) appropriate public outreach activities; and

(B) confidential phone and internet-based opportunities for reporting;

(3) procedures that personnel should follow upon the reporting of a sexual assault or harassment incident, including actions to protect affected individuals from continued sexual assault or harassment and to notify law enforcement, including the Federal Bureau of Investigation, when appropriate;

(4) procedures that may limit or prohibit, to the extent practicable, future travel with the air carrier by any passenger who commits a sexual assault or harassment incident; and

(5) training that is required for all appropriate personnel with respect to each such

policy, including specific training for personnel who may receive reports of sexual assault or harassment incidents.

(c) PASSENGER INFORMATION.—An air carrier described in subsection (a) shall display, on the website of the air carrier and through the use of appropriate signage, a written statement that informs passengers and personnel of the procedure for reporting a sexual assault or harassment incident.

(d) STANDARD OF CARE.—Compliance with the requirements of this section, and any policy issued thereunder, shall not determine whether the air carrier described in subsection (a) has acted with any requisite standard of care.

(e) RULES OF CONSTRUCTION.—

(1) EFFECT ON AUTHORITIES.—Nothing in this section shall be construed as granting the Secretary any additional authorities beyond ensuring that a passenger air carrier operating under part 121 of title 14, Code of Federal Regulations issues a formal policy and displays required information in compliance with this section.

(2) EFFECT ON OTHER LAWS.—Nothing in this section shall be construed to alter existing authorities of the Equal Employment Opportunity Commission, the Department of Labor, or the Department of Justice to enforce applicable employment and sexual assault and sexual harassment laws.

(f) DEFINITIONS.—In this section:

(1) PERSONNEL.—The term ''personnel'' means an employee or contractor of passenger air carrier operating under part 121 of title 14, Code of Federal Regulations.

(2) SEXUAL ASSAULT.—The term ''sexual assault'' means the occurrence of an act that constitutes any nonconsensual sexual act proscribed by Federal, tribal, or State law, including when the victim lacks capacity to consent.

(3) SEXUAL ASSAULT OR HARASSMENT INCIDENT.—The term ''sexual assault or harassment incident'' means the occurrence, or reasonably suspected occurrence, of an act that—

(A) constitutes sexual assault or sexual harassment; and

(B) is committed—

(i) by a passenger or personnel against another passenger or personnel; and

(ii) within an aircraft or in an area in which passengers are entering or exiting an aircraft.

SEC. 436. INTERFERENCE WITH SECURITY SCREENING PERSONNEL.

Section 46503 of title 49, United States Code, is amended—

(1) by striking ''An individual'' and inserting the following:

''(a) IN GENERAL.—An individual''; and

(2) by adding at the end the following:

''(b) AIRPORT AND AIR CARRIER EMPLOYEES.—For purposes of this section, an airport or air carrier employee who has security duties within the airport includes an airport or air carrier employee performing ticketing, check-in, baggage claim, or boarding functions.''.

SEC. 437. AIR TRAFFIC CONTROL WORKFORCE STAFFING.

(a) MAXIMUM HIRING.—Subject to the availability of appropriations, for each of fiscal years 2024 through 2028, the Administrator shall set as the minimum hiring target for new air traffic controllers (excluding individuals described in section 44506(f)(1)(A) of title 49, United States Code) the maximum number of individuals able to be trained at the Federal Aviation Administration Academy.

(b) TRANSPORTATION RESEARCH BOARD ASSESSMENT.—

(1) REVIEW.—Not later than 30 days after the date of enactment of this Act, the Administrator shall submit an attestation to the appropriate committees of Congress demonstrating an agreement entered into with the with the National Academies Transportation Research Board to—

(A) compare the Certified Professional Controller (in this section referred to as ''CPC'') operational staffing models and methodologies in determining the FAA Controller Staffing Standard included in the 2023 Air Traffic Controller Workforce Plan of the FAA, with such models and methodologies developed by the Collaborative Resource Workgroup of the FAA (in this subsection referred to as ''CRWG'') to determine CPC operational staffing targets necessary to meet facility operational, statutory, contractual and safety requirements, including—

(i) the availability factor multiplier and other formula components;

(ii) the independent facility staffing targets of CPCs able to control traffic;

(iii) air traffic controller position utilization;

(iv) attrition rates at each air traffic control facility operated by the Administration; and

(v) the time needed to meet facility operational, statutory, and contractual requirements, including relevant resources to develop, evaluate, and implement processes and initiatives affecting the national airspace system;

(B) examine the current and estimated budgets of the FAA to implement the FAA Controller Staffing Standard included in the 2023 Controller Workforce Plan in comparison to the funding needed to implement the CRWG CPC operational staffing targets;

(C) assess future needs of the air traffic control system and potential impacts on staffing standards, including projected air traffic in the airspace of each air traffic control facility operated by the Administration; and

(D) determine which staffing models and methodologies evaluated pursuant to this subsection best accounts for the operational staffing needs of the air traffic control system and provide a justification for such determination.

(2) REPORT.—Not later than 180 days after the agreement entered into pursuant to paragraph (b)(1), the Transportation Research Board of the National Academies shall submit a report to the Administrator and appropriate committees of Congress on the findings and recommendations under this subsection, including the determination pursuant to subparagraph (D).

(3) CONSULTATION.—In conducting the assessment under this subsection, the Transportation Research Board shall consult with—

(A) the exclusive bargaining representatives of air traffic control specialists of the Administration certified under section 7111 of title 5, United States Code;

(B) front line managers of the air traffic control system;

(C) managers and employees responsible for training air traffic controllers;

(D) the MITRE Corporation;

(E) the Chief Operating Officer of the Air Traffic Organization of the FAA, and other Federal Government representatives;

(F) users and operators in the air traffic control system;

(G) relevant industry representatives; and

(H) other parties determined appropriate by the Transportation Research Board of the National Academies.

(c) REQUIRED IMPLEMENTATION OF IDENTIFIED STAFFING MODEL.—

(1) USE OF STAFFING MODEL.—The Administrator shall, as appropriate, take such action that may be necessary to implement and use the staffing model identified by the Transportation Research Board pursuant to subsection (b)(1)(D), including any recommendations for improving such model, not later than one year after enactment of this Act.

(2) BRIEFING.—Not later than 90 days after taking such actions to implement and use the staffing model identified by the Transportation Research Board pursuant to subsection (b)(1)(D), the Administrator shall brief the appropriate committees of Congress regarding the reasons for why any recommendation by the Transportation Research Board study was not incorporated into the implemented staffing model.

(d) REVISED STAFFING STANDARDS.—The Administration shall revise the FAA CPC operational staffing standards of the Administration implemented under subsection (c) to—

(1) provide that the controller and management workforce is sufficiently staffed to safely and efficiently manage and oversee the air traffic control system;

(2) account for the target number of CPCs able to control traffic at each independent facility; and

(3) avoid any required or requested reduction of national airspace system capacity or aircraft operations as a result of inadequate air traffic control system staffing.

(e) INTERIM ADOPTION OF COLLABORATIVE RESOURCE WORKGROUP MODELS.—

(1) IN GENERAL.—In submitting a Controller Workforce Plan of the FAA to Congress published after the date of enactment of this Act, the Administrator shall adopt and use the staffing models and methodologies developed by the Collaborative Resource Workgroup that were recommended in the 2023 Controller Workforce Plan.

(2) REVISIONS TO THE CONTROLLER WORKFORCE PLAN.—Section 44506(e) of title 49, United States Code is amended—

(A) in paragraph (1) by striking ''the number of air traffic controllers needed'' and inserting ''the number of fully certified air traffic controllers needed'';

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

(C) by inserting after paragraph (1) the following:

''(2) for each air traffic control facility operated by the Federal Aviation Administration—

''(A) the current certified professional controller staffing levels;

''(B) the operational staffing targets for certified professional controllers;

''(C) the anticipated certified professional controller attrition for each of the next 3 years; and

''(D) the number of certified professional controller trainees;''.

(3) EFFECTIVE DATE.—The requirements of paragraph (1) shall cease to be effective upon the adoption and implementation of a revised staffing model by the Administrator as required under subsection (c).

(f) CONTROLLER TRAINING.—In any Controller Workforce Plan of the FAA published after the date of enactment of this Act, the Administrator shall—

(1) identify all limiting factors on the ability of the Administrator to hire and train controllers in line with the staffing standards target set out in such Plan; and

(2) describe what actions the Administrator intends to take to rectify any impediments to meeting staffing standards targets and identify contributing factors that are outside the control of the Administrator.

SEC. 438. AIRPORT SERVICE WORKFORCE ANALYSIS.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall complete a comprehensive review of the domestic airport service workforce and examine the role of,

impact on, and importance of such workforce to the aviation economy.

(b) WORKING GROUP.—

(1) REPORT.—Upon completion of the review required under subsection (a), the Comptroller General shall submit to the Secretary a report containing such review.

(2) PUBLIC WORKING GROUP.—The Secretary may convene a public working group to evaluate and discuss the report under paragraph (1) containing—

(A) the entities the Comptroller General consulted with in carrying out the review under subsection (a);

(B) representatives of other relevant Federal agencies; and

(C) any other appropriate stakeholder.

(3) TERMINATION.—If the Secretary convenes a working group under paragraph (2), such working group shall terminate on the date that is 1 year after the date on which the working group is convened.

SEC. 439. FEDERAL AVIATION ADMINISTRATION ACADEMY AND FACILITY EXPANSION PLAN.

(a) PLAN.—

(1) IN GENERAL.—No later than 90 days after the date of enactment of this Act, the Administrator shall initiate the development of a plan to expand overall FAA capacity relating to facilities, instruction, equipment, and training resources to grow the number of developmental air traffic controllers enrolled per fiscal year and support increases in FAA air controller staffing to advance the safety of the national airspace system.

(2) CONSIDERATIONS.—In developing the plan under paragraph (1), the Administrator shall consider—

(A) the resources needed to support an increase in the total number of developmental air traffic controllers enrolled at the FAA Academy;

(B) the resources needed to lessen FAA Academy attrition per fiscal year;

(C) how to modernize the education and training of developmental air traffic controllers, including through the use of new techniques and technologies to support instruction;

(D) the equipment needed to support expanded instruction, including air traffic control simulation systems, virtual reality, and other virtual training platforms;

(E) projected staffing needs associated with FAA Academy expansion and the operation of education platforms, including the number of on-the-job instructors needed to educate and train additional developmental air traffic controllers;

(F) the costs of expanding FAA capacity at the existing air traffic control academy (as described in paragraph (1)(A));

(G) soliciting input from, and coordinating with, relevant stakeholders as appropriate, including the exclusive bargaining representative of air traffic control specialists of the FAA certified under section 7111 of title 5, United States Code; and

(H) other logistical and financial considerations as determined appropriate by the Administrator.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress the plan developed under subsection (a).

(c) BRIEFING.—Not later than 180 days after the submission of the plan under subsection (b), the Administrator shall brief the appropriate committees of Congress on the plan, including the implementation of the plan.

SEC. 440. IMPROVING FEDERAL AVIATION WORKFORCE DEVELOPMENT PROGRAMS.

(a) IN GENERAL.—Section 625 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) is amended to read as follows:

"SEC. 625. AVIATION WORKFORCE DEVELOPMENT PROGRAMS.

''(a) IN GENERAL.—The Secretary of Transportation shall establish—

''(1) a program to provide grants for eligible projects to support the education and recruitment of future aircraft pilots and the development of the aircraft pilot workforce;

''(2) a program to provide grants for eligible projects to support the education and recruitment of aviation maintenance technical workers and the development of the aviation maintenance workforce; and

''(3) a program to provide grants for eligible projects to support the education and recruitment of aviation manufacturing technical workers and aerospace engineers and the development of the aviation manufacturing workforce.

''(b) PROJECT GRANTS.—

''(1) IN GENERAL.—Out of amounts made available under section 48105 of title 49, United States Code, there is authorized to be appropriated—

''(A) $20,000,000 for each of fiscal years 2025 through 2028 to provide grants under the program established under subsection (a)(1);

''(B) $20,000,000 for each of fiscal years 2025 through 2028 to provide grants under the program established under subsection (a)(2); and

''(C) $20,000,000 for each of fiscal years 2025 through 2028 to provide grants under the program established under subsection (a)(3).

''(2) DOLLAR AMOUNT LIMIT.—In providing grants under the programs established under subsection (a), the Secretary may not make any grant more than $1,000,000 to any eligible entity in any 1 fiscal year.

''(3) EDUCATION PROJECTS.—The Secretary shall ensure that not less than 20 percent of the amounts made available under this subsection is used to carry out a grant program that shall be referred to as the 'Willa Brown Aviation Education Program' under which the Secretary shall provide grants for eligible projects described in subsection (d) that are carried out in counties containing at least 1 qualified opportunity zone (as such term is defined in section 1400Z–1(a) of the Internal Revenue Code of 1986).

''(4) SET ASIDE FOR TECHNICAL ASSISTANCE.—The Secretary may set aside up to 2 percent of the funds appropriated to carry out this subsection for each of fiscal years 2025 through 2028 to provide technical assistance to eligible applicants for a grant under this subsection.

''(5) CONSIDERATION FOR CERTAIN APPLICANTS.—In reviewing and selecting applications for grants under the programs established under subsection (a), the Secretary may give consideration to applicants that provide an assurance—

''(A) to use grant funds to encourage the participation of populations that are underrepresented in the aviation industry, including in economically disadvantaged geographic areas and rural communities;

''(B) to address the workforce needs of rural and regional airports; or

''(C) to strengthen aviation programs at a minority-serving institution (as described in section 371(a) of the Higher Education Act of 1965 (20 U.S.C. 1067q(a)), a public institution of higher education, or a public postsecondary vocational institution.

''(c) ELIGIBLE APPLICATIONS.—

''(1) APPLICATION FOR AIRCRAFT PILOT PROGRAM.—An application for a grant under the program established under subsection (a)(1) may be submitted, in such form as the Secretary may specify, by—

''(A) an air carrier (as such term is defined in section 40102 of title 49, United States Code);

''(B) an entity that holds management specifications under subpart K of title 91 of title 14, Code of Federal Regulations;

''(C) an accredited institution of higher education, a postsecondary vocational institution, or a high school or secondary school;

''(D) a flight school that provides flight training, as such term is defined in part 61 of title 14, Code of Federal Regulations, or that holds a pilot school certificate under part 141 of title 14, Code of Federal Regulations;

''(E) a labor organization representing professional aircraft pilots;

''(F) an aviation-related nonprofit organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from taxation under section 501(a) of such Code; or

''(G) a State, local, territorial, or Tribal governmental entity.

''(2) APPLICATION FOR AVIATION MAINTENANCE PROGRAM.—An application for a grant under the program established under subsection (a)(2) may be submitted, in such form as the Secretary may specify, by—

''(A) a holder of a certificate issued under part 21, 121, 135, 145, or 147 of title 14, Code of Federal Regulations;

''(B) a labor organization representing aviation maintenance workers;

''(C) an accredited institution of higher education, a postsecondary vocational institution, or a high school or secondary school;

''(D) an aviation-related nonprofit organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from taxation under section 501(a) of such Code; or

''(E) a State, local, territorial, or Tribal governmental entity.

''(3) APPLICATION FOR AVIATION MANUFACTURING PROGRAM.—An application for a grant under the program established under subsection (a)(3) may be submitted, in such form as the Secretary may specify, by—

''(A) a holder of a type or production certificate or similar authorization issued under section 44704 of title 49, United States Code;

''(B) an accredited institution of higher education, a postsecondary vocational institution, or a high school or secondary school;

''(C) an aviation-related nonprofit organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from taxation under section 501(a) of such Code;

''(D) a labor organization representing aerospace engineering, design, or manufacturing workers; or

''(E) a State, local, territorial, or Tribal governmental entity.

''(d) ELIGIBLE PROJECTS.—

''(1) AIRCRAFT PILOT PROGRAM.—For purposes of the program established under subsection (a)(1), an eligible project is a project—

''(A) to create and deliver a program or curriculum that provides high school or secondary school students and students of institutions of higher education with meaningful aviation education to become aircraft pilots or unmanned aircraft systems operators, including purchasing and operating a computer-based simulator associated with such curriculum;

''(B) to establish or improve registered apprenticeship, internship, or scholarship programs for individuals pursuing employment as a professional aircraft pilot or unmanned aircraft systems operator;

''(C) to create and deliver curriculum that provides certified flight instructors with the necessary instructional, leadership, and communication skills to better educate student pilots;

''(D) to support the transition to professional aircraft pilot or unmanned systems operator careers, including for members and veterans of the armed forces;

''(E) to support robust outreach about careers in commercial aviation as a professional aircraft pilot or unmanned system operator, including outreach to populations that are underrepresented in the aviation industry; or

''(F) to otherwise enhance or expand the aircraft pilot or unmanned aircraft system operator workforce.

''(2) AVIATION MAINTENANCE PROGRAM.—For purposes of the program established under subsection (a)(2), an eligible project is a project—

''(A) to create and deliver a program or curriculum that provides high school and secondary school students and students of institutions of higher education with meaningful aviation maintenance education to become an aviation mechanic or aviation maintenance technician, including purchasing and operating equipment associated with such curriculum;

''(B) to establish or improve registered apprenticeship, internship, or scholarship programs for individuals pursuing employment in the aviation maintenance industry;

''(C) to support the transition to aviation maintenance careers, including for members and veterans of the armed forces;

''(D) to support robust outreach about careers in the aviation maintenance industry, including outreach to populations that are underrepresented in the aviation industry; or

''(E) to otherwise enhance or expand the aviation maintenance technical workforce.

''(3) AVIATION MANUFACTURING PROGRAM.—For purposes of the program established under subsection (a)(3), an eligible project is a project—

''(A) to create and deliver a program or curriculum that provides high school and secondary school students and students of institutions of higher education with meaningful aviation manufacturing education to become an aviation manufacturing technical worker or aerospace engineer, including teaching technical skills used in the engineering and production of components, parts, or systems thereof for inclusion in an aircraft, aircraft engine, propeller, or appliance;

''(B) to establish registered apprenticeship, internship, or scholarship programs for individuals pursuing employment in the aviation manufacturing industry;

''(C) to support the transition to aviation manufacturing careers, including for members and veterans of the armed forces;

''(D) to support robust outreach about careers in the aviation manufacturing industry, including outreach to populations that are underrepresented in the aviation industry; or

''(E) to otherwise enhance or expand the aviation manufacturing workforce.

''(e) REPORTING AND MONITORING REQUIREMENTS.—The Secretary shall establish reasonable reporting and monitoring requirements for grant recipients under this section to measure relevant outcomes for the grant programs established under subsection (a).

''(f) NOTICE OF GRANTS.—

''(1) TIMELY PUBLIC NOTICE.—The Secretary shall provide public notice of any grant awarded under this section in a timely fashion after the Secretary awards such grant.

''(2) NOTICE TO CONGRESS.—The Secretary shall provide to the appropriate Committees of Congress advance notice of a grant to be made under this section.

''(g) GRANT AUTHORITY.—

''(1) LIMIT ON FAA AUTHORITY.—The authority of the Administrator of the Federal Aviation Administration, acting on behalf of the Secretary, to issue grants under this section shall terminate on October 1, 2027.

''(2) NONDELEGATION.—Beginning on October 1, 2027, the Secretary shall issue grants under this section and may not delegate any of the authorities or responsibilities under this section to the Administrator.

''(h) PROGRAM NAME REDESIGNATION.—Beginning on October 1, 2027, the Secretary shall redesignate the name of the program established under subsection (a) as the 'Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Program' or the 'CAREER Program'.

''(i) CONSULTATION WITH SECRETARY OF EDUCATION.—The Secretary may consult with the Secretary of Education, as appropriate, in—

''(1) reviewing applications for grants for eligible projects under this section; and

''(2) developing considerations regarding program quality and measurement of student outcomes.

''(j) REPORT.—Not later than September 30, 2028, the Secretary shall submit to the appropriate committees of Congress a report on the administration of the programs established under subsection (a) covering each of fiscal years 2025 through 2028 that includes—

''(1) a summary of projects awarded grants under this section and the progress of each recipient towards fulfilling program expectations;

''(2) an evaluation of how such projects cumulatively impact the future supply of individuals in the United States aviation workforce, including any related best practices for carrying out such projects;

''(3) recommendations for better coordinating actions by governmental entities, educational institutions, and businesses, aviation labor organizations, or other stakeholders to support aviation workforce growth;

''(4) a review of how many grant recipients engaged with veterans and the resulting impact, if applicable, on recruiting and retaining veterans as part of the aviation workforce; and

''(5) a review of outreach conducted by grant recipients to encourage individuals to participate in aviation careers and the resulting impact, if applicable, on recruiting and retaining such individuals as part of the aviation workforce.

''(k) PROGRAM AUTHORITY SUNSET.—The authority of the Secretary to issue grants under this section shall expire on October 1, 2028.

''(l) DEFINITIONS.—In this section:

''(1) ARMED FORCES.—The term 'armed forces' has the meaning given such term in section 101 of title 10, United States Code.

''(2) HIGH SCHOOL.—The term 'high school' has the meaning given such term in section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801)).

''(3) INSTITUTION OF HIGHER EDUCATION.—The term 'institution of higher education' has the meaning given such term in section 101(a) of the Higher Education Act of 1965 (20 U.S.C. 1001(a)).

''(4) POSTSECONDARY VOCATIONAL INSTITUTION.—The term 'postsecondary vocational institution' has the meaning given such term in section 102(c) of the Higher Education Act of 1965 (20 U.S.C. 1002(c)).

''(5) SECONDARY SCHOOL.—The term 'secondary school' has the meaning given such term in section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801)).''.

(b) EFFECTIVE DATE.—The amendment made by subsection (a) shall take effect on October 1, 2024.

SEC. 441. NATIONAL STRATEGIC PLAN FOR AVIATION WORKFORCE DEVELOPMENT.

(a) IN GENERAL.—Chapter 401 of title 49, United States Code, is further amended by adding at the end the following:

''§ 40132. National strategic plan for aviation workforce development

''(a) IN GENERAL.—Not later than September 30, 2025, the Secretary of Transportation shall, in consultation with other Federal agencies and the Cooperative Aviation Recruitment, Enrichment, and Employment Readiness Council (in this section referred to as the 'CAREER Council') established in subsection (c), establish and maintain a national strategic plan to improve recruitment, hiring, and retention and address projected challenges in the civil aviation workforce, including—

''(1) any short-term, medium-term, and long-term workforce challenges relevant to the economy, workforce readiness, and priorities of the United States aviation sector;

''(2) any existing or projected workforce shortages; and

''(3) any workforce situation or condition that warrants special attention by the Federal Government.

''(b) REQUIREMENTS.—The national strategic plan described in subsection (a) shall—

''(1) take into account the activities and accomplishments of all Federal agencies that are related to carrying out such plan;

''(2) include recommendations for carrying out such plan; and

''(3) project and identify, on an annual basis, aviation workforce challenges, including any applicable workforce shortages.

''(c) CAREER COUNCIL.—

''(1) ESTABLISHMENT.—Not later than September 30, 2025, the Secretary, in consultation with the Administrator, shall establish a council comprised of individuals with expertise in the civil aviation industry to—

''(A) assist with developing and maintaining the national strategic plan described in subsection (a); and

''(B) provide advice to the Secretary, as appropriate, relating to the CAREER Program established under section 625 of the FAA Reauthorization Act of 2018, including as such advice relates to program administration and grant application selection, and support the development of performance metrics regarding the quality and outcomes of the Program.

''(2) APPOINTMENT.—The CAREER Council shall be appointed by the Secretary from candidates nominated by national associations representing various sectors of the aviation industry, including—

''(A) commercial aviation;

''(B) general aviation;

''(C) aviation labor organizations, including collective bargaining representatives of Federal Aviation Administration aviation safety inspectors, aviation safety engineers, and air traffic controllers;

''(D) aviation maintenance, repair, and overhaul;

''(E) aviation manufacturers; and

''(F) unmanned aviation.

''(3) TERM.—Each council member appointed by the Secretary under paragraph (2) shall serve a term of 2 years.

''(d) NONDELEGATION.—The Secretary may not delegate any of the authorities or responsibilities under this section to the Administrator of the Federal Aviation Administration.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 401 of title 49, United States Code, is further amended by adding at the end the following:

''40132. 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.

Section 102 of title 49, United States Code, is amended—

(1) in subsection (e)(1)—

(A) in the matter preceding subparagraph (A) by striking ''7'' and inserting ''8''; and

(B) in subparagraph (A) by striking ''and an Assistant Secretary for Transportation Policy'' and inserting ''an Assistant Secretary for Transportation Policy, and an Assistant Secretary for Aviation Consumer Protection''; and

(2) by adding at the end the following:

''(j) OFFICE OF AVIATION CONSUMER PROTECTION.—

''(1) ESTABLISHMENT.—There is established in the Department an Office of Aviation Consumer Protection (in this subsection referred to as the 'Office') to administer and enforce the aviation consumer protection and civil rights authorities provided to the Department by statute, including the authorities under section 41712—

''(A) to assist, educate, and protect passengers; and

''(B) to monitor compliance with, conduct investigations relating to, and enforce, with support of attorneys in the Office of the General Counsel, including by taking appropriate action to address violations of aviation consumer protection and civil rights.

''(2) LEADERSHIP.—The Office shall be headed by the Assistant Secretary for Aviation Consumer Protection (in this subsection referred to as the 'Assistant Secretary').

''(3) TRANSITION.—Not later than 180 days after funding is appropriated for an Office of Aviation Consumer Protection headed by an Assistant Secretary, the Office of Aviation Consumer Protection that is a unit within the Office of the General Counsel of the Department which is headed by the Assistant General Counsel for Aviation Consumer Protection shall cease to exist. The Secretary shall determine which employees are necessary to fulfill the responsibilities of the new Office of Aviation Consumer Protection and such employees shall be transferred from the Office of the General Counsel, as appropriate, to the newly established Office of Aviation Consumer Protection.

''(4) COORDINATION.—The Assistant Secretary shall coordinate with the General Counsel appointed under subsection (e)(1)(E), in accordance with section 1.26 of title 49, Code of Federal Regulations (or a successor regulation), on all legal matters relating to—

''(A) aviation consumer protection; and

''(B) the duties and activities of the Office described in subparagraphs (A) through (C) of paragraph (1).

''(5) ANNUAL REPORT.—The Assistant Secretary shall submit to the Secretary, who shall submit to Congress and make publicly available on the website of the Department, an annual report that, with respect to matters under the jurisdiction of the Department, or otherwise within the statutory authority of the Department—

''(A) analyzes trends in aviation consumer protection, civil rights, and licensing;

''(B) identifies major challenges facing passengers; and

''(C) addresses any other relevant issues, as the Assistant Secretary determines to be appropriate.

''(6) FUNDING.—There is authorized to be appropriated $12,000,000 for fiscal year 2024, $13,000,000 for fiscal year 2025, $14,000,000 for fiscal year 2026, $15,000,000 for fiscal year 2027, and $16,000,000 for fiscal year 2028 to carry out this subsection.''.

SEC. 502. ADDITIONAL WITHIN AND BEYOND PERIMETER SLOT EXEMPTIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) INCREASE IN NUMBER OF SLOT EXEMPTIONS.—Section 41718 of title 49, United States Code, is amended by adding at the end the following new subsection:

''(i) ADDITIONAL SLOT EXEMPTIONS.—

''(1) INCREASE IN SLOT EXEMPTIONS.—Not later than 60 days after the date of enactment of the FAA Reauthorization Act of 2024, the Secretary shall grant, by order, 10 exemptions from—

''(A) the application of sections 49104(a)(5), 49109, and 41714 to air carriers to operate limited frequencies and aircraft on routes between Ronald Reagan Washington National Airport and domestic airports located within or beyond the perimeter described in section 49109; and

''(B) the requirements of subparts K, S, and T of part 93 of title 14, Code of Federal Regulations.

''(2) NON-LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 8 available to incumbent air carriers qualifying for status as a non-limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

''(3) LIMITED INCUMBENTS.—Of the slot exemptions made available under paragraph (1), the Secretary shall make 2 available to incumbent air carriers qualifying for status as a limited incumbent carrier at Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024.

''(4) ALLOCATION PROCEDURES.—The Secretary shall allocate the 10 slot exemptions provided under paragraph (1) pursuant to the application process established by the Secretary under subsection (d), subject to the following:

''(A) LIMITATIONS.—Each air carrier that is eligible under paragraph (2) and paragraph (3) shall be eligible to operate no more and no less than 2 of the newly authorized slot exemptions.

''(B) CRITERIA.—The Secretary shall consider the extent to which the exemptions will—

''(i) enhance options for nonstop travel to beyond-perimeter airports that do not have nonstop service from Ronald Reagan Washington National Airport as of the date of enactment of the FAA Reauthorization Act of 2024; or

''(ii) have a positive impact on the overall level of competition in the markets that will be served as a result of those exemptions.

''(5) PROHIBITION.—

''(A) IN GENERAL.—The Metropolitan Washington Airports Authority may not assess any penalty or similar levy against an individual air carrier solely for obtaining and operating a slot exemption authorized under this subsection.

''(B) RULE OF CONSTRUCTION.—Subparagraph (A) shall not be construed as prohibiting the Metropolitan Washington Airports Authority from assessing and collecting any penalty, fine, or other levy, such as a handling fee or landing fee, that is—

''(i) authorized by the Metropolitan Washington Airports Regulations;

''(ii) agreed to in writing by the air carrier; or

''(iii) charged in the ordinary course of business to an air carrier operating at Ronald Reagan Washington National Airport regardless of whether or not the air carrier obtained a slot exemption authorized under this subsection.''.

(b) CONFORMING AMENDMENTS.—Section 41718(c)(2)(A) of title 49, United States Code, is amended—

(1) in clause (i) by striking ''and (b)'' and inserting '', (b), and (i)''; and

(2) in clause (ii) by striking ''and (g)'' and inserting ''(g), and (i)''.

(c) PRESERVATION OF EXISTING WITHIN PERIMETER SERVICE.—Nothing in this section, or the amendments made by this section, shall be construed as authorizing the conversion of a within-perimeter exemption or slot at Ronald Reagan Washington National Airport that is in effect on the date of enactment of this Act to serve an airport located beyond the perimeter described in section 49109 of title 49, United States Code.

SEC. 503. REFUNDS.

(a) IN GENERAL.—Chapter 423 of title 49, United States Code, is amended by inserting after section 42304 the following:

''§ 42305. Refunds for cancelled or significantly delayed or changed flights

''(a) IN GENERAL.—In the case of a passenger that holds a nonrefundable ticket on a scheduled flight to, from, or within the United States, an air carrier or a foreign air carrier shall, upon request as set forth in subsection (f), provide a full refund, including any taxes and ancillary fees, for the fare such carrier collected for any cancelled flight or significantly delayed or changed flight where the passenger chooses not to—

''(1) fly on the significantly delayed or changed flight or accept rebooking on an alternative flight; or

''(2) accept any voucher, credit, or other form of compensation offered by the air carrier or foreign air carrier pursuant to subsection (c).

''(b) TIMING OF REFUND.—Any refund required under subsection (a) shall be issued by the air carrier or foreign air carrier—

''(1) in the case of a ticket purchased with a credit card, not later than 7 business days after the earliest date the refund was requested as set forth in subsection (f); or

''(2) in the case of a ticket purchased with cash or another form of payment, not later than 20 days after the earliest date the refund was requested as set forth in subsection (f).

''(c) ALTERNATIVE TO REFUND.—An air carrier and a foreign air carrier may offer a voucher, credit, or other form of compensation as an explicit alternative to providing a refund required by subsection (a) but only if—

''(1) the offer includes a clear and conspicuous notice of—

''(A) the terms of the offer; and

''(B) the passenger's right to a full refund under this section;

''(2) the voucher, credit, or other form of compensation offered explicitly as an alternative to providing a refund required by subsection (a) remains valid and redeemable by the consumer for a period of at least 5 years from the date on which such voucher, credit, or other form of compensation is issued;

''(3) upon the issuance of such voucher, credit, or other form of compensation, an air carrier, foreign air carrier, or ticket agent, where applicable, notifies the recipient of the expiration date of the voucher, credit, or other form of compensation; and

''(4) upon request by an individual who self-identifies as having a disability (as defined in section 382.3 of title 14, Code of Federal Regulations), an air carrier, foreign air carrier, or ticket agent provides a notification under paragraph (3) in an electronic format that is accessible to the recipient.

''(d) SIGNIFICANTLY DELAYED OR CHANGED FLIGHT DEFINED.—In this section, the term 'significantly delayed or changed flight' includes, at a minimum, a flight where the passenger arrives at a destination airport—

''(1) in the case of a domestic flight, 3 or more hours after the original scheduled arrival time; and

''(2) in the case of an international flight, 6 or more hours after the original scheduled arrival time.

''(e) APPLICATION TO TICKET AGENTS.—

''(1) IN GENERAL.—Not later than 1 year after the date of enactment of this section,

the Secretary shall issue a final rule to apply refund requirements to ticket agents in the case of cancelled flights and significantly delayed or changed flights.

''(2) TRANSFER OF FUNDS.—The Secretary shall issue regulations requiring air carriers and foreign air carriers to promptly transfer funds to a ticket agent if—

''(A) the Secretary has determined that the ticket agent is responsible for providing the refund; and

''(B) the ticket agent does not possess the funds of the passenger.

''(3) TIMING AND ALTERNATIVES.—A refund provided by a ticket agent shall comply with the requirements in subsections (b) and (c) of this section.

''(f) REFUND.—An air carrier and a foreign air carrier shall consider a passenger to have requested a refund if—

''(1) a flight is cancelled and a passenger is not offered an alternative flight or any voucher, credit, or other form of compensation by the air carrier or foreign air carrier pursuant to subsection (c);

''(2) a passenger rejects the significantly delayed or changed flight, rebooking on an alternative flight, or any voucher, credit, or other form of compensation offered by the air carrier or foreign air carrier pursuant to subsection (c); or

''(3) a passenger does not respond to an offer of—

''(A) a significantly delayed or changed flight or an alternative flight and the flight departs without the passenger; or

''(B) a voucher, credit, or other form of compensation by the date on which the cancelled flight was scheduled to depart or the date that the significantly delayed or changed flight departs.

''(g) REFUND NOTIFICATION.—An air carrier and a foreign air carrier shall update their passenger notification systems to ensure passengers owed a refund under this section are notified of their right to receive a refund.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 423 of title 49, United States Code, is amended by inserting after the item relating to section 42304 the following:

''42305. Refunds for cancelled or significantly delayed or changed flights.''.

SEC. 504. KNOW YOUR RIGHTS POSTERS.

(a) IN GENERAL.—Chapter 423 of title 49, United States Code, is further amended by inserting after section 42305 the following:

''§ 42306. Know Your Rights posters

''(a) IN GENERAL.—Each large hub airport, medium hub airport, and small hub airport with scheduled passenger service shall prominently display posters that clearly and concisely outline the rights of airline passengers under Federal law with respect to, at a minimum—

''(1) flight delays and cancellations;

''(2) refunds;

''(3) bumping of passengers from flights and the oversale of flights; and

''(4) lost, delayed, or damaged baggage.

''(b) LOCATION.—Posters described in subsection (a) shall be displayed in conspicuous locations throughout the airport, including ticket counters, security checkpoints, and boarding gates.

''(c) ACCESSIBILITY ASSISTANCE.—Each large hub airport, medium hub airport, and small hub airport with scheduled passenger service shall ensure that passengers with a disability (as such term is defined in section 382.3 of title 14, Code of Federal Regulations) who identify themselves as having such a disability are notified of the availability of accessibility assistance and shall assist such passengers in connecting to the appropriate entities to obtain the same information required in this section that is provided to other passengers.''.

(b) EXEMPTION.—Section 46301(a)(1)(A) of title 49, United States Code, is further amended by striking ''chapter 423'' and inserting ''chapter 423 (except section 42306)''.

(c) CLERICAL AMENDMENT.—The analysis for chapter 423 of title 49, United States Code, is further amended by inserting after the item relating to section 42305 the following:

''42306. Know Your Rights posters.''.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect on the date that is 1 year after the date of enactment of this Act.

SEC. 505. ACCESS TO CUSTOMER SERVICE ASSISTANCE FOR ALL TRAVELERS.

(a) FINDINGS.—Congress finds the following:

(1) In the event of a cancelled or delayed flight, it is important for customers to be able to easily access information about the status of their flight and any alternative flight options.

(2) Customers should be able to access real-time assistance from customer service agents of air carriers without an excessive wait time, particularly during times of mass disruptions.

(b) TRANSPARENCY REQUIREMENTS.—

(1) REQUIREMENT TO MAINTAIN A LIVE CUSTOMER CHAT OR MONITORED TEXT MESSAGING NUMBER.—Chapter 423 of title 49, United States Code, is further amended by inserting after section 42306 the following:

''§ 42307. Requirement to maintain a live customer chat or monitored text messaging number

''(a) REQUIREMENT.—

''(1) IN GENERAL.—A covered air carrier that operates a domestic or international flight to, from, or within the United States shall maintain—

''(A) a customer service telephone line staffed by live agents;

''(B) a customer chat option that allows for customers to speak to a live agent within a reasonable time, to the greatest extent practicable; or

''(C) a monitored text messaging number that enables customers to communicate and speak with a live agent directly.

''(2) PROVISION OF SERVICES.—The services required under paragraph (1) shall be provided to customers without charge for the use of such services, and shall be available at all times.

''(b) RULEMAKING AUTHORITY.—The Secretary shall promulgate such rules as may be necessary to carry out this section.

''(c) COVERED AIR CARRIER DEFINED.—In this section, the term 'covered air carrier' means an air carrier that sells tickets for scheduled passenger air transportation on an aircraft that, as originally designed, has a passenger capacity of 30 or more seats.

''(d) EFFECTIVE DATE.—Beginning on the date that is 120 days after the date of enactment of this section, a covered air carrier shall comply with the requirement specified in subsection (a) without regard to whether the Secretary has promulgated any rules to carry out this section as of the date that is 120 days after such date of enactment.''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 423 of title 49, United States Code, is further amended by inserting after the item relating to section 42306 the following:

''42307. Requirement to maintain a live customer chat or monitored text messaging number.''.

SEC. 506. AIRLINE CUSTOMER SERVICE DASHBOARDS.

(a) DASHBOARDS.—

(1) IN GENERAL.—Chapter 423 of title 49, United States Code, is further amended by inserting after section 42307 the following:

''§ 42308. DOT airline customer service dashboards

''(a) REQUIREMENT TO ESTABLISH AND MAINTAIN PUBLICLY AVAILABLE DASHBOARDS.—The Secretary of Transportation shall establish, maintain, and make publicly available the following online dashboards for purposes of keeping aviation consumers informed with respect to certain policies of, and services provided by, large air carriers (as such term is defined by the Secretary) to the extent that such policies or services exceed what is required by Federal law:

''(1) DELAY AND CANCELLATION DASHBOARD.—A dashboard that displays information regarding the services and compensation provided by each large air carrier to mitigate any passenger inconvenience caused by a delay or cancellation due to circumstances in the control of such carrier.

''(2) EXPLANATION OF CIRCUMSTANCES.—The website on which such dashboard is displayed shall explain the circumstances under which a delay or cancellation is not due to circumstances in the control of the large air carrier (such as a delay or cancellation due to a weather event or an instruction from the Federal Aviation Administration Air Traffic Control System Command Center) consistent with section 234.4 of title 14, Code of Federal Regulations.

''(3) FAMILY SEATING DASHBOARD.—A dashboard that displays information regarding which large air carriers guarantee that each child shall be seated adjacent to an adult accompanying the child without charging any additional fees.

''(4) SEAT SIZE DASHBOARD.—A dashboard that displays information regarding aircraft seat size for each large air carrier, including the pitch, width, and length of a seat in economy class for the aircraft models and configurations most commonly flown by such carrier.

''(5) FAMILY SEATING SUNSET.—The requirement in subsection (a)(3) shall cease to be effective on the date on which the rule in section 516 of the FAA Reauthorization Act of 2024 is effective.

''(b) ACCESSIBILITY REQUIREMENT.—In developing the dashboards required in subsection (a), the Secretary shall, in order to ensure the dashboards are accessible and contain pertinent information for passengers with disabilities, consult with the Air Carrier Access Act Advisory Committee, the Architectural and Transportation Barriers Compliance Board, any other relevant department or agency to determine appropriate accessibility standards, and disability organizations, including advocacy and nonprofit organizations that represent or provide services to individuals with disabilities.

''(c) LIMITATION ON DASHBOARDS.—After the rule required in section 516 of the FAA Reauthorization Act of 2024 is effective, the Secretary may not establish or maintain more than 4 different customer service dashboards at any given time.

''(d) PROVISION OF INFORMATION.—Each large air carrier shall provide to the Secretary such information as the Secretary requires to carry out this section.

''(e) SUNSET.—This section shall cease to be effective on October 1, 2028.''.

(2) ESTABLISHMENT.—The Secretary shall establish each of the online dashboards required by section 42308(a) of title 49, United States Code, not later than 30 days after the date of enactment of this Act.

(b) CLERICAL AMENDMENT.—The analysis for chapter 423 of title 49, United States Code, is further amended by inserting after the item relating to section 42307 the following:

''42308. DOT airline customer service dashboards.''.

SEC. 507. INCREASE IN CIVIL PENALTIES.

(a) IN GENERAL.—Section 46301(a)(1) of title 49, United States Code, is amended in the matter preceding subparagraph (A) by striking ''$25,000'' and inserting ''$75,000''.

(b) EFFECTIVE DATE.—The amendment made by subsection (a) shall apply to violations occurring on or after the date of enactment of this Act.

(c) CONFORMING REGULATIONS.—The Secretary shall revise such regulations as necessary to conform to the amendment made by subsection (a).

SEC. 508. ADVISORY COMMITTEE FOR AVIATION CONSUMER PROTECTION.

(a) EXTENSION.—Section 411(h) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 42301 prec. note) is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(b) COORDINATION.—Section 411 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 42301 prec. note) is amended by adding at the end the following:

''(i) CONSULTATION.—The Advisory Committee shall consult, as appropriate, with foreign air carriers, air carriers with an ultra-low-cost business model, nonprofit public interest groups with expertise in disability and accessibility matters, ticket agents, travel management companies, and any other groups as determined by the Secretary.''.

SEC. 509. EXTENSION OF AVIATION CONSUMER ADVOCATE REPORTING REQUIREMENT.

Section 424(e) of the FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note) is amended by striking ''May 10, 2024'' and inserting ''October 1, 2028''.

SEC. 510. CODIFICATION OF CONSUMER PROTECTION PROVISIONS.

(a) SECTION 429 OF FAA REAUTHORIZATION ACT OF 2018.—

(1) IN GENERAL.—Section 429 of the FAA Reauthorization Act of 2018 (49 U.S.C. 42301 prec. note) is amended—

(A) by transferring such section to appear after section 41726 of title 49, United States Code;

(B) by redesignating such section as section 41727 of such title; and

(C) by amending the section heading of such section to read as follows:

''§ 41727. Passenger Rights''.

(2) TECHNICAL AMENDMENT.—Section 41727 of title 49, United States Code, as transferred and redesignated by paragraph (1), is amended in subsection (a) by striking ''Not later than 90 days after the date of enactment of this Act, the Secretary'' and inserting ''The Secretary''.

(b) SECTION 434 OF THE FAA REAUTHORIZATION ACT OF 2018.—

(1) IN GENERAL.—Section 434 of the FAA Reauthorization Act of 2018 (49 U.S.C. 41705 note) is amended—

(A) by transferring such section to appear after section 41727 of title 49, United States Code, as transferred and redesignated by subsection (a)(1);

(B) by redesignating such section 434 as section 41728 of such title; and

(C) by amending the section heading of such section 41728 to read as follows:

''§ 41728. Airline passengers with disabilities bill of rights''.

(2) TECHNICAL AMENDMENT.—Section 41728 of title 49, United States Code, as transferred and redesignated by paragraph (1), is amended—

(A) in subsection (a) by striking ''the section 41705 of title 49, United States Code'' and inserting ''section 41705'';

(B) in subsection (c) by striking ''the date of enactment of this Act'' and inserting ''the date of enactment of the FAA Reauthorization Act of 2018''; and

(C) in subsection (f) by striking ''ensure employees'' and inserting ''ensure that employees''.

(c) CLERICAL AMENDMENT.—The analysis for chapter 417 of title 49, United States Code, is amended by inserting after the item relating to section 41726 the following:

''41727. Passenger rights.
''41728. Airline passengers with disabilities bill of rights.''.

SEC. 511. BUREAU OF TRANSPORTATION STATISTICS.

(a) RULEMAKING.—Not later than 60 days after the date of enactment of this Act, the Director of the Bureau of Transportation Statistics shall initiate a rulemaking to revise section 234.4 of title 14, Code of Federal Regulations, to create a new ''cause of delay'' category (or categories) that identifies and tracks information on delays and cancellations of air carriers (as defined in section 40102 of title 49, United States Code) that are due to instructions from the FAA Air Traffic Control System and to make any other changes necessary to carry out this section.

(b) AIR CARRIER CODE.—The following causes shall not be included within the Air Carrier code specified in section 234.4 of title 14, Code of Federal Regulations, for cancelled and delayed flights:

(1) Aircraft cleaning necessitated by the death of a passenger.

(2) Aircraft damage caused by extreme weather, foreign object debris, or sabotage.

(3) A baggage or cargo loading delay caused by an outage of a bag system not controlled by a carrier or its contractor.

(4) Cybersecurity attacks (provided that the air carrier is in compliance with applicable cybersecurity regulations).

(5) A shutdown or system failure of government systems that directly affects the ability of an air carrier to safely conduct flights and is unexpected.

(6) Overheated brakes due to a safety incident resulting in the use of emergency procedures.

(7) Unscheduled maintenance, including in response to an airworthiness directive, manifesting outside a scheduled maintenance program that cannot be deferred or must be addressed before flight.

(8) An emergency that required medical attention through no fault of the carrier.

(9) The removal of an unruly passenger.

(10) An airport closure due to the presence of volcanic ash, wind, or wind shear.

(c) FAMILY SEATING COMPLAINTS.—

(1) IN GENERAL.—The Director of the Bureau of Transportation Statistics shall update the reporting framework of the Bureau to create a new category to identify and track information on complaints related to family seating.

(2) SUNSET.—The requirements in paragraph (1) shall cease to be effective on the date on which the rulemaking required by section 513 is effective.

(d) AIR TRAVEL CONSUMER REPORT.—

(1) ATCSCC DELAYS.—The Secretary shall include information on delays and cancellations that are due to instructions from the FAA Air Traffic Control System Command Center in the Air Travel Consumer Report issued by the Office of Aviation Consumer Protection of the Department of Transportation.

(2) FAMILY SEATING COMPLAINTS.—The Secretary shall include information on complaints related to family seating—

(A) in the Air Travel Consumer Report issued by the Office of Aviation Consumer Protection of the Department of Transportation; and

(B) on the family seating dashboard required by subsection (a)(2).

(3) SUNSET.—The requirements in paragraph (2) shall cease to be effective on the date on which the rulemaking required by section 513 is effective.

SEC. 512. REIMBURSEMENT FOR INCURRED COSTS.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall direct all air carriers providing scheduled passenger interstate or intrastate air transportation to establish policies regarding reimbursement for lodging, transportation between such lodging and the airport, and meal costs incurred due to a flight cancellation or significant delay directly attributable to the air carrier.

(b) DEFINITION OF SIGNIFICANTLY DELAYED.—In this section, the term ''significantly delayed'' means, with respect to air transportation, the departure or arrival at the originally ticketed destination associated with such transportation has changed—

(1) in the case of a domestic flight, 3 or more hours after the original scheduled arrival time; and

(2) in the case of an international flight, 6 or more hours after the original scheduled arrival time.

(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed as providing the Secretary with any additional authorities beyond the authority to require air carriers establish the policies referred to in subsection (a).

SEC. 513. STREAMLINING OF OFFLINE TICKET DISCLOSURES.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Secretary shall take such action as may be necessary to update the process by which an air carrier or ticket agent is required to fulfill disclosure obligations in ticketing transactions for air transportation not completed through a website.

(b) REQUIREMENTS.—The process updated under subsection (a) shall—

(1) include means of referral to the applicable air carrier website with respect to disclosures related to air carrier optional fees and policies;

(2) include a means of referral to the website of the Department of Transportation with respect to any other required disclosures to air transportation passengers;

(3) make no changes to air carrier or ticket agent obligations with respect to—

(A) section 41712(c) of title 49, United States Code; or

(B) subsections (a) and (b) of section 399.84 of title 14, Code of Federal Regulations (or any successor regulations); and

(4) require disclosures referred to in paragraphs (1) and (2) to be made in the manner existing prior to the date of enactment of this Act upon passenger request.

(c) AIR CARRIER DEFINED.—In this section, the term ''air carrier'' has the meaning given such term in section 40102(a) of title 49, United States Code.

SEC. 514. GAO STUDY ON COMPETITION AND CONSOLIDATION IN THE AIR CARRIER INDUSTRY.

(a) STUDY.—The Comptroller General shall conduct a study assessing competition and consolidation in the United States air carrier industry. Such study shall include an assessment of data related to—

(1) the history of mergers in the United States air carrier industry, including whether any claimed efficiencies have been realized;

(2) the effect of consolidation in the United States air carrier industry, if any, on consumers;

(3) the effect of consolidation in the United States air carrier industry, if any, on air

transportation service in small and rural markets; and

(4) the current state of competition in the United States air carrier industry as of the date of enactment of this Act.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report containing the results of the study conducted under subsection (a), and recommendations for such legislative and administrative action as the Comptroller General determines appropriate.

SEC. 515. GAO STUDY AND REPORT ON THE OPERATIONAL PREPAREDNESS OF AIR CARRIERS FOR CERTAIN EVENTS.

(a) STUDY.—

(1) IN GENERAL.—The Comptroller General shall study and assess the operational preparedness of air carriers for changing weather and other events related to changing conditions and natural hazards, including flooding, extreme heat, changes in precipitation, storms, including winter storms, coastal storms, tropical storms, and hurricanes, and fire conditions.

(2) REQUIREMENTS.—As part of the study required under paragraph (1), the Comptroller General shall assess the following:

(A) The extent to which air carriers are preparing for weather events and natural disasters, as well as changing conditions and natural hazards, that may impact operational investments of air carriers, staffing levels and safety policies, mitigation strategies, and other resiliency planning.

(B) How the FAA oversees operational resilience of air carriers relating to storms, natural disasters, and changing conditions.

(C) Steps the Federal Government and air carriers can take to improve operational resilience relating to storms, natural disasters, and changing conditions.

(b) BRIEFING AND REPORT.—

(1) BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall brief the appropriate committees of Congress on the results of the study required under subsection (a), and recommendations for such legislative and administrative action as the Comptroller General determines appropriate.

(2) REPORT.—Not later than 6 months after the briefing required by paragraph (1) is provided, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study required under subsection (a), and recommendations for such legislative and administrative action as the Comptroller General determines appropriate.

(c) DEFINITION OF AIR CARRIER.—In this section, the term ''air carrier'' has the meaning given such term in section 40102 of title 49, United States Code.

SEC. 516. FAMILY SEATING.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary shall issue a notice of proposed rulemaking to establish a policy directing air carriers that assign seats, or allow individuals to select seats in advance of the date of departure of a flight, to sit each young child adjacent to an accompanying adult, to the greatest extent practicable, if adjacent seat assignments are available at any time after the ticket is issued for each young child and before the first passenger boards the flight.

(b) PROHIBITION ON FEES.—The notice of proposed rulemaking described in subsection (a) shall include a provision that prohibits an air carrier from charging a fee, or imposing an additional cost beyond the ticket price of the additional seat, to seat each young child adjacent to an accompanying adult within the same class of service.

(c) RULE OF CONSTRUCTION.—Notwithstanding the requirement in subsection (a), nothing in this section may be construed to allow the Secretary to impose a change in the overall seating or boarding policy of an air carrier that has an open or flexible seating policy in place that generally allows adjacent family seating as described under this section.

(d) YOUNG CHILD.—In this section, the term ''young child'' means an individual who has not attained 14 years of age.

SEC. 517. PASSENGER EXPERIENCE ADVISORY COMMITTEE.

(a) IN GENERAL.—The Secretary shall establish an advisory committee to advise the Secretary and the Administrator in carrying out activities relating to the improvement of the passenger experience in air transportation customer service. The advisory committee shall not duplicate the work of any other advisory committee.

(b) MEMBERSHIP.—The Secretary shall appoint the members of the advisory committee, which shall be comprised of at least 1 representative of each of—

(1) mainline air carriers;

(2) air carriers with a low-cost or ultra-low-cost business model;

(3) regional air carriers;

(4) large hub airport sponsors and operators;

(5) medium hub airport sponsors and operators;

(6) small hub airport sponsors and operators;

(7) nonhub airport sponsors and operators;

(8) ticket agents;

(9) representatives of intermodal transportation companies that operate at airports;

(10) airport concessionaires;

(11) nonprofit public interest groups with expertise in consumer protection matters;

(12) senior managers of the FAA Air Traffic Organization;

(13) aircraft manufacturers;

(14) entities representing individuals with disabilities;

(15) certified labor organizations representing aviation workers, including—

(A) FAA employees;

(B) airline pilots working for air carriers operating under part 121 of title 14, Code of Federal Regulations;

(C) flight attendants working for air carriers operating under part 121 of title 14, Code of Federal Regulations; and

(D) other customer-facing airline and airport workers;

(16) other organizations or industry segments as determined by the Secretary; and

(17) other Federal agencies that directly interface with passengers at airports.

(c) VACANCIES.—A vacancy in the advisory committee under this section shall be filled in a manner consistent with subsection (b).

(d) TRAVEL EXPENSES.—Members of the advisory committee under this section shall serve without pay but shall receive travel expenses, including per diem in lieu of subsistence, in accordance with subchapter I of chapter 57 of title 5, United States Code.

(e) CHAIR.—The Secretary shall designate an individual among the individuals appointed under subsection (b) to serve as Chair of the advisory committee.

(f) DUTIES.—The duties of the advisory committee shall include—

(1) evaluating ways to improve the comprehensive passenger experience, including—

(A) transportation between airport terminals and facilities;

(B) baggage handling;

(C) wayfinding;

(D) the security screening process; and

(E) the communication of flight delays and cancellations;

(2) evaluating ways to improve efficiency in the national airspace system affecting passengers;

(3) evaluating ways to improve the cooperation and coordination between the Department of Transportation and other Federal agencies that directly interface with aviation passengers at airports;

(4) responding to other taskings determined by the Secretary; and

(5) providing recommendations to the Secretary and the Administrator, if determined necessary during the evaluations considered in paragraphs (1) through (4).

(g) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, and every 2 years thereafter, the Secretary shall submit to Congress a report containing—

(1) consensus recommendations made by the advisory committee since such date of enactment or the previous report, as appropriate; and

(2) an explanation of how the Secretary has implemented such recommendations and, for such recommendations not implemented, the Secretary's reason for not implementing such recommendation.

(h) DEFINITION.—The definitions in section 40102 of title 49, United States Code, shall apply to this section.

(i) SUNSET.—This section shall cease to be effective on October 1, 2028.

(j) TERMINATION OF DOT ACCESS ADVISORY COMMITTEE.—The ACCESS Advisory Committee of the Department of Transportation shall terminate on the date of enactment of this Act.

SEC. 518. UPDATING PASSENGER INFORMATION REQUIREMENT REGULATIONS.

(a) ARAC TASKING.—Not later than 3 years after the date of enactment of this Act, the Administrator shall task the Aviation Rulemaking Advisory Committee with—

(1) reviewing passenger information requirement regulations under section 121.317 of title 14, Code of Federal Regulation, and such other related regulations as the Administrator determines appropriate; and

(2) making recommendations to update and improve such regulations.

(b) FINAL REGULATION.—Not later than 6 years after the date of enactment of this Act, the Administrator shall issue a final regulation revising section 121.317 of title 14, Code of Federal Regulations, and such other related regulations as the Administrator determines appropriate, to—

(1) update such section and regulations to incorporate exemptions commonly issued by the Administrator;

(2) reflect civil penalty inflation adjustments; and

(3) incorporate such updates and improvements recommended by the Aviation Rulemaking Advisory Committee that the Administrator determines appropriate.

SEC. 519. SEAT DIMENSIONS.

Not later than 60 days after the date of enactment of this Act, the Administrator shall—

(1) initiate a rulemaking activity based on the regulation described in section 577 of the FAA Reauthorization Act of 2018 (49 U.S.C. 42301 note); or

(2) if the Administrator decides not to pursue the rulemaking described in paragraph (1), the Administrator shall brief appropriate committees of Congress on the justification of such decision.

SEC. 520. MODERNIZATION OF CONSUMER COMPLAINT SUBMISSIONS.

Section 42302 of title 49, United States Code, is amended to read as follows:

''§ 42302. Consumer complaints

''(a) IN GENERAL.—The Secretary of Transportation shall—

''(1) maintain an accessible website through the Office of Aviation Consumer Protection to accept the submission of complaints from airline passengers regarding air travel service problems; and

''(2) take appropriate actions to notify the public of such accessible website.

''(b) NOTICE TO PASSENGERS ON THE INTERNET.—An air carrier or foreign air carrier providing scheduled air transportation using any aircraft that as originally designed has a passenger capacity of 30 or more passenger seats shall include on the accessible website of the carrier—

''(1) the accessible website, e-mail address, or telephone number of the air carrier for the submission of complaints by passengers about air travel service problems; and

''(2) the accessible website maintained pursuant to subsection (a).

''(c) USE OF ADDITIONAL OR ALTERNATIVE TECHNOLOGIES.—The Secretary shall periodically evaluate the benefits of using mobile phone applications or other widely used technologies to—

''(1) provide additional or alternative means for air passengers to submit complaints; and

''(2) provide such additional or alternative means as the Secretary determines appropriate.

''(d) AIR AMBULANCE PROVIDERS.—Each air ambulance provider shall include the accessible website, or a link to such accessible website, maintained pursuant to subsection (a) and the contact information for the Aviation Consumer Advocate established by section 424 of the FAA Reauthorization Act of 2018 (49 U.S.C. 42302 note) on—

''(1) any invoice, bill, or other communication provided to a passenger or customer of such provider; and

''(2) the accessible website and any related mobile device application of such provider.''.

Subtitle B—Accessibility

SEC. 541. AIR CARRIER ACCESS ACT ADVISORY COMMITTEE.

(a) IN GENERAL.—Section 439 of the FAA Reauthorization Act of 2018 (49 U.S.C. 41705 note) is amended—

(1) in the section heading by striking ''**ADVISORY COMMITTEE ON THE AIR TRAVEL NEEDS OF PASSENGERS WITH DISABILITIES**'' and inserting ''**AIR CARRIER ACCESS ACT ADVISORY COMMITTEE**'';

(2) in subsection (c)(1) by striking subparagraph (G) and inserting the following:

''(G) Manufacturers of wheelchairs, including powered wheelchairs, and other mobility aids.''; and

(3) in subsection (g) by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(b) CONFORMING AMENDMENT.—Section 1(b) of the FAA Reauthorization Act of 2018 (Public Law 115–254) is amended by striking the item relating to section 439 and inserting the following:

''Sec. 439. Air Carrier Access Act advisory committee.''.

SEC. 542. IMPROVED TRAINING STANDARDS FOR ASSISTING PASSENGERS WHO USE WHEELCHAIRS.

(a) RULEMAKING.—Not later than 6 months after the date of enactment of this Act, the Secretary shall issue a notice of proposed rulemaking to develop requirements for minimum training standards for airline personnel or contractors who assist wheelchair users who board or deplane using an aisle chair or other boarding device.

(b) REQUIREMENTS.—The training standards developed under subsection (a) shall require, at a minimum, that airline personnel or contractors who assist passengers who use wheelchairs who board or deplane using an aisle chair or other boarding device—

(1) before being allowed to assist a passenger using an aisle chair or other boarding device to board or deplane, be able to successfully demonstrate skills (during hands-on training sessions) on—

(A) how to safely use the aisle chair, or other boarding device, including the use of all straps, brakes, and other safety features;

(B) how to assist in the transfer of passengers to and from their wheelchair, the aisle chair, and the aircraft's passenger seat, either by physically lifting the passenger or deploying a mechanical device for the lift or transfer; and

(C) how to effectively communicate with, and take instruction from, the passenger;

(2) are trained regarding the availability of accessible lavatories and on-board wheelchairs and the right of a qualified individual with a disability to request an on-board wheelchair; and

(3) complete refresher training within 18 months of an initial training and be recertified on the job every 18 months thereafter by a relevant superior in order to remain qualified for providing aisle chair assistance.

(c) CONSIDERATIONS.—In conducting the rulemaking under subsection (a), the Secretary shall consider, at a minimum—

(1) whether to require air carriers and foreign air carriers to partner with national disability organizations and disabled veterans organizations representing individuals with disabilities who use wheelchairs and scooters in developing, administering, and auditing training;

(2) whether to require air carriers and foreign air carriers to use a lift device, instead of an aisle chair, to board and deplane passengers with mobility disabilities; and

(3) whether individuals able to provide boarding and deplaning assistance for passengers with limited or no mobility should receive training incorporating procedures from medical professionals on how to properly lift these passengers.

(d) FINAL RULE.—Not later than 12 months after the date of enactment of this Act, the Secretary shall issue a final rule pursuant to the rulemaking conducted under this section.

(e) PENALTIES.—The Secretary may assess a civil penalty in accordance with section 46301 of title 49, United States Code, to any air carrier or foreign air carrier who fails to meet the requirements established under the final rule under subsection (d).

SEC. 543. TRAINING STANDARDS FOR STOWAGE OF WHEELCHAIRS AND SCOOTERS.

(a) RULEMAKING.—Not later than 6 months after the date of enactment of this Act, the Secretary shall issue a notice of proposed rulemaking to develop minimum training standards related to stowage of wheelchairs and scooters used by passengers with disabilities on aircraft.

(b) REQUIREMENTS.—The training standards developed under subsection (a) shall require, at a minimum, that personnel and contractors of air carriers and foreign air carriers who stow wheelchairs and scooters on aircraft—

(1) before being allowed to handle or stow a wheelchair or scooter, be able to successfully demonstrate skills (during hands-on training sessions) on—

(A) how to properly handle and configure, at a minimum, the most commonly used power and manual wheelchairs and scooters for stowage on each aircraft type operated by the air carrier or foreign air carrier;

(B) how to properly review any wheelchair or scooter information provided by the passenger or the wheelchair or scooter manufacturer; and

(C) how to properly load, secure, and unload wheelchairs and scooters, including how to use any specialized equipment for loading or unloading, on each aircraft type operated by the air carrier or foreign air carrier; and

(2) complete refresher training within 18 months of an initial training and be recertified on the job every 18 months thereafter by a relevant superior in order to remain qualified for handling and stowing wheelchairs and scooters.

(c) CONSIDERATIONS.—In conducting the rulemaking under subsection (a), the Secretary shall consider, at a minimum, whether to require air carriers and foreign air carriers to partner with wheelchair or scooter manufacturers, national disability and disabled veterans organizations representing individuals who use wheelchairs and scooters, and aircraft manufacturers, in developing, administering, and auditing training.

(d) FINAL RULE.—Not later than 12 months after the date of enactment of this Act, the Secretary shall issue a final rule pursuant to the rulemaking conducted under this section.

(e) PENALTIES.—The Secretary may assess a civil penalty in accordance with section 46301 of title 49, United States Code, to any air carrier or foreign air carrier who fails to meet the requirements established under the final rule under subsection (d).

SEC. 544. MOBILITY AIDS ON BOARD IMPROVE LIVES AND EMPOWER ALL.

(a) PUBLICATION OF CARGO HOLD DIMENSIONS.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary shall require air carriers to publish in a prominent and easily accessible place on the public website of the air carrier, information describing the relevant dimensions and other characteristics of the cargo holds of all aircraft types operated by the air carrier, including the dimensions of the cargo hold entry, that would limit the size, weight, and allowable type of cargo.

(2) PROPRIETARY INFORMATION.—The Secretary shall allow an air carrier to protect the confidentiality of any trade secret or proprietary information submitted in accordance with paragraph (1), as appropriate.

(b) REFUND REQUIRED FOR INDIVIDUAL TRAVELING WITH WHEELCHAIR.—In the case of a qualified individual with a disability traveling with a wheelchair who has purchased a ticket for a flight from an air carrier, but who cannot travel on the aircraft for such flight because the wheelchair of such qualified individual cannot be physically accommodated in the cargo hold of the aircraft, the Secretary shall require such air carrier to offer a refund to such qualified individual of any previously paid fares, fees, and taxes applicable to such flight.

(c) EVALUATION OF DATA REGARDING DAMAGED WHEELCHAIRS.—Not later than 12 months after the date of enactment of this Act, and annually thereafter, the Secretary shall—

(1) evaluate data regarding the type and frequency of incidents of the mishandling of wheelchairs on aircraft and delineate such data by—

(A) types of wheelchairs involved in such incidents; and

(B) the ways in which wheelchairs are mishandled, including the type of damage to wheelchairs (such as broken drive wheels or casters, bent or broken frames, damage to electrical connectors or wires, control input devices, joysticks, upholstery or other components, loss, or delay of return);

(2) determine whether there are trends with respect to the data evaluated under paragraph (1); and

(3) make available on the public website of the Department of Transportation, in an accessible manner, a report containing the results of the evaluation of data and determination made under paragraphs (1) and (2) and a description of how the Secretary plans to address such results.

(d) REPORT TO CONGRESS ON MISHANDLED WHEELCHAIRS.—Upon completion of each annual report required under subsection (c), the Secretary shall transmit to the appropriate committees of Congress such report.

(e) FEASIBILITY OF IN-CABIN WHEELCHAIR RESTRAINT SYSTEMS.—

(1) ROADMAP.—Not later than 1 year after the date of enactment of this Act, the Secretary shall submit to the appropriate committees of Congress a publicly available strategic roadmap that describes how the Department of Transportation and the United States Access Board, respectively, shall, in accordance with the recommendations from the National Academies of Science, Engineering, and Mathematics Transportation Research Board Special Report 341—

(A) establish a program of research, in collaboration with the Rehabilitation Engineering and Assistive Technology Society of North America, the assistive technology industry, air carriers, original equipment manufacturers, national disability and disabled veterans organizations, and any other relevant stakeholders, to test and evaluate an appropriate selection of WC19-compliant wheelchairs and accessories in accordance with applicable FAA crashworthiness and safety performance criteria, including the issues and considerations set forth in such Special Report 341; and

(B) sponsor studies that assess issues and considerations, including those set forth in such Special Report 341, such as—

(i) the likely demand for air travel by individuals who are nonambulatory if such individuals could remain seated in their personal wheelchairs in flight; and

(ii) the feasibility of implementing seating arrangements that would accommodate passengers in wheelchairs in the main cabin in flight.

(2) STUDY.—If determined to be technically feasible by the Secretary, not later than 2 years after making such determination, the Secretary shall commence a study to assess the economic and financial feasibility of air carriers and foreign air carriers implementing seating arrangements that accommodate passengers with wheelchairs in the main cabin during flight. Such study shall include an assessment of—

(A) the cost of such seating arrangements, equipment, and installation;

(B) the demand for such seating arrangements;

(C) the impact of such seating arrangements on passenger seating and safety on aircraft;

(D) the impact of such seating arrangements on the cost of operations and airfare; and

(E) any other information determined appropriate by the Secretary.

(3) REPORT.—Not later than 1 year after the date on which the study under paragraph (2) is completed, the Secretary shall submit to the appropriate committees of Congress a publicly available report describing the results of the study conducted under paragraph (2) and any recommendations the Secretary determines appropriate.

(f) DEFINITIONS.—In this section:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning given such term in section 40102 of title 49, United States Code.

(2) DISABILITY; QUALIFIED INDIVIDUAL WITH A DISABILITY.—The terms ''disability'' and ''qualified individual with a disability'' have the meanings given such terms in section 382.3 of title 14, Code of Federal Regulations (as in effect on date of enactment of this Act).

(3) WHEELCHAIR.—The term ''wheelchair'' has the meaning given such term in section 37.3 of title 49, Code of Federal Regulations (as in effect on date of enactment of this Act), and includes power wheelchairs, manual wheelchairs, and scooters.

SEC. 545. PRIORITIZING ACCOUNTABILITY AND ACCESSIBILITY FOR AVIATION CONSUMERS.

(a) ANNUAL REPORT.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary shall submit to the appropriate committees of Congress, and make publicly available, a report on aviation consumer complaints related to passengers with a disability filed with the Department of Transportation.

(b) CONTENTS.—Each annual report submitted under subsection (a) shall, at a minimum, include the following:

(1) The number of aviation consumer complaints reported to the Secretary related to passengers with a disability filed with the Department of Transportation during the calendar year preceding the year in which such report is submitted.

(2) The nature of such complaints, including reported issues with—

(A) an air carrier, including an air carrier's staff training or lack thereof;

(B) mishandling of passengers with a disability or their accessibility equipment, including mobility aids and wheelchairs;

(C) the condition, availability, or lack of accessibility of equipment operated by an air carrier or a contractor of an air carrier;

(D) the accessibility of in-flight services, including accessing and using on-board lavatories, for passengers with a disability;

(E) difficulties experienced by passengers with a disability in communicating with air carrier personnel;

(F) difficulties experienced by passengers with a disability in being moved, handled, or otherwise assisted;

(G) an air carrier changing the flight itinerary of a passenger with a disability without the consent of such passenger;

(H) issues experienced by passengers with a disability traveling with a service animal; and

(I) such other issues as the Secretary determines appropriate.

(3) An overview of the review process for such complaints received during such calendar year.

(4) The median length of time for how quickly review of such complaints was initiated by the Secretary.

(5) The median length of time for how quickly such complaints were resolved or otherwise addressed.

(6) Of the complaints that were found to violate section 41705 of title 49, United States Code—

(A) the number of such complaints for which a formal enforcement order was issued; and

(B) the number of such complaints for which a formal enforcement order was not issued.

(7) How many aviation consumer complaints related to passengers with a disability were referred to the Department of Justice for an enforcement action under—

(A) section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794);

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

(C) any other provision of law.

(8) How many aviation consumer complaints related to passengers with a disability filed with the Department of Transportation that involved airport staff (or other matters under the jurisdiction of the FAA) were referred to the FAA.

(9) The number of disability-related aviation consumer complaints filed with the Department of Transportation involving Transportation Security Administration staff that were referred to the Transportation Security Administration or the Department of Homeland Security.

(c) DEFINITIONS.—

(1) IN GENERAL.—Except as provided in paragraph (2), the definitions set forth in section 40102 of title 49, United States Code, and section 382.3 of title 14, Code of Federal Regulations, apply to this section.

(2) AIR CARRIER.—The term ''air carrier'' means an air carrier conducting passenger operations under part 121 of title 14, Code of Federal Regulations.

(3) PASSENGERS WITH A DISABILITY.—In this section, the term ''passengers with a disability'' has the meaning given the term ''qualified individual with a disability'' in section 382.3 of title 14, Code of Federal Regulations.

SEC. 546. ACCOMMODATIONS FOR QUALIFIED INDIVIDUALS WITH DISABILITIES.

(a) IN GENERAL.—

(1) ADVANCED NOTICE OF PROPOSED RULEMAKING.—Not later than 180 days after the date of enactment of this Act, the Secretary shall issue an advanced notice of proposed rulemaking regarding seating accommodations for any qualified individual with a disability.

(2) NOTICE OF PROPOSED RULEMAKING.—Not later than 18 months after the date on which the advanced notice of proposed rulemaking under paragraph (1) is completed, the Secretary shall issue a notice of proposed rulemaking regarding seating accommodations for any qualified individual with a disability.

(3) FINAL RULE.—Not later than 30 months after the date on which the notice of proposed rulemaking under subparagraph (B) is completed, the Secretary shall issue a final rule pursuant to the rulemaking conducted under this subsection.

(b) CONSIDERATIONS.—In carrying out the advanced notice of proposed rulemaking required in subsection (a)(1), the Secretary shall consider the following:

(1) The scope and anticipated number of qualified individuals with a disability who—

(A) may need to be seated with a companion to receive assistance during a flight; or

(B) should be afforded bulkhead seats or other seating considerations.

(2) The types of disabilities that may need seating accommodations.

(3) Whether such qualified individuals with a disability are unable to obtain, or have difficulty obtaining, appropriate seating accommodations.

(4) The scope and anticipated number of individuals assisting a qualified individual with a disability who should be afforded an adjoining seat pursuant to section 382.81 of title 14, Code of Federal Regulations.

(5) Any notification given to qualified individuals with a disability regarding available seating accommodations.

(6) Any method that is adequate to identify fraudulent claims for seating accommodations.

(7) Any other information determined appropriate by the Secretary.

(c) KNOWN SERVICE ANIMAL TRAVEL PILOT PROGRAM.—

(1) IN GENERAL.—The Secretary shall establish a pilot program to allow approved program participants as known service animals for purposes of exemption from the documentation requirements under part 382 of title 14, Code of Federal Regulations, with respect to air travel with a service animal.

(2) REQUIREMENTS.—The pilot program established under paragraph (1) shall—

(A) be optional for a service animal accompanying a qualified individual with a disability;

(B) provide for assistance for applicants, including over-the-phone assistance,

throughout the application process for the program; and

(C) with respect to any web-based components of the pilot program, meet or exceed the standards described in section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794d) and the regulations implementing that Act as set forth in part 1194 of title 36, Code of Federal Regulations (or any successor regulations).

(3) CONSULTATION.—In establishing the pilot program under paragraph (1), the Secretary shall consult with—

(A) disability organizations, including advocacy and nonprofit organizations that represent or provide services to individuals with disabilities;

(B) air carriers and foreign air carriers;

(C) accredited service animal training programs and authorized registrars, such as the International Guide Dog Federation, Assistance Dogs International, and other similar organizations and foreign and domestic governmental registrars of service animals;

(D) other relevant departments or agencies of the Federal Government; and

(E) other entities determined to be appropriate by the Secretary.

(4) ELIGIBILITY.—To be eligible to participate in the pilot program under this subsection, an individual shall—

(A) be a qualified individual with a disability;

(B) require the assistance of a service animal because of a disability; and

(C) submit an application to the Secretary at such time, in such manner, and containing such information as the Secretary may require.

(5) CLARIFICATION.—The Secretary may award a grant or enter into a contract or cooperative agreement in order to carry out this subsection.

(6) NOMINAL FEE.—The Secretary may require an applicant to pay a nominal fee, not to exceed $25, to participate in the pilot program.

(7) REPORTS TO CONGRESS.—Not later than 1 year after the establishment of the pilot program under this subsection, and annually thereafter until the date described in paragraph (8), the Secretary shall submit to the appropriate committees of Congress and make publicly available report on the progress of the pilot program.

(8) SUNSET.—The pilot program shall terminate on the date that is 5 years after the date of enactment of this Act.

(d) ACCREDITED SERVICE ANIMAL TRAINING PROGRAMS AND AUTHORIZED REGISTRARS.—Not later than 6 months after the date of enactment of this Act, the Secretary shall publish and maintain, on the website of the Department of Transportation, a list of—

(1) accredited programs that train service animals; and

(2) authorized registrars that evaluate service animals.

(e) REPORT TO CONGRESS ON SERVICE ANIMAL REQUESTS.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary shall submit to the appropriate committees of Congress a report on requests for air travel with service animals, including—

(1) during the reporting period, how many requests to board an aircraft with a service animal were made in total, and how many requests were made by qualified individuals with disabilities; and

(2) the number and percentage of such requests, categorized by type of request, that were reported by air carriers or foreign air carriers as—

(A) granted;

(B) denied but not fraudulent; or

(C) denied as fraudulent.

(f) TRAINING.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Secretary shall, in consultation with the Air Carrier Access Act Advisory Committee, issue guidance regarding improvements to training for airline personnel (including contractors) in recognizing when a qualified individual with a disability is traveling with a service animal.

(2) REQUIREMENTS.—The guidance issued under paragraph (1) shall—

(A) take into account respectful engagement with and assistance for individuals with a wide range of visible and nonvisible disabilities;

(B) provide information on—

(i) service animal behavior and whether the service animal is appropriately harnessed, leashed, or otherwise tethered; and

(ii) the various types of service animals, such as guide dogs, hearing or signal dogs, psychiatric service dogs, sensory or social signal dogs, and seizure response dogs; and

(C) outline the rights and responsibilities of the handler of the service animal.

(g) DEFINITIONS.—In this section:

(1) AIR CARRIER.—The term ''air carrier'' has the meaning given that term in section 40102 of title 49, United States Code.

(2) FOREIGN AIR CARRIER.—The term ''foreign air carrier'' has the meaning given that term in section 40102 of title 49, United States Code.

(3) QUALIFIED INDIVIDUAL WITH A DISABILITY.—The term ''qualified individual with a disability'' has the meaning given that term in section 382.3 of title 14, Code of Federal Regulations.

(4) SERVICE ANIMAL.—The term ''service animal'' has the meaning given that term in section 382.3 of title 14, Code of Federal Regulations.

SEC. 547. EQUAL ACCESSIBILITY TO PASSENGER PORTALS.

(a) APPLICATIONS AND INFORMATION COMMUNICATION TECHNOLOGIES.—Not later than 2 years after the date of enactment of this Act, the Secretary shall, in consultation with the United States Architectural and Transportation Barriers Compliance Board, issue regulations setting forth minimum standards to ensure that individuals with disabilities are able to access customer-focused kiosks, software applications, and websites of air carriers, foreign air carriers, and airports, in a manner that is equally as effective, and has a substantially equivalent ease of use, as for individuals without disabilities.

(b) CONSISTENCY WITH GUIDELINES.—The standards set forth under subsection (a) shall be consistent with the standards contained in the Web Content Accessibility Guidelines 2.1 Level AA of the Web Accessibility Initiative of the World Wide Web Consortium or any subsequent version of such Guidelines.

(c) REVIEW.—

(1) AIR CARRIER ACCESS ACT ADVISORY COMMITTEE REVIEW.—The Air Carrier Access Act Advisory Committee shall periodically review, and make appropriate recommendations regarding, the accessibility of websites, kiosks, and information communication technology of air carriers, foreign air carriers, and airports, and make such recommendations publicly available.

(2) DOT REVIEW.—Not later than 5 years after issuing regulations under subsection (a), and every 5 years thereafter, the Secretary shall—

(A) review the recommendations of the Air Carrier Access Act Advisory Committee regarding the regulations issued under this subsection; and

(B) update such regulations as necessary.

SEC. 548. AIRCRAFT ACCESS STANDARDS.

(a) AIRCRAFT ACCESS STANDARDS.—

(1) STANDARDS.—

(A) ADVANCE NOTICE OF PROPOSED RULEMAKING.—Not later than 1 year after the date of enactment of this Act, the Secretary shall issue an advanced notice of proposed rulemaking regarding standards to ensure that the aircraft boarding and deplaning process is accessible, in terms of design for, transportation of, and communication with, individuals with disabilities, including individuals who use wheelchairs.

(B) NOTICE OF PROPOSED RULEMAKING.—Not later than 1 year after the date on which the advanced notice of proposed rulemaking under subparagraph (A) is completed, the Secretary shall issue a notice of proposed rulemaking regarding standards addressed in subparagraph (A).

(C) FINAL RULE.—Not later than 1 year after the date on which the notice of proposed rulemaking under subparagraph (B) is completed, the Secretary shall issue a final rule.

(2) COVERED AIRPORT, EQUIPMENT, AND FEATURES.—The standards prescribed under paragraph (1)(A) shall address, at a minimum—

(A) boarding and deplaning equipment;

(B) improved procedures to ensure the priority cabin stowage for manual assistive devices pursuant to section 382.67 of title 14, Code of Federal Regulations; and

(C) improved cargo hold storage to prevent damage to assistive devices.

(3) CONSULTATION.—For purposes of the rulemaking under this subsection, the Secretary shall consult with the Access Board and any other relevant department or agency to determine appropriate accessibility standards.

(b) IN-FLIGHT ENTERTAINMENT RULEMAKING.—Not later than 1 year after the date of the enactment of this Act, the Secretary shall issue a notice of proposed rulemaking in accordance with the November 22, 2016, resolution of the Department of Transportation ACCESS Committee and the consensus recommendation set forth in the Term Sheet Reflecting Agreement of the Access Committee Regarding In-Flight Entertainment.

(c) NEGOTIATED RULEMAKING ON IN-CABIN WHEELCHAIR RESTRAINT SYSTEMS AND ENPLANING AND DEPLANING STANDARDS.—

(1) TIMING.—

(A) IN GENERAL.—Not later than 1 year after completion of the report required by section 544(e)(2), and if such report finds economic and financial feasibility of air carriers and foreign air carriers implementing seating arrangements that accommodate individuals with disabilities using wheelchairs (including power wheelchairs, manual wheelchairs, and scooters) in the main cabin during flight, the Secretary shall conduct a negotiated rulemaking on new type certificated aircraft standards for seating arrangements that accommodate such individuals in the main cabin during flight or an accessible route to a minimum of 2 aircraft passenger seats for passengers to access from personal assistive devices of such individuals.

(B) REQUIREMENT.—The negotiated rulemaking under subparagraph (A) shall include participation of representatives of—

(i) air carriers;

(ii) aircraft manufacturers;

(iii) national disability organizations;

(iv) aviation safety experts; and

(v) mobility aid manufacturers.

(2) NOTICE OF PROPOSED RULEMAKING.—Not later than 1 year after the completion of the negotiated rulemaking required under paragraph (1), the Secretary shall issue a notice of proposed rulemaking regarding the standards described in paragraph (1).

(3) FINAL RULE.—Not later than 1 year after the date on which the notice of proposed

rulemaking under paragraph (2) is completed, the Secretary shall issue a final rule regarding the standards described in paragraph (1).

(4) CONSIDERATIONS.—In the negotiated rulemaking and rulemaking required under this subsection, the Secretary shall consider—

(A) a reasonable period for the design, certification, and construction of aircraft that meet the requirements;

(B) the safety of all persons on-board the aircraft, including necessary wheelchair standards and wheelchair compliance with FAA crashworthiness and safety performance criteria; and

(C) the costs of design, installation, equipage, and aircraft capacity impacts, including partial fleet equipage and fare impacts.

(d) VISUAL AND TACTILELY ACCESSIBLE ANNOUNCEMENTS.—The Advisory Committee established under section 439 of the FAA Reauthorization Act of 2018 (49 U.S.C. 41705 note) shall examine technical solutions and the feasibility of visually and tactilely accessible announcements on-board aircraft.

(e) AIRPORT FACILITIES.—Not later than 2 years after the date of enactment of this Act, the Secretary shall, in direct consultation with the Access Board, prescribe regulations setting forth minimum standards under section 41705 of title 49, United States Code, that ensure all gates (including counters), ticketing areas, and customer service desks covered under such section at airports are accessible to and usable by all individuals with disabilities, including through the provision of visually and tactilely accessible announcements and full and equal access to aural communications.

(f) DEFINITIONS.—In this section:

(1) ACCESS BOARD.—The term ''Access Board'' means the Architectural and Transportation Barriers Compliance Board.

(2) AIR CARRIER.—The term ''air carrier'' has the meaning given such term in section 40102 of title 49, United States Code.

(3) INDIVIDUAL WITH A DISABILITY.—The term ''individual with a disability'' has the meaning given such term in section 382.3 of title 14, Code of Federal Regulations.

(4) FOREIGN AIR CARRIER.—The term ''foreign air carrier'' has the meaning given such term in section 40102 of title 49, United States Code.

SEC. 549. INVESTIGATION OF COMPLAINTS.

Section 41705(c) of title 49, United States Code, is amended by striking paragraph (1), and inserting the following:

''(1) IN GENERAL.—The Secretary shall—

''(A) not later than 120 days after the receipt of any complaint of a violation of this section or a regulation prescribed under this section, investigate such complaint; and

''(B) provide, in writing, to the individual that filed the complaint and the air carrier or foreign air carrier alleged to have violated this section or a regulation prescribed under this section, the determination of the Secretary with respect to—

''(i) whether the air carrier or foreign air carrier violated this section or a regulation prescribed under this section;

''(ii) the facts underlying the complaint; and

''(iii) any action the Secretary is taking in response to the complaint.''.

SEC. 550. REMOVAL OF OUTDATED REFERENCES TO PASSENGERS WITH DISABILITIES.

(a) SOVEREIGNTY AND USE OF AIRSPACE.—Section 40103(a)(2) of title 49, United States Code, is amended by striking ''handicapped individuals'' and inserting ''individuals with disabilities''.

(b) SPECIAL PRICES FOR FOREIGN AIR TRANSPORTATION.—Section 41511(b)(4) of title 49, United States Code, is amended by striking ''handicap'' and inserting ''disability''.

(c) DISCRIMINATION AGAINST INDIVIDUALS WITH DISABILITIES.—Section 41705 of title 49, United States Code, is amended in the heading by striking ''**handicapped individuals**'' and inserting ''**individuals with disabilities**''.

(d) CLERICAL AMENDMENT.—The analysis for chapter 417 of title 49, United States Code, is amended by striking the item relating to section 41705 and inserting the following:

''41705. Discrimination against individuals with disabilities.''.

SEC. 551. ON-BOARD WHEELCHAIRS IN AIRCRAFT CABIN.

(a) IN GENERAL.—If an individual informs an air carrier or foreign air carrier at the time of booking a ticket for air transportation on a covered aircraft that the individual requires the use of any wheelchair, the air carrier or foreign air carrier shall provide information regarding the provision and use of on-board wheelchairs, including the rights and responsibilities of the air carrier and passenger as such rights and responsibilities relate to the provision and use of on-board wheelchairs.

(b) AVAILABILITY OF INFORMATION.—An air carrier or foreign air carrier that operates a covered aircraft shall provide on a publicly available website of the carrier information regarding the rights and responsibilities of both passengers on such aircraft and the air carrier or foreign air carrier relating to on-board wheelchairs, including—

(1) that an air carrier or foreign air carrier is required to equip aircraft that have more than 60 passenger seats and that have an accessible lavatory (whether or not having such a lavatory is required by section 382.63 of title 14, Code of Federal Regulations) with an on-board wheelchair, unless an exception described in such section 382.65 applies;

(2) that a qualified individual with a disability (as defined in section 382.3 of title 14, Code of Federal Regulations (as in effect on date of enactment of this Act)) may request an on-board wheelchair on aircraft with more than 60 passenger seats even if the lavatory is not accessible and that the basis of such request must be that the individual can use an inaccessible lavatory but cannot reach it from a seat without using an on-board wheelchair;

(3) that the air carrier or foreign air carrier may require the qualified individual with a disability to provide the advance notice specified in section 382.27 of title 14, Code of Federal Regulations, in order for the individual to be provided with the on-board wheelchair; and

(4) if the air carrier or foreign air carrier requires the advance notice described in paragraph (3), information on how such a qualified individual with a disability can make such a request.

(c) DEFINITIONS.—In this section:

(1) APPLICABILITY OF TERMS.—The definitions contained in section 40102 of title 49, United States Code, apply to this section.

(2) COVERED AIRCRAFT.—The term ''covered aircraft'' means an aircraft that is required to be equipped with on-board wheelchairs in accordance with section 382.65 of title 14, Code of Federal Regulations.

SEC. 552. AIRCRAFT ACCESSIBILITY.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall initiate a program to study and evaluate the accessibility of new transport category aircraft designs certified, including, at a minimum—

(1) considering the safe boarding and deplaning processes for such aircraft, including individuals who use wheelchairs or other mobility aids, are blind or have limited vision, or are deaf or hard of hearing; and

(2) determining such aircraft can provide accessible lavatories.

(b) CONSULTATION.—In conducting the study and evaluation under this section, the Secretary shall consult with—

(1) air carriers;

(2) aircraft manufacturers and aerospace supply companies; and

(3) other stakeholders as determined appropriate by the Secretary.

(c) REPORT AND RECOMMENDATIONS.—Not later than 3 years after the date of enactment of this Act, the Secretary shall submit to the appropriate committees of Congress—

(1) a report on the findings of the study and evaluation under subsection (a); and

(2) any recommendations based on the findings of such study and evaluation.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to require the Secretary to require the retrofit of transport category aircraft based on the findings and evaluation under subsection (a).

Subtitle C—Air Service Development

SEC. 561. ESSENTIAL AIR SERVICE REFORMS.

(a) REDUCTION IN SUBSIDY CAP.—

(1) IN GENERAL.—Section 41731(a)(1)(C) of title 49, United States Code, is amended to read as follows:

''(C) had an average subsidy per passenger, as determined by the Secretary—

''(i) of less than $1,000 during the most recent fiscal year beginning before October 1, 2026, regardless of driving miles to the nearest large or medium hub airport;

''(ii) of less than $850 during the most recent fiscal year beginning after September 30, 2026, regardless of driving miles to the nearest medium or large hub airport; and

''(iii) of less than $650 during the most recent fiscal year for locations that are less than 175 miles from the nearest large or medium hub airport; and''.

(2) NOTICE.—Section 41731(a)(1)(D)(ii) is amended by striking ''90-day'' and inserting ''140-day''.

(3) WAIVERS.—Section 41731(e) of title 49, United States Code, is amended to read as follows:

''(e) WAIVERS.—

''(1) IN GENERAL.—The Secretary may waive, on an annual basis, subsections (a)(1)(B) and (a)(1)(C)(iii) with respect to an eligible place if such place demonstrates to the Secretary's satisfaction that the reason the eligibility requirements of such subsections are not met is due to a temporary decline in demand.

''(2) LIMITATION.—Beginning with fiscal year 2027, the Secretary may not provide a waiver of subsection (a)(1)(B) to any location—

''(A) in more than 2 consecutive fiscal years; or

''(B) in more than 5 fiscal years within 25 consecutive years.

''(3) LIMITATION.—Beginning in fiscal year 2027, the Secretary may not provide a waiver of subsection (a)(1)(C)(iii) to any location—

''(A) in more than 2 consecutive fiscal years; or

''(B) in more than 5 fiscal years within 25 consecutive years.''.

(4) CONFORMING AMENDMENTS.—

(A) Section 332 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69; 49 U.S.C. 41731 note) is repealed.

(B) Subsections (c) and (d) of section 426 of the FAA Modernization and Reform Act (49 U.S.C. 41731 note) are repealed.

(b) RESTRICTION ON LENGTH OF ROUTES.—

(1) IN GENERAL.—Section 41732(a)(1) of title 49, United States Code, is amended to read as follows:

''(1) to a medium or large hub airport less than 650 miles from an eligible place (unless

such airport or eligible place are located in a noncontiguous State); or''.

(2) EXCEPTION.—The amendment made by paragraph (1) shall not apply to an eligible place that is served by an air carrier selected to receive essential air service compensation under subchapter II of chapter 417 of title 49, United States Code, if—

(A) such service is in effect upon the date of enactment of this Act; and

(B) such service is provided by the same air carrier that provided service on the date of enactment of this Act.

(3) SUNSET.—Paragraph (2) shall cease to have effect on October 1, 2028.

(c) IMPROVEMENTS TO BASIC ESSENTIAL AIR SERVICE.—Section 41732 of title 49, United States Code, is amended—

(1) in subsection (a)(2) by inserting ''medium or large'' after ''nearest''; and

(2) in subsection (b)—

(A) by striking paragraphs (3) and (4);

(B) by redesignating paragraph (5) as paragraph (3); and

(C) by striking paragraph (6).

(d) LEVEL OF BASIC ESSENTIAL AIR SERVICE.—Section 41733 of title 49, United States Code, is amended—

(1) in subsection (c)(1)—

(A) by striking subparagraph (B) and inserting the following:

''(B) the contractual, marketing, codeshare, or interline arrangements the applicant has made with a larger air carrier serving the hub airport;'';

(B) by striking subparagraph (C);

(C) by redesignating subparagraphs (D) through (F) as subparagraphs (C) through (E), respectively;

(D) in subparagraph (C), as so redesignated, by striking ''giving substantial weight to'' and inserting ''including'';

(E) in subparagraph (D), as so redesignated, by striking ''and'' at the end;

(F) in subparagraph (E), as so redesignated, by striking the period and inserting ''; and''; and

(G) by adding at the end the following:

''(F) the total compensation proposed by the air carrier for providing scheduled air service under this section.''; and

(2) in subsection (h) by striking ''by section 332 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106–69; 113 Stat. 1022)'' and inserting ''under section 41731(a)(1)(C)''.

(e) SENSE OF CONGRESS.—It is the sense of Congress that route structures to rural airports serve a critical function to the Nation by connecting many military installations to major regional airline hubs.

(f) ENDING, SUSPENDING, AND REDUCING BASIC ESSENTIAL AIR SERVICE.—Section 41734 of title 49, United States Code, is amended—

(1) in subsection (a)—

(A) by striking ''An air carrier'' and inserting ''Subject to subsection (d), an air carrier''; and

(B) by striking ''90'' and inserting ''140'';

(2) by striking subsection (d) and inserting the following:

''(d) CONTINUATION OF COMPENSATION AFTER NOTICE PERIOD.—

''(1) IN GENERAL.—If an air carrier receiving compensation under section 41733 for providing basic essential air service to an eligible place is required to continue to provide service to such place under this section after the 140-day notice period under subsection (a), the Secretary—

''(A) shall provide the carrier with compensation sufficient to pay to the carrier the amount required by the then existing contract for performing the basic essential air service that was being provided when the 140-day notice was given under subsection (a);

''(B) may pay an additional amount that represents a reasonable return on investment; and

''(C) may pay an additional return that recognizes the demonstrated additional lost profits from opportunities foregone and the likelihood that those lost profits increase as the period during which the carrier or provider is required to provide the service continues.

''(2) AUTHORITY.—The Secretary may incorporate contract termination penalties or conditions on compensation into a contract for an air carrier to provide service to an eligible place that take effect in the event an air carrier provides notice that it is ending, suspending, or reducing basic essential air service.'';

(3) in subsection (e) by striking ''providing that service after the 90-day notice period'' and all that follows through the period at the end of paragraph (2) and inserting ''providing that service after the 140-day notice period required by subsection (a), the Secretary may provide the air carrier with compensation after the end of the 140-day notice period to pay for the fully allocated actual cost to the air carrier of performing the basic essential air service that was being provided when the 140-day notice was given under subsection (a) plus a reasonable return on investment that is at least 5 percent of operating costs.''; and

(4) in subsection (f) by inserting ''air'' after ''find another''.

(g) ENHANCED ESSENTIAL AIR SERVICE.—Section 41735 of title 49, United States Code, and the item relating to such section in the analysis for subchapter II of chapter 417 of such title, are repealed.

(h) COMPENSATION GUIDELINES, LIMITATIONS, AND CLAIMS.—Section 41737(d) of title 49, United States Code, is amended—

(1) by striking ''(1)'' before ''The Secretary may''; and

(2) by striking paragraph (2).

(i) JOINT PROPOSALS.—Section 41740 of title 49, United States Code, and the item relating to such section in the analysis for subchapter II of chapter 417 of such title, are repealed.

(j) PRESERVATION OF BASIC ESSENTIAL AIR SERVICE AT SINGLE CARRIER DOMINATED HUB AIRPORTS.—Section 41744 of title 49, United States Code, and the item relating to such section in the analysis for subchapter II of chapter 417 of such title, are repealed.

(k) COMMUNITY AND REGIONAL CHOICE PROGRAMS.—Section 41745 of title 49, United States Code, is amended—

(1) in subsection (a)(3), by striking subparagraph (E) and redesignating subparagraph (F) as subparagraph (E);

(2) by striking subsections (b) and (c); and

(3) by redesignating subsections (d) through (g) as subsections (b) through (e), respectively.

(l) MARKETING PROGRAM.—Section 41748 of title 49, United States Code, and the item relating to such section in the analysis for subchapter II of chapter 417 of such title, are repealed.

SEC. 562. SMALL COMMUNITY AIR SERVICE DEVELOPMENT GRANTS.

Section 41743 of title 49, United States Code, is amended—

(1) in subsection (c)—

(A) in paragraph (4)(B), by striking ''10-year'' and inserting ''5-year''; and

(B) in paragraph (5)—

(i) by redesignating subparagraphs (B) through (G) as subparagraphs (C) through (H), respectively;

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

''(B) the community has demonstrated support from at least 1 air carrier to provide service;''; and

(iii) in subparagraph (F), as so redesignated, by inserting ''or substantially reduced (as measured by enplanements, capacity (seats), schedule, connections, or routes)'' after ''terminated'';

(2) in subsection (d)—

(A) in paragraph (1) by inserting '', which shall begin with each new grant, including same-project new grants, and which shall be calculated on a non-consecutive basis for air carriers that provide air service that is seasonal'' after ''3 years''; and

(B) in paragraph (2) by inserting '', or an airport where air service has been terminated or substantially reduced,'' before ''to obtain service'';

(3) in subsection (e)—

(A) in paragraph (1) by inserting ''or the community's current air service needs'' after ''the project''; and

(B) in paragraph (2) by striking ''$10,000,000 for each of fiscal years 2018 through 2023'' and all that follows through ''May 10, 2024'' and inserting ''$15,000,000 for each of fiscal years 2024 through 2028'';

(4) in subsection (g)(4) by striking ''and the creation of aviation development zones''; and

(5) by striking subsections (f) and (h) and redesignating subsection (g) (as amended by paragraph (4)) as subsection (f).

SEC. 563. GAO STUDY AND REPORT ON THE ALTERNATE ESSENTIAL AIR SERVICE PILOT PROGRAM.

(a) STUDY.—The Comptroller General shall study the effectiveness of the alternate essential air service pilot program established under section 41745 of title 49, United States Code, (in this section referred to as the ''Alternate EAS program''), including challenges, if any, that have impeded robust community participation in the Alternate EAS program.

(b) CONTENTS.—The study required under subsection (a) shall include an assessment of potential changes to the Alternate EAS program and the basic essential air service programs under subchapter II of chapter 417 of title 49, United States Code, including changes in which Governors of States or territories containing essential air service communities would be given block grants in lieu of essential air service subsidies.

(c) BRIEFING.—Not later than 3 years after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the study required under subsection (a), including any recommendations for legislation and administrative action as the Comptroller General determines appropriate.

SEC. 564. ESSENTIAL AIR SERVICE IN PARTS OF ALASKA.

Not later than September 1, 2024, the Secretary, in consultation with the appropriate State authority of Alaska, shall review all domestic points in the State of Alaska that were deleted from carrier certificates between July 1, 1968, and October 24, 1978, and that were not subsequently determined to be an eligible place prior to January 1, 1982, as a result of being unpopulated at that time due to destruction during the 1964 earthquake and its resultant tidal wave, to determine whether such points have been resettled or relocated and should be designated as an eligible place entitled to receive a determination of the level of essential air service supported, if necessary, with Federal funds.

SEC. 565. ESSENTIAL AIR SERVICE COMMUNITY PETITION FOR REVIEW.

(a) IN GENERAL.—Section 41733 of title 49, United States Code, is amended—

(1) in subsection (b)(2) by inserting '', as defined by the Secretary'' after ''appropriate representative of the place''; and

(2) by adding at the end the following:

''(i) COMMUNITY PETITION FOR REVIEW.—

''(1) PETITION.—An appropriate representative of an eligible place, as defined by the Secretary, may submit to the Secretary a petition expressing no confidence in the air carrier providing basic essential air service under this section and requesting a review by the Secretary. A petition submitted under this subsection shall demonstrate that the air carrier—

''(A) is unwilling or unable to meet the operational specifications outlined in the order issued by the Secretary specifying the terms of basic essential air service to such place;

''(B) is experiencing reliability challenges with the potential to adversely affect air service to such place; or

''(C) is no longer able to provide service to such place at the rate of compensation specified by the Secretary.

''(2) REVIEW.—Not later than 2 months after the date on which the Secretary receives a petition under paragraph (1), the Secretary shall review the operational performance of the air carrier providing basic essential air service to such place that submitted such petition and determine whether such air carrier is fully complying with the obligations specified in the order issued by the Secretary specifying the terms of basic essential air service to such place.

''(3) TERMINATION.—If based on a review under paragraph (2), the Secretary determines noncompliance by an air carrier with an order specifying the terms for basic essential air service to the community, the Secretary may—

''(A) terminate the order issued to the air carrier; and

''(B) issue a notice pursuant to subsection (c) that an air carrier may apply to provide basic essential air service to such place for compensation under this section and select an applicant pursuant to such subsection.

''(4) CONTINUATION OF SERVICE.—If the Secretary makes a determination under paragraph (3) to terminate an order issued to an air carrier under this section, the Secretary shall ensure continuity in air service to the affected place.''.

SEC. 566. ESSENTIAL AIR SERVICE AUTHORIZATION.

Section 41742(a)(2) of title 49, United States Code, is amended by striking ''$155,000,000 for fiscal year 2018'' and all that follows through ''May 10, 2024,'' and inserting ''$348,544,000 for fiscal year 2024, $340,000,000 for fiscal year 2025, $342,000,000 for fiscal year 2026, $342,000,000 for fiscal year 2027, and $350,000,000 for fiscal year 2028''.

SEC. 567. GAO STUDY ON COSTS OF ESSENTIAL AIR SERVICE.

(a) STUDY.—The Comptroller General shall conduct a study of the change in costs of the essential air service program under sections 41731 through 41742 of title 49, United States Code.

(b) CONTENTS.—In conducting the study required under subsection (a), the Comptroller General shall—

(1) assess trends in costs of the essential air service program under sections 41731 through 41742 of title 49, United States Code, over the 10-year period ending on the date of enactment of this Act; and

(2) review potential causes for the increased cost of the essential air service program, including—

(A) labor costs;

(B) fuel costs;

(C) aging aircraft costs;

(D) air carrier opportunity costs;

(E) airport costs; and

(F) the effects of the COVID–19 pandemic.

(c) REPORT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study conducted under subsection (a).

SEC. 568. RESPONSE TIME FOR APPLICATIONS TO PROVIDE ESSENTIAL AIR SERVICE.

The Secretary shall take such actions as are necessary to respond with an approval or denial of any application filed by an applicant to provide essential air service under subchapter II of chapter 417 of title 49, United States Code, to the greatest extent practicable not later than 6 months after receiving such application. The Assistant General Counsel for International and Aviation Economic Law shall ensure the timely review of all orders proposed by the Essential Air Service Office, and such timeliness shall be analyzed annually by the General Counsel of the Department of Transportation.

SEC. 569. GAO STUDY ON CERTAIN AIRPORT DELAYS.

The Comptroller General shall conduct a study on flight delays in the States of New York, New Jersey, and Connecticut and the possible causes of such delays.

SEC. 570. REPORT ON RESTORATION OF SMALL COMMUNITY AIR SERVICE.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary shall seek to enter into an agreement with the National Academies to conduct a study on the loss of commercial air service in small communities in the United States and options to restore such service.

(b) CONTENTS.—In conducting the study required under subsection (a), that National Academies shall—

(1) assess the reduction of scheduled commercial air service to small communities over a 5-year period ending on the date of enactment of this Act, to include small communities that have lost all scheduled commercial air service;

(2) review economic trends that have resulted in reduction or loss of scheduled commercial air service to such communities;

(3) review the economic losses of such communities who have suffered a reduction or loss of scheduled commercial air service;

(4) identify the causes that prompted air carriers to reduce or eliminate scheduled commercial air service to such communities;

(5) assess the impact of changing aircraft economics; and

(6) identify recommendations that can be implemented by such communities or Federal, State, or local agencies to aid in the restoration or replacement of scheduled commercial air service.

(c) CASE STUDIES.—In conducting the study required under subsection (a), the National Academies shall assess not fewer than 7 communities that have lost commercial air service or have had commercial air service significantly reduced in the past 15 years, including—

(1) Williamsport Regional Airport;

(2) Alamogordo-White Sands Regional Airport; and

(3) Chautauqua County Jamestown Airport.

(d) REPORT.—Not later than 1 year after the date of enactment of this Act, the National Academies shall submit to the Secretary and the appropriate committees of Congress a report containing—

(1) the results of the study described in subsection (a); and

(2) recommendations to Congress and communities on action that can be taken to improve or restore scheduled commercial service to small communities.

(e) FUNDING.—No funding made available to carry out subchapter II of chapter 417 of title 49, United States Code, may be used to carry out this section.

TITLE VI—MODERNIZING THE NATIONAL AIRSPACE SYSTEM

SEC. 601. INSTRUMENT LANDING SYSTEM INSTALLATION.

(a) IN GENERAL.—Not later than January 1, 2025, the Administrator shall expedite the installation of at least 15 instrument landing systems (in this section referred to as ''ILS'') in the national airspace system by utilizing the existing ILS contract vehicle and the employees of the FAA.

(b) REQUIREMENTS.—In carrying out subsection (a), the Administrator shall—

(1) incorporate lessons learned from installations under section 44502(a)(4) of title 49, United States Code;

(2) record metrics of cost and time savings of expedited installations;

(3) consider opportunities to further develop ILS technical expertise among the employees of the FAA; and

(4) consider the cost-benefit analysis of utilizing the existing ILS contract vehicle, the employees of the FAA, or both, to accelerate the installation and deployment of procured equipment.

(c) BRIEFING TO CONGRESS.—Not later than June 30, 2025, the Administrator shall brief the appropriate committees of Congress—

(1) on the installation of ILS under this section;

(2) describing any planned near-term ILS installations; and

(3) outlining the approach of the FAA to accelerate future procurement and installation of ILS throughout the national airspace system in a manner consistent with the requirements of title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117–58).

SEC. 602. NAVIGATION AIDS STUDY.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate a study examining the effects of reclassifying navigation aids to Design Assurance Level–A from Design Assurance Level–B, including the following navigation aids:

(1) Distance measuring equipment.

(2) Very high frequency omni-directional range.

(3) Tactical air navigation.

(4) Wide area augmentation system.

(b) CONTENTS.—In conducting the study required under subsection (a), the inspector general shall address—

(1) the cost-benefit analyses associated with the reclassification described in such subsection;

(2) the findings from the operational safety assessments and preliminary hazard analyses of the navigation aids listed in such subsection;

(3) the risks of such reclassification on navigation aid equipment currently in use;

(4) the potential impacts on global interoperability of navigational aids; and

(5) what additional actions should be taken based on the findings of this subsection.

(c) REPORT.—Not later than 24 months after the date of enactment of this Act, the inspector general shall submit to the appropriate committees of Congress a report describing the results of the study conducted under subsection (a).

SEC. 603. NEXTGEN ACCOUNTABILITY REVIEW.

(a) IN GENERAL.—Not later than December 31, 2026, the Administrator shall seek to enter into an agreement with the National Academy of Public Administration to initiate a review to assess the performance of the FAA in delivering and implementing quantifiable operational benefits to the national airspace system within the NextGen program.

(b) REVIEW REQUIREMENTS.—In conducting the review required under subsection (a), the

National Academy of Public Administration shall—

(1) leverage metrics used by the FAA to quantify the benefits of NextGen technology and investments;

(2) validate metrics and identify additional metrics the FAA can use to track national airspace system throughput and savings as a result of NextGen investments—

(A) by calculating a per flight average, weighted by distance, of the—

(i) reduction and cumulative savings of track miles and time savings;

(ii) reduction and cumulative savings of emissions and fuel burn; and

(iii) reduction of aircraft operation time; and

(B) by using any other metrics that the National Academy determines may provide insights into the quantifiable benefits for operators in the national airspace system; and

(3) validate current metrics and identify additional metrics the FAA can use to track and assess fleet equipage across operators in the national airspace system, including identifying—

(A) the percentage of aircraft equipped with NextGen avionics equipment as recommended in the report of the NextGen Advisory Committee titled ''Minimum Capabilities List (MCL) Ad Hoc Team NAC Task 19-1 Report'', issued on November 17, 2020;

(B) quantified costs and benefits for an operator to properly equip an aircraft with baseline NextGen avionics equipment over the lifecycle of such aircraft; and

(C) cumulative unrealized NextGen benefits associated with rates of mixed equipage across operators.

(c) INDUSTRY CONSULTATION.—In conducting the review required under subsection (a), the National Academy of Public Administration may consult with aviation industry stakeholders.

(d) REPORT.—Not later than 270 days after the initiation of the review under subsection (a), the National Academy shall submit to the Administrator and the appropriate committees of Congress a report containing any findings and recommendations under such review.

(e) PUBLICATION.—Not later than 180 days after receiving the report required under subsection (d), the Administrator shall establish a website of the FAA that can be used to monitor and update—

(1) the metrics identified by the review conducted under subsection (a) on a quarterly and annual basis through 2030, as appropriate; and

(2) the total amount invested in NextGen technologies and resulting quantifiable benefits on a quarterly basis until the Administrator announces the completion of NextGen implementation.

SEC. 604. AIRSPACE ACCESS.

(a) COALESCING AIRSPACE.—

(1) REVIEW OF NATIONAL AIRSPACE SYSTEM.—Not later than 3 years after the date of enactment of this Act, the Administrator, in coordination with the Secretary of Defense, shall conduct a comprehensive review of the airspace of the national airspace system, including special use airspace.

(2) STREAMLINING AND EXPEDITING ACCESS.—In carrying out paragraph (1), the Administrator shall identify methods to streamline, expedite, and provide greater flexibility of access to certain categories of airspace for users of the national airspace system who may not regularly have such access.

(b) BRIEFING.—

(1) IN GENERAL.—Not later than 3 months after the completion of review the under subsection (a), the Administrator shall brief the appropriate committees of Congress on the findings of such review and a proposed action plan to improve access to airspace for users of the national airspace system.

(2) CONTENTS.—In the briefing under paragraph (1), the Administrator shall include, at a minimum, the following:

(A) An identification of current challenges and barriers faced by airspace users in accessing certain categories of airspace, including special use airspace.

(B) An evaluation of existing procedures, regulations, and requirements that may impede or delay access to certain categories of airspace for certain users of the national airspace system.

(C) Actions for streamlining and expediting the airspace access process, including potential regulatory changes, technological advancements, and enhanced coordination among relevant stakeholders and Federal agencies.

(D) If determined appropriate, an implementation plan for a framework that allows for temporary access to certain categories of airspace, including special use airspace, by users of the national airspace system who do not have regular access to such airspace.

(E) An assessment of the impact of airspace access improvements described in paragraph (1) on the safety of, efficiency of, and economic opportunities for airspace users, including—

(i) military operators;

(ii) commercial operators; and

(iii) general aviation operators.

(3) IMPLEMENTATION AND FOLLOW-UP.—

(A) ACTION PLAN.—The Administrator shall take such actions as are necessary to implement the action plan developed pursuant to this section.

(B) COORDINATION.—In implementing the action plan under subparagraph (A), the Administrator shall coordinate with relevant stakeholders, including airspace users and the Secretary of Defense, to ensure effective implementation of such action plan, and ongoing collaboration in addressing airspace access challenges.

(C) PROGRESS REPORTS.—The Administrator shall provide to the appropriate committees of Congress periodic briefings on the implementation of the action plan developed under this subparagraph (A), including updates on—

(i) the adoption of streamlined procedures;

(ii) technological enhancements; and

(iii) any regulatory changes necessary to improve airspace access and flexibility.

SEC. 605. FAA CONTRACT TOWER WORKFORCE AUDIT.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the inspector general of the Department of Transportation shall initiate an audit of the workforce needs of the Contract Tower Program, as established under section 47124 of title 49, United States Code.

(b) CONTENTS.—In conducting the audit required under subsection (a), the inspector general shall, at a minimum—

(1) review the assumptions and methodologies used in assessing FAA contract towers staffing levels and determine the adequacy of staffing levels at such towers;

(2) evaluate the supply and demand of trained and certificated personnel prepared for work and such towers;

(3) examine efforts to establish an air traffic controller training program or curriculum to allow contract tower contractors to conduct—

(A) initial training of controller candidates employed or soon to be employed by such contractors who do not have a Control Tower Operator certificate or a FAA tower credential;

(B) any initial training for controller candidates who have completed an approved Air Traffic Collegiate Training Initiative program from an accredited school that has a demonstrated successful curriculum; or

(C) on-the-job training of such candidates described in subparagraphs (A) or (B);

(4) assess whether establishing pathways to allow contract tower contractors to use the air traffic technical training academy of the FAA, or other means such as higher educational institutions, to provide initial technical training for air traffic controllers employed by such contractors could improve the workforce needs of the contract tower program and any related impact such training may have on air traffic controller staffing more broadly; and

(5) consult with the exclusive bargaining representative of the air traffic controllers certified under section 7111 of title 5, United States Code.

(c) REPORT.—Not later than 90 days after the completion of the audit under subsection (a), the inspector general shall submit to the appropriate committees of Congress a report on the findings of such audit and any recommendations as a result of such audit.

(d) IMPLEMENTATION.—The Administrator shall take such actions as are necessary to implement any recommendations included in the report required under subsection (c) with which the Administrator concurs.

(e) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed as a delegation of authority by the Administrator to air traffic control contractors for the purposes of issuing initial certifications to air traffic controllers.

SEC. 606. AIR TRAFFIC CONTROL TOWER SAFETY.

In designing, adopting a design, or constructing an air traffic control tower based on a previously adopted design, the Administrator shall prioritize the safety of the national airspace system, the safety of employees of the Administration, the operational reliability of such air traffic control tower, and the costs of such tower.

SEC. 607. AIR TRAFFIC SERVICES DATA REPORTS.

Section 45303(g)(2)(A) of title 49, United States Code, is amended by striking ''8 years'' and inserting ''14 years''.

SEC. 608. CONSIDERATION OF SMALL HUB CONTROL TOWERS.

In selecting projects for the replacement of federally owned air traffic control towers from funds made available under the heading ''Federal Aviation Administration—Facilities and Equipment'' in title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117–58), the Administrator shall consider selecting projects at small hub commercial service airports with control towers that are at least 50 years old.

SEC. 609. FLIGHT PROFILE OPTIMIZATION.

(a) PILOT PROGRAM.—

(1) ESTABLISHMENT.—The Administrator shall establish a pilot program to award grants to air traffic flow management technology providers to develop prototype capabilities to incorporate flight profile optimization (in this section referred to as ''FPO'') into the trajectory based-operations air traffic flow management system of the FAA.

(2) CONSIDERATIONS.—In establishing the pilot program under paragraph (1), the Administrator shall consider the following:

(A) The extent to which developed FPO capabilities may reduce strain on the national airspace system infrastructure while facilitating safe and efficient flow of future air traffic volumes and diverse range of aircraft and advanced aviation aircraft.

(B) The extent to which developed FPO capabilities may achieve environmental benefits and time savings.

(C) The perspectives of FAA employees responsible for air traffic flow management development projects, bilateral civil aviation regulatory partners, and industry applicants

on the performance of the FAA in carrying out air traffic flow management system development projects.

(D) Any other information the Administrator determines appropriate.

(3) APPLICATION.—To be eligible to receive a grant under the program, an air traffic flow management technology provider shall submit an application to the Administrator at such time, in such manner, and containing such information as the Administrator may require.

(4) MAXIMUM AMOUNT.—A grant awarded under the program may not exceed $2,000,000 to a single air traffic flow management technology provider.

(b) BRIEFING TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, and annually thereafter until the termination of the pilot program under subsection (d) established under this section, the Administrator shall brief the appropriate committees of Congress on the progress of such pilot program, including any implementation challenges of the program, detailed metrics of the program, and any recommendations to achieve the adoption of FPO.

(c) TRAJECTORY-BASED OPERATIONS DEFINED.—In this section, the term ''trajectory-based operations'' means an air traffic flow management method for strategically planning, managing, and optimizing flights that uses time-based management, performance-based navigation, and other capabilities and processes to achieve air traffic flow management operational objectives and improvements.

(d) SUNSET.—The pilot program under this section shall terminate on October 1, 2028.

SEC. 610. EXTENSION OF ENHANCED AIR TRAFFIC SERVICES PILOT PROGRAM.

Section 547 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40103 note) is amended—

(1) by striking subsection (d) and inserting the following:

''(d) DEFINITIONS.—In this section:

''(1) CERTAIN NEXTGEN AVIONICS.—The term 'certain NextGen avionics' means those avionics and baseline capabilities as recommended in the report of the NextGen Advisory Committee titled 'Minimum Capabilities List (MCL) Ad Hoc Team NAC Task 19-1 Report', issued on November 17, 2020.

''(2) PREFERENTIAL BASIS.—The term 'preferential basis' means prioritizing aircraft equipped with certain NextGen avionics by providing them more efficient service, shorter queuing, or priority clearances to the maximum extent possible without reducing overall capacity or safety of the national airspace system.''; and

(2) in subsection (e) by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

SEC. 611. FEDERAL CONTACT TOWER WAGE DETERMINATIONS AND POSITIONS.

(a) IN GENERAL.—The Secretary shall request that the Secretary of Labor—

(1) review and update, as necessary, including to account for cost-of-living adjustments, the basis for the wage determination for air traffic controllers who are employed at air traffic control towers operated under the Contract Tower Program established under section 47124 of title 49, United States Code;

(2) reassess the basis for air traffic controller occupation codes;

(3) create a new wage determination category or occupation code for managers of air traffic controllers who are employed at air traffic control towers operated under the Contract Tower Program; and

(4) consult with the Administrator in carrying out the requirements of paragraphs (1) through (3).

(b) REPORT.—Not later than 2 years after the date of enactment of this Act, the Secretary, in consultation with the Secretary of Labor, shall submit to the appropriate committees of Congress a report that includes—

(1) a description of the findings and conclusions of the review and reassessment made under subsection (a);

(2) an explanation of and justification for the basis for the wage determination; and

(3) a description of the actions taken by the Department of Transportation and the Department of Labor to ensure that contract tower air traffic controller wages are adjusted for inflation and are assigned the appropriate occupation codes.

SEC. 612. BRIEFING ON RADIO COMMUNICATIONS COVERAGE AROUND MOUNTAINOUS TERRAIN.

(a) BRIEFING REQUIREMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the radio communications coverage within the airspace surrounding the Mena Intermountain Municipal Airport in Mena, Arkansas.

(b) BRIEFING CONTENTS.—The briefing required under subsection (a) shall include the following:

(1) The radio communications coverage within the airspace surrounding the Mena Intermountain Municipal Airport with the applicable Air Route Traffic Control Center.

(2) The altitudes at which radio communications capabilities are lost within such airspace.

(3) Recommendations on changes to increase radio communications coverage below 4,000 feet above ground level within such airspace.

SEC. 613. AERONAUTICAL MOBILE COMMUNICATIONS SERVICES.

(a) SATELLITE VOICE COMMUNICATIONS SERVICES.—The Administrator shall evaluate the addition of satellite voice communication services (in this section referred to as ''SatVoice'') to the Aeronautical Mobile Communications program (in this section referred to as the ''AMCS program'') that provides for the delivery of air traffic control messages in oceanic and remote continental airspace.

(b) ANALYSIS AND IMPLEMENTATION PROCEDURES.—Not later than 1 year after the date of enactment of this Act, the Administrator shall begin to develop the safety case analysis and implementation procedures for SatVoice instructions over the controlled oceanic and remote continental airspace regions of the FAA.

(c) REQUIREMENTS.—The analysis and implementation procedures required under subsection (b) shall include, at a minimum, the following:

(1) Network and protocol testing and integration with satellite service providers.

(2) Operational testing with aircraft to identify and resolve performance issues.

(3) A definition of Satcom Standards and Recommended Practices established through a collaboration with the International Civil Aviation Organization, which shall include an RCP-130 performance standard as well as SatVoice standards.

(4) Training for radio operators on new operation procedures and protocols.

(5) A phased implementation plan for incorporating SatVoice services into the AMCS program.

(6) The estimated cost of the implementation procedures for relevant stakeholders.

(d) HF/VHF MINIMUM EQUIPAGE.—

(1) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to affect the HF/VHF equipage requirement for communications in oceanic and remote continental airspace as of the date of enactment of this Act.

(2) MAINTENANCE OF HF/VHF SERVICES.—The Administrator shall maintain HF/VHF services existing as of the date of enactment of this Act as minimum equipage under the AMCS program to provide for auxiliary communication and maintain safety in the event of a satellite outage.

SEC. 614. DELIVERY OF CLEARANCE TO PILOTS VIA INTERNET PROTOCOL.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Administrator shall establish a pilot program to conduct testing and an evaluation to determine the feasibility of the use, in air traffic control towers, of technology for mobile clearance delivery for general aviation and on-demand air carriers operating under part 135 of title 14, Code of Federal Regulations, at suitable airports that do not have tower data link services.

(b) AIRPORT SELECTION.—

(1) IN GENERAL.—The Administrator shall designate 5 suitable airports for participation in the program established under subsection (a) after consultation with the exclusive representatives of air traffic controllers certified under section 7111 of title 5, United States Code, airport sponsors, aircraft and avionics manufacturers, MITRE, and aircraft operators

(2) AIRPORT SIZE AND COMPLEXITY.—In designating airports under paragraph (1), the Administrator shall designate airports of different size and complexity.

(c) PROGRAM OBJECTIVE.—The program established under subsection (a) shall address and include safety, security, and operational requirements for mobile clearance delivery at airports and heliports across the United States.

(d) REPORT.—Not later than 1 year after the date on which the program under subsection (a) is established, the Administrator shall submit to the appropriate committees of Congress a report on the safety, security, and operational performance of mobile clearance delivery at airports pursuant to this section and recommendations on how best to improve the program.

(e) DEFINITIONS.—In this section:

(1) MOBILE CLEARANCE DELIVERY.—The term ''mobile clearance delivery'' means the delivery of access to departure clearance and clearance cancellation via internet protocol via applications to pilots while aircraft are on the ground where traditional data link installations are not feasible or possible.

(2) TOWER DATA LINK SERVICES.—The term ''tower data link services'' means communications between controllers and pilots using controller-pilot data link communications.

(3) SUITABLE AIRPORT.—The term ''suitable airport'' means towered airports, non-towered airports, and heliports.

SEC. 615. STUDY ON CONGESTED AIRSPACE.

(a) STUDY.—Not later than 270 days after the date of enactment of this Act, the Comptroller General shall initiate a study on the efficiency and efficacy of scheduled commercial air service transiting congested airspace.

(b) CONTENTS.—In carrying out the study required under subsection (a), the Comptroller General shall examine—

(1) various regions of congested airspace and the differing factors of such regions;

(2) commercial air service;

(3) military flight activity;

(4) emergency response activity;

(5) commercial space launch and reentry activities;

(6) weather; and

(7) air traffic controller staffing.

(c) REPORT.—Not later than 18 months after the initiation of the study under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study and recommendations to reduce the impacts

to scheduled air service transiting congested airspace.

SEC. 616. BRIEFING ON LIT VORTAC PROJECT.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the Little Rock Port Authority Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid Project (in this section referred to as ''LIT VORTAC'').

(b) BRIEFING CONTENTS.—The briefing required under subsection (a) shall include the following:

(1) The status of the efforts by the FAA to relocate the LIT VORTAC.

(2) The status of new flight planning of the relocated LIT VORTAC.

(3) A description of and timeline for each remaining phase of the relocation of the LIT VORTAC .

SEC. 617. SURFACE SURVEILLANCE.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall conduct a review of surface surveillance systems that are operational as of such date of enactment.

(b) CONTENTS.—In carrying out the review under subsection (a), the Administrator shall—

(1) demonstrate that any change to the configuration of surface surveillance systems or decommissioning of a sensor from such systems provides an equivalent level of safety as the current system;

(2) determine how a technology refresh of legacy sensor equipment can reduce operational and maintenance costs of surface surveillance systems compared to current costs and extend the useful life and affordability of such systems; and

(3) consider how to enhance such systems through new capabilities and software tools that improve the safety of terminal airspace and the airport surface.

(c) CONSULTATION.—In carrying out the review under subsection (a), the Administrator shall consult with—

(1) aviation safety experts with specific knowledge of surface surveillance technology, including multilateration and automatic dependent surveillance-broadcast;

(2) representatives of the exclusive bargaining representative of the air traffic controllers certified under section 7111 of title 5, United States Code, with expertise in surface safety; and

(3) representatives of the exclusive bargaining representative of airway transportation systems specialists of the FAA certified under section 7111 of title 5, United States Code.

(d) BRIEFING.—Upon completion of the review under subsection (a), the Administrator shall brief the appropriate committees of Congress on the findings of such review.

(e) IMPLEMENTATION.—The Administrator may implement changes to surface surveillance systems consistent with the findings of the review described in subsection (d).

SEC. 618. CONSIDERATION OF THIRD-PARTY SERVICES.

(a) PLANS AND POLICY.—Section 44501 of title 49, United States Code, is amended—

(1) in subsection (a) by striking ''development and location of air navigation facilities'' and inserting ''development of air navigation facilities and services''; and

(2) in subsection (b)—

(A) by striking ''and development'' and inserting ''procurement, and development'' each place it appears;

(B) in paragraph (1) by striking ''facilities and equipment'' and inserting ''facilities, services, and equipment'';

(C) in paragraph (2)—

(i) in the matter preceding subparagraph (A) by striking ''first and 2d years'' and inserting ''first and second years''; and

(ii) in subparagraph (C) by striking ''subclauses (A) and (B) of this clause'' and inserting ''subparagraphs (A) and (B)'';

(D) in paragraph (3)—

(i) by striking ''the 3d, 4th, and 5th'' and inserting ''the third, fourth, and fifth''; and

(ii) by striking ''systems and facilities'' and inserting ''systems, services, and facilities''; and

(E) in paragraph (4)(B) by striking ''growth of aviation'' and inserting ''growth of the aerospace industry''.

(b) SYSTEMS, PROCEDURES, FACILITIES, SERVICES, AND DEVICES.—

(1) IN GENERAL.—Section 44505 of title 49, United States Code, is amended—

(A) in the section heading by striking ''AND DEVICES'' and inserting ''**services, and devices**'';

(B) in subsection (a) by striking ''and devices'' and inserting ''services, and devices'' each place it appears; and

(C) in subsection (b) by striking ''develop dynamic simulation models'' and inserting ''develop or procure dynamic simulation models and tools'' each place it appears.

(2) CLERICAL AMENDMENT.—The analysis for chapter 445 of title 49, United States Code, is amended by striking the item relating to section 44505 and inserting the following:

''44505. Systems, procedures, facilities, services, and devices.''.

SEC. 619. NEXTGEN PROGRAMS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, and periodically thereafter as the Administrator determines appropriate, the Administrator shall convene FAA officials to evaluate and expedite the implementation of NextGen programs and capabilities.

(b) NEXTGEN PROGRAM PRIORITIZATION.—In allocating amounts appropriated pursuant to section 48101(a) of title 49, United States Code, the Secretary shall give priority to the following activities:

(1) Performance-based navigation.

(2) Data communications.

(3) Terminal flight data manager.

(4) Aeronautical information management.

(5) Other activities as recommended by the NextGen Advisory Committee and determined by the Administrator to be appropriate.

(c) PERFORMANCE-BASED NAVIGATION.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall fully implement performance-based navigation procedures for all terminal and enroute routes, including approach and departure procedures for covered airports.

(2) SPECIFIC PROCEDURES.—Pursuant to paragraph (1), the Administrator shall prioritize the following performance-based navigation procedures:

(A) Trajectory-based operations.

(B) Optimized profile descents.

(C) Multiple airport route separation.

(D) Established on required navigation performance.

(E) Converging runway display aids.

(3) PERFORMANCE-BASED NAVIGATION BASELINE EQUIPAGE REQUIREMENTS.—In carrying out paragraph (1), the Administrator shall issue such regulations as may be required, and publish applicable advisory circulars, to establish the equipage baseline appropriate for aircraft to safely use performance-based navigation procedures.

(4) UTILIZATION ACTION PLAN.—Not later than 180 days after enactment of this Act, the Administrator shall, in consultation with certified labor representatives of air traffic controllers and the NextGen Advisory Committee, develop an action plan to utilize performance-based navigation procedures as a primary means of navigation to further reduce the dependency on legacy systems within the national airspace system.

(d) DATA COMMUNICATIONS.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall fully implement the use of data communications.

(2) SPECIFIC CAPABILITIES.—In carrying out subsection (a) and this subsection, the Administrator shall prioritize the following data communications capabilities:

(A) Ground-to-ground message exchange for surface aircraft operations and runway safety at airports.

(B) Automated message generation and receipt.

(C) Message routing and transmission.

(D) Direct communications with aircraft avionics.

(E) Implementation of data communications at all Air Route Traffic Control Centers.

(F) The Future Air Navigation System.

(e) TERMINAL FLIGHT DATA MANAGER AND OTHER SYSTEMS.—

(1) TERMINAL FLIGHT DATA MANAGER.—Not later than 4 years after the date of enactment of this Act, the Administrator shall install the Terminal Flight Data Manager system at not less than 89 airports in the United States based on the highest number of annual aircraft operations or a determination of operational need and the impact of installation and deployment on the national airspace system.

(2) ELECTRONIC FLIGHT STRIPS.—At a minimum, the Administrator shall implement electronic flight strips at the air traffic control towers of airports described in paragraph (1).

(3) FLOW MANAGEMENT DATA AND SERVICES.—Not later than 4 years after the date of enactment of this Act, if the Administrator finds that Terminal Flight Data Manager systems would be beneficial to safety or efficiency, the Administrator shall install Flow Management Data and Services at airports described under paragraph (1).

(4) APPROPRIATIONS.—The activities under paragraphs (1), (2), and (3) of this subsection shall be contingent on the appropriation of funds to carry out this subsection.

(f) AERONAUTICAL INFORMATION MANAGEMENT SYSTEMS.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall fully modernize the aeronautical information management systems of the FAA to improve the functionality, useability, durability, and reliability of such systems used in the national airspace system.

(2) REQUIREMENTS.—In carrying out paragraph (1), the Administrator shall—

(A) improve the distribution of critical safety information to pilots, air traffic control, and other relevant aviation stakeholders;

(B) fully develop and implement the Enterprise Information Display System; and

(C) notwithstanding a centralized aeronautical information management system, restructure the back-up systems of aeronautical information management systems to be independent and self-sufficient from one another.

(g) NEXTGEN EQUIPAGE PLAN.—

(1) IN GENERAL.—Not later than 14 months after the date of enactment of this Act, the Administrator shall develop a 2-year implementation plan to further incentivize the acceleration of the equipage rates of certain NextGen avionics within the fleets of air carriers (as such term is defined in section 40102(a) of title 49, United States Code.

(2) CONTENTS.—In developing the plan required under paragraph (1), the Administrator shall, at a minimum—

(A) provide for further implementation and deployment of NextGen operational improvements to incentivize universal equipage of commercial and regional aircraft with certain NextGen avionics;

(B) identify any remaining barriers for operators of commercial and regional aircraft to properly equip such aircraft with certain NextGen avionics, including any methods to address such barriers;

(C) provide for the use of the best methods to highlight and enhance to operators of commercial and regional aircraft the benefits of equipping such aircraft with certain NextGen avionics; and

(D) include in such plan any equipage guidelines and regulations the Administrator determines necessary and appropriate.

(3) CONSULTATION.—In developing the plan under paragraph (1), the Administrator shall consult with representatives from—

(A) trade associations representing air carriers;

(B) trade associations representing avionics manufacturers;

(C) certified labor organizations representing air traffic controllers; and

(D) any other representatives the Administrator determines appropriate.

(4) SUBMISSION OF PLAN.—Not later than 15 months after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress the plan required under this subsection.

(5) IMPLEMENTATION.—Not later than 18 months after the date of enactment of this Act, the Administrator shall initiate such actions necessary to implement the plan developed under paragraph (1), including initiating any required rulemaking.

(6) DEFINITION.—In this subsection, the term ''certain NextGen avionics'' means those avionics and baseline capabilities as recommended in the report of the NextGen Advisory Committee titled ''Minimum Capabilities List (MCL) Ad Hoc Team NAC Task 19-1 Report'', issued on November 17, 2020.

(h) EFFECT OF FAILURE TO MEET DEADLINE.—

(1) NOTIFICATION OF CONGRESS.—For each deadline established under subsections (a) through (g), if the Administrator determines that the Administrator has not met or will not meet each such deadline, the Administrator shall, not later than 30 days after such determination, notify the appropriate committees of Congress about the failure to meet each deadline.

(2) CONTENTS OF NOTIFICATION.—Each notification under paragraph (1) shall be accompanied by the following:

(A) An explanation as to why the Administrator will not or did not meet the deadline described in such paragraph.

(B) A description of the actions the Administrator plans to take to meet the deadline described in such paragraph.

(C) Actions Congress can take to assist the Administrator in meeting the deadline described in such paragraph.

(3) BRIEFING.—If the Administrator is required to provide notice under paragraph (1), the Administrator shall provide the appropriate committees of Congress quarterly briefings as to the progress made by the Administrator regarding implementation under the respective subsection for which the deadline will not be or was not met until such time as the Administrator has completed the required work under such subsection.

(i) NEXTGEN ADVISORY COMMITTEE CONSULTATION.—

(1) IN GENERAL.—The Administrator shall consult and task the NextGen Advisory Committee with providing recommendations on ways to expedite, prioritize, and fully implement the NextGen program to realize the operational benefits of such programs.

(2) CONSIDERATIONS.—In providing recommendations under paragraph (1), the NextGen Advisory Committee shall consider—

(A) air traffic throughput of the national airspace system;

(B) daily operational performance, including delays and cancellations; and

(C) the potential need for performance-based operational metrics related to the NextGen program and subsequent air traffic modernization programs and efforts.

SEC. 620. CONTRACT TOWER PROGRAM.

Section 47124 of title 49, United States Code, is amended—

(1) in subsection (b)(3) by adding at the end the following:

''(H) PERIOD FOR COMPLETION OF AN OPERATIONAL READINESS INSPECTION.—The Secretary shall provide airport sponsors acting in good faith 7 years to complete an operational readiness inspection after receiving a benefit-to-cost ratio of air traffic control services for an airport.''; and

(2) by adding at the end the following:

''(f) IMPROVING CONTROLLER SITUATIONAL AWARENESS.—

''(1) IN GENERAL.—Not later than 1 year after the date of enactment of this subsection, the Secretary shall allow air traffic controllers at towers operated under the Contract Tower Program to use approved advanced equipment and technologies to improve operational situational awareness, including Standard Terminal Automation Replacement System radar displays, Automatic Dependent Surveillance-Broadcast, Flight Data Input/Output, and Automatic Terminal Information System.

''(2) INSTALLATION AND MAINTENANCE.—Not later than 2 years after the date of enactment of this subsection, the Secretary shall allow airports to—

''(A) procure a Standard Terminal Automation Replacement System or any equivalent system through the Federal Aviation Administration, and install and maintain such system using Administration services; or

''(B) purchase a Standard Terminal Automation Replacement System, or any equivalent system, and install and maintain such system using services directly from an original equipment manufacturer.

''(3) REQUIREMENTS.—To help facilitate the integration of the equipment and technology described in paragraph (1), the Secretary—

''(A) shall establish minimum performance and technical standards that ensure the safe use of equipment and technology, including commercial radar displays capable of displaying primary and secondary radar targets, for use by controllers in contract towers to improve situational awareness;

''(B) shall identify approved vendors for such equipment and technology, to the maximum extent practicable;

''(C) shall establish, in consultation with contract tower operators, an appropriate training program to periodically train air traffic controllers employed by such operators to ensure proper and efficient integration and use of the situational awareness equipment and technology described in paragraph (1) into contract tower operations;

''(D) may add Standard Terminal Automation Replacement System equipment or any equivalent system to the minimum level of equipage necessary for Federal contract towers to perform the function of such towers, as applicable; and

''(E) shall require that any technology, system, or equipment procured pursuant to this subsection be procured using non-Federal funds, except as made available under a grant issued pursuant to 47124(b)(4).

''(g) LIABILITY INSURANCE.—

''(1) IN GENERAL.—Not later than 18 months after the date of enactment of this subsection, the Secretary shall consult with aviation industry experts, including air traffic control contractors and aviation insurance professionals, to determine adequate limits of liability for the Contract Tower Program.

''(2) INTERIM STEPS.—Not later than 6 months after the date of enactment of this subsection and until the Secretary makes a determination on liability limits under paragraph (1), the Secretary shall require air traffic control contractors to have excess liability insurance (as determined by the Secretary) to ensure continuity of such coverage should a major accident occur.

''(3) BRIEFING.—Not later than 24 months after the date of enactment of this subsection, the Secretary shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Commerce, Science, and Transportation of the Senate on the findings, conclusions, and actions taken and planned to be taken to carry out this subsection.''.

SEC. 621. REMOTE TOWERS.

(a) IN GENERAL.—Section 47124 of title 49, United States Code, is further amended—

(1) by adding at the end the following:

''(h) MILESTONES FOR DESIGN APPROVAL OF REMOTE TOWERS.—

''(1) IN GENERAL.—Not later than 180 days after the date of enactment of this subsection, the Administrator of the Federal Aviation Administration shall create a program and publish milestones to achieve system design and operational approval for a remote tower system.

''(2) REQUIREMENTS.—In carrying out paragraph (1), the Administrator shall—

''(A) rely on support from the Office of Airports of the Federal Aviation Administration and the Air Traffic Organization of the Federal Aviation Administration, including the Air Traffic Services Service Unit and the Technical Operations Service Unit;

''(B) consult with relevant stakeholders, as the Administrator determines appropriate;

''(C) establish requirements for the system design and operational approval of remote towers, including—

''(i) visual siting processes and requirements for electro-optical sensors;

''(ii) datalink latency requirements;

''(iii) visual presentation design requirements for monitors used to display sensor and camera feeds; and

''(iv) any other wireless telecommunications infrastructure requirements to enable the operation of such towers;

''(D) use a safety risk management panel process to address any safety issues with respect to a remote tower;

''(E) if a remote tower is intended to be installed at a non-towered airport, assess the safety benefits of the remote tower against the lack of an existing tower;

''(F) allow the use of surface surveillance technology, either standalone or integrated into the visual automation platform, as a situational awareness tool;

''(G) establish protocols for contingency operations and procedures in the event of remote tower technology failures and malfunctions; and

''(H) support active testing of a remote tower system that has achieved system design approval by the William J. Hughes Technical Center at an airport that has installed remote tower infrastructure to support such system.

''(3) SYSTEM DESIGN APPROVAL AND EVALUATION PROCESS.—Not later than December 31, 2024, the Administrator shall expand the system design approval and evaluation process for a digital or remote tower system to not less than 3 airports at which a digital or remote tower will be installed or operated at

airports not located at the William J. Hughes Technical Center and using the criteria under section 161 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47104 note), to the extent the Administrator has willing technology providers and airports interested in the installation and operation of such towers.

''(4) PRESERVATION OF EXISTING DESIGN APPROVALS.—Nothing in this subsection shall be construed to invalidate any system design approval activity carried out by the William J. Hughes Technical Center prior to the date of enactment of this subsection.

''(5) PRIORITIZATION FOR REMOTE TOWER CERTIFICATION.—In carrying out the program established under paragraph (1), the Administrator shall prioritize system design and operational approval for a remote tower system at—

''(A) airports that do not have a permanent air traffic control tower at the time of application;

''(B) airports that would provide small and rural community air service; or

''(C) airports that have been newly accepted as of the date of enactment of this subsection into the Contract Tower Program.''.

(b) BRIEFING TO CONGRESS.—Not later than 180 days after the date of enactment of this Act, and every 6 months thereafter through October 1, 2028, the Administrator shall brief the appropriate committees of Congress on—

(1) the status of remote and digital tower projects in the system design approval and commissioning process;

(2) the effectiveness and adequacy of the pilot program established under section 161 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47104 note); and

(3) any other issues related to the demand for and potential use of remote tower technology that the Administrator determines are appropriate.

(c) CONFORMING AMENDMENTS.—Section 47124(b) of title 49, United States Code, is amended—

(1) in paragraph (3)(B)(ii) by inserting ''or a remote air traffic control tower equipment that has received System Design Approval from the Federal Aviation Administration'' after ''an operating air traffic control tower''; and

(2) in paragraph (4)(A)—

(A) in clause (i)(III) by inserting ''or remote air traffic control tower equipment that has received System Design Approval from the Federal Aviation Administration'' after ''certified by the Federal Aviation Administration''; and

(B) in clause (ii)(III) by inserting ''or remote air traffic control tower equipment that has received System Design Approval from the Federal Aviation Administration'' after ''certified by the Federal Aviation Administration''.

(d) EXTENSION.—Section 161(a)(10) of the FAA Reauthorization Act of 2018 (49 U.S.C. 47104 note) is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

SEC. 622. AUDIT OF LEGACY SYSTEMS.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Administrator shall initiate an audit of all legacy systems of the national airspace system to determine the level of operational risk, functionality, and security of such systems and the compatibility of such systems with current and future technology.

(b) SCOPE OF AUDIT.—The audit required under subsection (a)—

(1) shall be conducted by an independent third-party contractor or a federally funded research and development center selected by the Administrator;

(2) shall include an assessment of whether a legacy system is an outdated, insufficient, unsafe, or unstable legacy system;

(3) with respect to any legacy systems identified in the audit as an outdated, insufficient, unsafe, or unstable legacy system, shall include—

(A) an analysis of the operational risks associated with using such legacy systems;

(B) recommendations for replacement or enhancement of such legacy systems; and

(C) an analysis of any potential impact on aviation safety and efficiency; and

(4) shall include recommended performance metrics by which the Administrator can assess the circumstances in which safety-critical communication, navigation, and surveillance aviation infrastructure within the national airspace system can remain in operational service, which take into account—

(A) the expected lifespan of such aviation infrastructure;

(B) the number and type of mechanical failures of such aviation infrastructure;

(C) the average annual costs of maintaining such aviation infrastructure over a 5-year period and whether such costs exceed the cost to replace such aviation infrastructure; and

(D) the availability of replacement parts or labor capable of maintaining such aviation infrastructure.

(c) DEADLINE.—Not later than 15 months after the date of enactment of this Act, the audit required under subsection (a) shall be completed.

(d) REPORT.—Not later than 180 days after the audit required under subsection (a) is completed, the Administrator shall provide to the appropriate committees of Congress a report on the findings and recommendations of such audit, including—

(1) an inventory of the legacy systems in use;

(2) an assessment of the operational condition of the legacy systems in use, including the interoperability of such systems;

(3) the average age of such legacy systems and, for each such legacy system, the intended design life of the system, by type; and

(4) the availability of replacement parts, equipment, or technology to maintain such legacy systems.

(e) PLAN TO ACCELERATE DRAWDOWN, REPLACEMENT, OR ENHANCEMENT OF IDENTIFIED LEGACY SYSTEMS.—

(1) IN GENERAL.—Not later than 120 days after the date on which the Administrator provides the report under subsection (d), the Administrator shall develop and implement a plan, in consultation with industry representatives, to accelerate the drawdown, replacement, or enhancement of any legacy systems that are identified in the audit required under subsection (a) as outdated, insufficient, unsafe, or unstable legacy systems.

(2) PRIORITIES.—In developing the plan under paragraph (1), the Administrator shall prioritize the drawdown, replacement, or enhancement of such legacy systems based on the operational risks such legacy systems pose to aviation safety and the costs associated with the replacement or enhancement of such legacy systems.

(3) COLLABORATION WITH EXTERNAL EXPERTS.—In carrying out this subsection, the Administrator shall—

(A) collaborate with industry representatives and other external experts in information technology to develop the plan under paragraph (1) within a reasonable timeframe;

(B) identify technologies in existence or in development that, with or without adaptation, are expected to be suitable to meet the technical information technology needs of the FAA; and

(C) maintain consistency with the acquisition management system established and updated pursuant to section 40110(d) of title 49, United States Code.

(4) PROGRESS UPDATES.—The Administrator shall provide the appropriate committees of Congress with semiannual updates through September 30, 2028 on the progress made in carrying out the plan under paragraph (1).

(5) INSPECTOR GENERAL REVIEW.—

(A) IN GENERAL.—Not later than 3 years after the Administrator develops the plan required under paragraph (1), the inspector general of the Department of Transportation shall assess such efforts of the Administration to drawdown, replace, or enhance any legacy systems identified under subsection (a).

(B) REPORT.—The inspector general shall submit to the appropriate committees of Congress a report on the results of the review carried out under subparagraph (A).

(f) DEFINITIONS.—In this section:

(1) INDUSTRY.—The term ''industry'' means aviation industry organizations with expertise in aviation-dedicated network systems, systems engineering platforms, aviation software services, air traffic management, flight operations, and International Civil Aviation Organization standards.

(2) LEGACY SYSTEM.—The term ''legacy system'' means any communication, navigation, surveillance, or automation or network applications or ground-based aviation infrastructure, or other critical software and hardware systems owned by the FAA, that were deployed prior to the year 2000, including the Notice to Air Missions system.

(3) OUTDATED, INSUFFICIENT, UNSAFE, OR UNSTABLE LEGACY SYSTEM.—The term ''outdated, insufficient, unsafe, or unstable legacy system'' means a legacy system for which the likelihood of failure of such system creates a risk to air safety or security due to the age, ability to be maintained in a cost-effective manner, vulnerability to degradation, errors, or malicious attacks of such system, or any other factors that may compromise the performance or security of such system, including a legacy system—

(A) that is vulnerable or susceptible to mechanical failure; and

(B) with a risk of a single point of failure or that lacks sufficient contingencies in the event of such failure.

SEC. 623. AIR TRAFFIC CONTROL FACILITY REALIGNMENT STUDY.

(a) EXAMINATION.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall seek to enter into an agreement with a federally funded research and development center to conduct an Air Traffic Control Facility Realignment study to examine consolidating or otherwise reorganizing air traffic control facilities and the management of airspace controlled by such facilities.

(2) CONTENTS.—In the study required under paragraph (1), the federally funded research and development center shall—

(A) evaluate the potential efficiencies that may result from a reorganization;

(B) identify whether certain areas prone to airspace congestion or facility staff shortages would benefit from any enhanced flexibilities or operational changes; and

(C) recommend opportunities for integration of separate facilities to create a more collaborative and efficient traffic control environment.

(3) CONSULTATION.—In carrying out this subsection, the federally funded research and development center shall consult with the exclusive representatives of air traffic controllers certified under section 7111 of title 5, United States Code.

(b) REPORT.—Not later than 15 months after the date of enactment of this Act, the federally funded research and development center shall submit to the Administrator a

report detailing the findings of the study required under subsection (a) and recommendations related to consolidation or reorganization of air traffic control work facilities and locations.

(c) CONGRESSIONAL BRIEFING.—Not later than 18 months after receiving the report under subsection (b), the Administrator shall brief the appropriate committees of Congress on the results of the study under subsection (a) and any recommendations under subsection (b) related to consolidation or reorganization of air traffic control work facilities and locations.

SEC. 624. AIR TRAFFIC CONTROL TOWER REPLACEMENT PROCESS REPORT.

(a) REPORT REQUIRED.—Not later than 120 days after the date of enactment of this Act, the Administrator shall submit to Congress a report on the process by which air traffic control tower facilities are chosen for replacement.

(b) CONTENTS.—The report required under subsection (a) shall contain—

(1) the process by which air traffic control tower facilities are chosen for replacement, including which divisions of the Administration control or are involved in the replacement decision making process;

(2) the criteria the Administrator uses to determine which air traffic control tower facilities to replace, including—

(A) the relative importance of each such criteria;

(B) why the Administrator uses each such criteria; and

(C) the reasons for the relative importance of each such criteria;

(3) what types of investigation the Administrator carries out to determine if an air traffic control tower facility should be replaced;

(4) a timeline of the replacement process for an individual air traffic control tower facility replacement;

(5) the list of facilities established under subsection (c), including the reason for selecting each such facility; and

(6) any other information the Administrator considers relevant.

(c) LIST OF REPLACED AIR TRAFFIC CONTROL TOWER FACILITIES.—The Administrator shall establish, maintain, and publish on the website of the FAA a list of the following:

(1) All air traffic control tower facilities replaced within the 10-year period preceding the date of enactment of this Act.

(2) Any air traffic control tower facilities for which the Administrator has made a determination requiring replacement, but for which such replacement has not yet been completed.

SEC. 625. CONTRACT TOWER PROGRAM SAFETY ENHANCEMENTS.

(a) PILOT PROGRAM FOR TRANSITIONING TO FAA TOWERS.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Administrator shall establish a pilot program to convert high-activity air traffic control towers operating under the Contract Tower Program as established under section 47124 of title 49, United States Code, (in this section referred to as the ''Contract Tower Program'') to a level I (Visual Flight Rules) tower staffed by the FAA.

(2) PRIORITY.—In selecting air traffic control towers to participate in the pilot program established under paragraph (1), the Administrator shall prioritize air traffic control towers operating under the Contract Tower Program that—

(A) either—

(i) had over 200,000 annual tower operations in calendar year 2022; or

(ii) served a small hub airport with more than 900,000 passenger enplanements in calendar year 2021;

(B) are either currently owned by the FAA or are constructed to FAA standards; and

(C) operate within complex airspace, including airspace that serves air carrier, general aviation, and military aircraft.

(3) TOWER SELECTION.—The number of air traffic control towers selected to participate in the pilot program established under paragraph (1) shall be determined based on the availability of funds for the pilot program and the interest of the airport sponsor related to such facility.

(4) CONTROLLER RETENTION.—With respect to any high-activity air traffic control tower selected to be converted under the pilot program established under paragraph (1), the Administrator shall appoint to the position of air traffic controller any air traffic controller who—

(A) is employed at such air traffic control tower as of the date on which the Administrator selects such tower to be converted;

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

(C) has all other pre-employment qualifications required by law to be a certified controller of the FAA.

(5) SAFETY ANALYSIS.—

(A) IN GENERAL.—The Administrator shall conduct a safety analysis to determine whether the conversion of any air traffic control tower described in paragraph (1) negatively impacts aviation safety at such air traffic control tower and take such actions needed to address any negative impact.

(B) REPORT.—Not later than 3 years after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report describing the results of the safety analysis under subparagraph (A), any actions taken to address any negative impacts to safety, and the overall results of the pilot program established under this subsection.

(6) AUTHORIZATION OF APPROPRIATIONS.—Out of amounts made available under section 106(k) of title 49, United States Code, there is authorized to be appropriated to carry out this subsection $30,000,000 to remain available for 5 fiscal years.

(b) AIR TRAFFIC CONTROLLER STAFFING LEVELS AT SMALL AND MEDIUM HUB AIRPORTS.—Section 47124(b)(2) of title 49, United States Code, is amended—

(1) by striking ''The Secretary may'' and inserting the following:

''(A) IN GENERAL.—The Secretary may''; and

(2) by adding at the end the following:

''(B) SMALL OR MEDIUM HUB AIRPORTS.—In the case of a contract entered into on or after the date of enactment of this subparagraph to operate an airport traffic control tower at a small or medium hub airport, the contract shall require the Secretary, after coordination with the airport sponsor and the entity, State, or subdivision, and not later than 18 months after the date of enactment of the FAA Reauthorization Act of 2024, to provide funding sufficient for the cost of wages and benefits of at least 2 air traffic controllers for each tower operating shift.''.

(c) PRIORITIES FOR FACILITY SELECTION.—Section 47124(b)(3)(C) of title 49, United States Code, is amended by adding at the end the following:

''(viii) Air traffic control towers at airports with safety or operational problems related to the lack of an existing tower.

''(ix) Air traffic control towers at airports with projected commercial and military increases in aircraft or flight operations.

''(x) Air traffic control towers at airports with a variety of aircraft operations, including a variety of commercial and military flight operations.''.

SEC. 626. SENSE OF CONGRESS ON USE OF ADVANCED SURVEILLANCE IN OCEANIC AIRSPACE.

It is the sense of Congress the FAA shall continue to evaluate the potential uses for space-based automatic dependent surveillance broadcast to improve surveillance coverage of domestic airspace including improving surveillance coverage over remote terrain and in oceanic airspace. If determined appropriate by the Administrator, the FAA shall consider whether additional testing would meaningfully contribute to the FAA's processes for developing separation standards and more efficient routes.

SEC. 627. LOW-ALTITUDE ROUTES FOR VERTICAL FLIGHT.

(a) SENSE OF CONGRESS.—It is the sense of Congress that the national airspace system requires additional rotorcraft, powered-lift aircraft, and low-altitude instrument flight rules, routes leveraging advances in performance based navigation in order to provide direct, safe, and reliable routes that ensure sufficient separation from higher altitude fixed wing aircraft traffic.

(b) LOW-ALTITUDE ROTORCRAFT AND POWERED-LIFT AIRCRAFT INSTRUMENT FLIGHT ROUTES.—

(1) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall initiate a rulemaking process to establish or update, as appropriate, low altitude routes and flight procedures to ensure safe rotorcraft and powered-lift aircraft operations in the national airspace system.

(2) REQUIREMENTS.—In carrying out this subsection, the Administrator shall—

(A) incorporate instrument flight rules rotorcraft operations into the low-altitude performance based navigation procedure infrastructure;

(B) prioritize the development of new helicopter area navigation instrument flight rules routes as part of the United States air traffic service route structure that utilize performance based navigation, such as Global Positioning System and Global Navigation Satellite System equipment; and

(C) consider the impact of such low altitude flight routes on other airspace users and impacted communities to ensure that such routes are designed to minimize—

(i) the potential for conflict with existing national airspace system operations;

(ii) the workload of air traffic controllers; and

(iii) negative effects to impacted communities.

(3) CONSULTATION.—In carrying out the rulemaking process under paragraph (1), the Administrator shall consult with—

(A) stakeholders in the airport, heliport, rotorcraft manufacturer and operator, general aviation operator, powered-lift operator, air carrier, and performance based navigation technology manufacturer sectors;

(B) the United States Helicopter Safety Team;

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

(D) other stakeholders determined appropriate by the Administrator.

SEC. 628. REQUIRED CONSULTATION WITH NATIONAL PARKS OVERFLIGHTS ADVISORY GROUP.

Section 40128(b)(4) of title 49, United States Code, is amended—

(1) in subparagraph (C) by striking ''and'' at the end;

(2) in subparagraph (D) by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(E) consult with the advisory group established under section 805 of the National Parks Air Tour Management Act of 2000 (49

U.S.C. 40128 note) and consider all advice, information, and recommendations provided by the advisory group to the Administrator and the Director.''.

SEC. 629. UPGRADING AND REPLACING AGING AIR TRAFFIC SYSTEMS.

(a) STUDY.—

(1) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Administrator shall seek to enter into an agreement with a qualified organization to conduct a study to assess the need for upgrades to or replacement of existing automated surface observation systems/automated weather observing systems (in this section referred to as ''ASOS/AWOS'') located in non-contiguous States.

(2) CONTENTS.—The study conducted under paragraph (1) shall include an analysis of—

(A) the age of each ASOS/AWOS located in non-contiguous States;

(B) the number of days in the calendar year preceding the date on which the study is conducted that each such ASOS/AWOS was not able to accurately communicate or disseminate data for any period of time;

(C) impacts of extreme severe weather on ASOS/AWOS outages;

(D) the effective coverage of the existing ASOS/AWOS;

(E) detailed upgrade requirements for each existing ASOS/AWOS, including an assessment of whether replacement would be the most cost-effective recommendation;

(F) prior maintenance expenditures for each existing ASOS/AWOS;

(G) a description of all upgrades or replacements made by the FAA to ASOS/AWOS prior to the date of enactment of this Act;

(H) impacts of an outage or break in service in the FAA Telecommunications Infrastructure on such ASOS/AWOS; and

(I) any other matter determined appropriate by the Administrator.

(b) REPORT.—Not later than 18 months after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the findings of the study conducted under subsection (a), and include in such report—

(1) a plan for executing upgrades to or replacements of existing ASOS/AWOS located in non-contiguous States;

(2) a plan for converting and upgrading such ASOS/AWOS communications to the FAA Telecommunications Infrastructure;

(3) an assessment of the use of unmonitored navigational aids to allow for alternate airport planning for commercial and cargo aviation to limit ASOS/AWOS service disruptions;

(4) an evaluation of additional alternative methods of compliance for obtaining weather elements that would be as sufficient as current data received through ASOS/AWOS; and

(5) any other recommendation determined appropriate by the Administrator.

(c) FUNDING.—To carry out the study under this section, the Administrator may use amounts made available pursuant to section 48101(c)(1) of title 49, United States Code.

SEC. 630. AIRSPACE INTEGRATION FOR SPACE LAUNCH AND REENTRY.

(a) SENSE OF CONGRESS.—It is the Sense of Congress that—

(1) a safe and efficient national airspace system that successfully supports existing users and integrates new entrants is of the utmost importance;

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

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

(4) the Administrator should prioritize the development and deployment of technologies to improve visibility of space launch and reentry operations within FAA computer systems and minimize operational workload to air traffic controllers associated with routing traffic during spaceflight launch and reentry operations.

(b) SPACE LAUNCH AND REENTRY AIRSPACE INTEGRATION TECHNOLOGY.—Out of amounts made available under section 48101 of title 49, United States Code, $10,000,000 for each of the fiscal years 2025 through 2028 (or until such time as the Administrator determines that the project meeting the requirements of this section has reached an operational status) is available for the Administrator to carry out a project to expedite the development, acquisition, and deployment of technologies or capabilities to aid in space launch and reentry integration with the objective of operational readiness not later than December 31, 2026, which may include—

(1) technologies recommended by the Airspace Access Priorities aviation rulemaking committee in the final report titled ''ARC Recommendations Final Report'', issued on August 21, 2019;

(2) systems to enable the integration of launch and reentry data directly onto air traffic controller displays; and

(3) automated systems to enable near real-time planning and dynamic rerouting of commercial aircraft during and following commercial space launch and reentry operations.

SEC. 631. UPDATE TO FAA ORDER ON AIRWAY PLANNING STANDARD.

Not later than 180 days after the date of enactment of this Act, the Administrator shall take such actions as may be necessary to update ,the order of the FAA titled ''Airway Planning Standard Number One–Terminal Air Navigation Facilities and Air Traffic Control Services'' (FAA Order 7031.2c), to lower the remote radar bright display scope installation requirement from 30,000 annual itinerant operations to 15,000 annual itinerant operations.

TITLE VII—MODERNIZING AIRPORT INFRASTRUCTURE

Subtitle A—Airport Improvement Program Modifications

SEC. 701. DEVELOPMENT OF AIRPORT PLANS.

Section 47101(g) of title 49, United States Code, is amended—

(1) in paragraph (1) in the second sentence, by inserting ''(including long-term resilience from the impact of natural hazards and severe weather events)'' after ''environmental''; and

(2) in paragraph (2)—

(A) in subparagraph (C) by striking ''and'' at the end;

(B) in subparagraph (D) by striking the period at the end and inserting ''; and''; and

(C) by adding at the end the following new subparagraph:

''(E) consider the impact of hazardous weather events on long-term operational resilience.''.

SEC. 702. AIP DEFINITIONS.

Section 47102 of title 49, United States Code, is amended—

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

''(1) 'air carrier' has the meaning given such term in section 40102.'';

(2) in paragraph (3)—

(A) in subparagraph (A)—

(i) in clause (i) by striking ''and'' at the end;

(ii) in clause (ii) by striking the period at the end and inserting ''; and''; and

(iii) by adding at the end the following:

''(iii) a secondary runway at a nonhub airport that is equivalent in size and type to the primary runway of such airport.'';

(B) in subparagraph (B)—

(i) in clause (iii) by inserting ''and fuel infrastructure for such equipment to remove snow'' after ''surveillance equipment'';

(ii) in clause (ix) by striking ''and'' at the end;

(iii) in clause (x) by striking the period and inserting ''; and''; and

(iv) by adding at the end the following:

''(xi) a medium intensity approach lighting system with runway alignment indicator lights.'';

(C) in subparagraph (E) by striking ''after December 31, 1991,'';

(D) in subparagraph (K) by striking ''if the airport is located in an air quality nonattainment or maintenance area (as defined in sections 171(2) and 175A of the Clean Air Act (42 U.S.C. 7501(2); 7505a)) and if the airport would be able to receive emission credits, as described in section 47139'';

(E) in subparagraph (L) by striking ''the airport is located in an air quality nonattainment or maintenance area (as defined in sections 171(2) and 175A of the Clean Air Act (42 U.S.C. 7501(2); 7505a)), if the airport would be able to receive appropriate emission credits (as described in section 47139), and'';

(F) in subparagraph (P)—

(i) by striking ''improve the reliability and efficiency of the airport's power supply'' and inserting ''improve reliability and efficiency of the power supply of the airport or meet current and future electrical power demand'';

(ii) by inserting '', renewable energy generation and storage infrastructure (including necessary substation upgrades to support such infrastructure)'' after ''electrical generators'';

(iii) by striking ''supply, and'' and inserting ''supply,''; and

(iv) by striking the period at the end and inserting '', and smart glass (including electrochromic glass).''; and

(G) by adding at the end the following:

''(S) acquisition of advanced digital construction management systems and related technology used in the planning, design and engineering, construction, and maintenance of airport facilities when such systems or technologies are acquired to carry out a project approved by the Secretary under this subchapter.

''(T) improvements, or planning for improvements (including monitoring equipment or services), that would be necessary to sustain commercial service flight operations or permit the resumption of such flight operations following a natural disaster (including an earthquake, flooding, high water, wildfires, hurricane, storm surge, tidal wave, tornado, tsunami, wind driven water, sea level rise, tropical storm, cyclone, land instability, or winter storm) at—

''(i) a primary airport; or

''(ii) a nonprimary airport that is designated as a Federal staging area or incident support base by the Administrator of the Federal Emergency Management Agency.

''(U) a project to comply with rulemakings and recommendations on airport cybersecurity standards from the aviation rulemaking committee convened under section 395 of the FAA Reauthorization Act of 2024.

''(V) reconstructing or rehabilitating an existing crosswind runway (regardless of the wind coverage of the primary runway) if the reconstruction or rehabilitation of such crosswind runway is in the most recently approved airport layout plan of the sponsor.

''(W) constructing or acquiring such airport-owned infrastructure or equipment, notwithstanding revenue producing capability of such infrastructure or equipment, as may be required for—

''(i) the on-airport distribution or storage of unleaded aviation gasoline for piston-driven aircraft, including on-airport construction or expansion of pipelines, storage tanks, low-emission fuel systems, and airport-owned fuel trucks providing exclusively unleaded aviation fuels (unless the Secretary determines that an alternative fuel may be safely used in such fuel truck for a limited time); or

''(ii) fueling systems for type certificated hydrogen-powered aircraft.

''(X) constructing, reconstructing, or rehabilitating a taxiway or taxilane that serves non-exclusive use aeronautical facilities, including aircraft storage facilities, except for the 50 feet of pavement immediately in front of an ineligible building.

''(Y) any other activity (excluding terminal development) that the Secretary concludes will reasonably improve the safety of the airport.'';

(3) in paragraph (5)—

(A) in subparagraph (A) by inserting ''and catchment area analyses'' after ''planning'';

(B) in subparagraph (B) by striking ''and'' at the end;

(C) in subparagraph (C) by striking the period at the end and inserting ''; and''; and

(D) by adding at the end the following:

''(D) assessing current and future electrical power demand for airport airside and landside activities.'';

(4) in paragraph (20)—

(A) in subparagraph (B) by striking ''or'' at the end;

(B) in subparagraph (C) by striking the period at the end and inserting ''; or''; and

(C) by adding at the end the following:

''(D) the Republic of the Marshall Islands, Federated States of Micronesia, and Republic of Palau.'';

(5) in paragraph (27) by striking ''the Trust Territory of the Pacific Islands,''; and

(6) in paragraph (28)(B) by striking ''described in section 47119(a)(1)(B)'' and inserting ''for moving passengers and baggage between terminal facilities and between terminal facilities and aircraft''.

SEC. 703. REVENUE DIVERSION PENALTY ENHANCEMENT.

(a) IN GENERAL.—Section 47107 of title 49, United States Code, is amended—

(1) in subsection (m)(4) by striking ''an amount equal to'' and inserting ''an amount equal to double''; and

(2) in subsection (n)(1) by striking ''an amount equal to'' and inserting ''an amount equal to double''.

(b) APPLICABILITY.—The amendments made by subsection (a) shall not apply to any illegal diversion of airport revenues (as described in section 47107(m) of title 49, United States Code) that occurred prior to the date of enactment of this Act.

SEC. 704. EXTENSION OF COMPETITIVE ACCESS REPORT REQUIREMENT.

Section 47107(r)(3) of title 49, United States Code, is amended by striking ''May 11, 2024'' and inserting ''October 1, 2028''.

SEC. 705. RENEWAL OF CERTAIN LEASES.

Section 47107(t)(2) of title 49, United States Code, is amended—

(1) in subparagraph (A) by striking ''the date of enactment of this subsection'' and inserting ''October 7, 2016''; and

(2) by striking subparagraph (D) and inserting the following:

''(D) that—

''(i) supports the operation of military aircraft by the Air Force or Air National Guard—

''(I) at the airport; or

''(II) remotely from the airport; or

''(ii) is for the use of nonaeronautical land or facilities of the airport by the National Guard.''.

SEC. 706. COMMUNITY USE OF AIRPORT LAND.

Section 47107(v) of title 49, United States Code, is amended to read as follows:

''(v) COMMUNITY USE OF AIRPORT LAND.—

''(1) IN GENERAL.—Notwithstanding subsections (a)(13), (b), and (c) and section 47133, and subject to paragraph (2), the sponsor of a public-use airport shall not be considered to be in violation of this subtitle, or to be found in violation of a grant assurance made under this section, or under any other provision of law, as a condition for the receipt of Federal financial assistance for airport development, solely because the sponsor has—

''(A) entered into an agreement, including a revised agreement, with a local government providing for the use of airport property for an interim compatible recreational purpose at below fair market value; or

''(B) permanently restricted the use of airport property to compatible recreational and public park use without paying or otherwise obtaining payment of fair market value for the property.

''(2) RESTRICTIONS.—

''(A) INTERIM COMPATIBLE RECREATIONAL PURPOSE.—Paragraph (1) shall apply, with respect to a sponsor that has taken the action described in subparagraph (A) of such paragraph, only—

''(i) to an agreement regarding airport property that was initially entered into before the publication of the Federal Aviation Administration's Policy and Procedures Concerning the Use of Airport Revenue, dated February 16, 1999;

''(ii) if the agreement between the sponsor and the local government is subordinate to any existing or future agreements between the sponsor and the Secretary, including agreements related to a grant assurance under this section;

''(iii) to airport property that was purchased using funds from a Federal grant for acquiring land issued prior to January 1, 1989;

''(iv) if the airport sponsor has provided a written statement to the Administrator that the property made available for a recreational purpose will not be needed for any aeronautical purpose during the next 10 years;

''(v) if the agreement includes a term of not more than 2 years to prepare the airport property for the interim compatible recreational purpose and not more than 10 years of use for that purpose;

''(vi) if the recreational purpose will not impact the aeronautical use of the airport;

''(vii) if the airport sponsor provides a certification that the sponsor is not responsible for preparation, startup, operations, maintenance, or any other costs associated with the recreational purpose; and

''(viii) if the recreational purpose is consistent with Federal land use compatibility criteria under section 47502.

''(B) RECREATIONAL USE.—Paragraph (1) shall apply, with respect to a sponsor that has taken the action described in subparagraph (B) of such paragraph, only—

''(i) to airport property that was purchased using funds from a Federal grant for acquiring land issued prior to January 1, 1989;

''(ii) to airport property that has been continuously leased or licensed through a written agreement with a governmental entity or non-profit entity for recreational or public park uses since July 1, 2003;

''(iii) if the airport sponsor has provided a written statement to the Administrator that the recreational or public park use does not impact the aeronautical use of the airport and that the property to be permanently restricted for recreational or public park use is not needed for any aeronautical use at the time the written statement is provided and is not expected to be needed for any aeronautical use at any time after such statement is provided;

''(iv) if the airport sponsor provides a certification to the Administrator that the sponsor is not responsible for operations, maintenance, or any other costs associated with the recreational or public park use;

''(v) if the recreational purpose is consistent with Federal land use compatibility criteria under section 47502; and

''(vi) if the airport sponsor will—

''(I) lease the property to a local government entity or non-profit entity to operate and maintain the property at no cost to the airport sponsor; or

''(II) transfer title to the property to a local government entity subject to a permanent deed restriction ensuring compatible airport use under regulations issued pursuant to section 47502.

''(3) REVENUE FROM CERTAIN SALES OF AIRPORT PROPERTY.—Notwithstanding any other provision of law, an airport sponsor leasing or selling a portion of airport property as described in paragraph (2)(B)(vi) may—

''(A) lease or sell such portion of airport property for less than fair market value; and

''(B) subject to the requirements of subsection (b), retain the revenue from the lease or sale of such portion of airport property for use in accordance with section 47133.

''(4) SECRETARY REVIEW AND APPROVAL.—Notwithstanding any other provision of law, and subject to the sponsor providing a written statement certifying such sponsor meets the requirements under this subsection, no actions permitted under this subsection shall require the review or approval of the Secretary of Transportation.

''(5) STATUTORY CONSTRUCTION.—Nothing in this subsection may be construed as permitting a diversion of airport revenue for the capital or operating costs associated with the community use of airport land.

''(6) AERONAUTICAL USE; AERONAUTICAL PURPOSE DEFINED.—In this subsection, the terms 'aeronautical use' and 'aeronautical purpose'—

''(A) mean all activities that involve or are directly related to the operation of aircraft, including activities that make the operation of aircraft possible and safe;

''(B) include services located at an airport that are directly and substantially related to the movement of passengers, baggage, mail, and cargo; and

''(C) do not include any uses of an airport that are not described in subparagraph (A) or (B), including any aviation-related uses that do not need to be located at an airport, such as flight kitchens and airline reservation centers.''.

SEC. 707. PRICE ADJUSTMENT PROVISIONS.

Section 47108 of title 49, United States Code, is amended—

(1) in subsection (a) by striking ''47114(d)(3)(A) of this title'' and inserting ''47114(d)(2)(A)'';

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

''(b) INCREASING GOVERNMENT SHARE.—

''(1) IN GENERAL.—Except as provided in paragraph (2) or (3), the amount stated in an offer as the maximum amount the Government will pay may not be increased when the offer has been accepted in writing.

''(2) EXCEPTION.—For a project receiving assistance under a grant approved under this chapter or chapter 475, the amount may be increased—

''(A) for an airport development project, by not more than 15 percent; and

''(B) to acquire an interest in land for an airport (except a primary airport), based on creditable appraisals at the time of the acquisition or a court award in a condemnation proceeding, by not more than the greater of—

''(i) 15 percent; or

''(ii) 25 percent of the total increase in allowable project costs attributable to acquiring an interest in land.

''(3) PRICE ADJUSTMENT PROVISIONS.—

''(A) IN GENERAL.—The Secretary may incorporate a provision in a project grant agreement under which the Secretary agrees to pay more than the maximum amount otherwise specified in the agreement if the Secretary finds that commodity or labor prices have increased since the agreement was made.

''(B) DECREASE IN COSTS.—A provision incorporated in a project grant agreement under this paragraph shall ensure that the Secretary realizes any financial benefit associated with a decrease in material or labor costs for the project.'';

(3) by striking subsection (c); and

(4) by redesignating subsections (d) and (e) as subsections (c) and (d), respectively.

SEC. 708. UPDATING UNITED STATES GOVERNMENT'S SHARE OF PROJECT COSTS.

Section 47109 of title 49, United States Code, is amended by adding at the end the following:

''(h) SPECIAL RULE FOR FISCAL YEARS 2025 AND 2026.—Notwithstanding subsection (a), the Government's share of allowable project costs for a grant made to a nonhub or nonprimary airport in each of fiscal years 2025 and 2026 shall be 95 percent.''.

SEC. 709. ALLOWABLE PROJECT COSTS AND LETTERS OF INTENT.

Section 47110 of title 49, United States Code, is amended—

(1) in subsection (c)—

(A) in the matter preceding paragraph (1) by striking ''after May 13, 1946, and''; and

(B) in paragraph (1)—

(i) by inserting ''or preparing for'' after ''formulating''; and

(ii) by inserting ''utility relocation, work site preparation,'' before ''and administration'';

(2) in subsection (d)(1) by striking ''section 47114(c)(1) or 47114(d)'' and inserting ''section 47114 or distributed from the small airport fund under section 47116'';

(3) in subsection (e)(2)(C) by striking ''commercial service airport having at least 0.25 percent of the boardings each year at all such airports'' and inserting ''medium hub airport or large hub airport'';

(4) in subsection (h) by striking ''section 47114(d)(3)(A)'' and inserting ''section 47114(c)(1)(D) or section 47114(d)(2)(A)''; and

(5) by striking subsection (i).

SEC. 710. SMALL AIRPORT LETTERS OF INTENT.

(a) IN GENERAL.—Section 47110 of title 49, United States Code, is further amended by adding at the end the following:

''(i) SMALL AIRPORT LETTERS OF INTENT.—

''(1) IN GENERAL.—The Secretary may issue a letter of intent to a sponsor stating an intention to obligate an amount from future budget authority for an airport development project (including costs of formulating the project) at a nonhub airport or an airport that is not a primary airport.

''(2) CONTENTS.—In the letter issued under paragraph (1), the Secretary shall establish a schedule under which the Secretary will reimburse the sponsor for the Government's share of allowable project costs, as amounts become available, if the sponsor, after the Secretary issues the letter, carries out the project without receiving amounts under this subchapter.

''(3) LIMITATIONS.—The amount the Secretary intends to obligate in a letter of intent issued under this subsection shall not exceed the larger of—

''(A) the Government's share of allowable project costs; or

''(B) $10,000,000.

''(4) FINANCING.—Allowable project costs under paragraphs (1) and (2) may include costs associated with making payments for debt service on indebtedness incurred to carry out the project.

''(5) REQUIREMENTS.—The Secretary shall issue a letter of intent under paragraph (1) only if—

''(A) the sponsor notifies the Secretary, before the project begins, of the intent of the sponsor to carry out the project and requests a letter of intent; and

''(B) the sponsor agrees to comply with all statutory and administrative requirements that would apply to the project if it were carried out with amounts made available under this subchapter.

''(6) ASSESSMENT.—In reviewing a request for a letter of intent under this subsection, the Secretary shall consider the grant history of an airport, the enplanements or operations of an airport, and such other factors as the Secretary determines appropriate.

''(7) PRIORITIZATION.—In issuing letters of intent under this subsection, the Secretary shall—

''(A) prioritize projects that—

''(i) cannot reasonably be funded by an airport sponsor using funds apportioned under section 47114(c), 47114(d)(2)(A), or 47114(d)(6), including funds apportioned under such sections in multiple fiscal years pursuant to section 47117(b)(1); and

''(ii) are necessary to the continued safe operation or development of an airport; and

''(B) structure the reimbursement schedules under such letters in a manner that minimizes unnecessary or undesirable project segmentation.

''(8) NO OBLIGATION OR COMMITMENT.—

''(A) IN GENERAL.—A letter of intent issued under this subsection is not an obligation of the Government under section 1501 of title 31, and the letter is not deemed to be an administrative commitment for financing.

''(B) OBLIGATION OR COMMITMENT.—An obligation or administrative commitment may be made only as amounts are provided in authorization and appropriation Acts.

''(9) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to prohibit the obligation of amounts pursuant to a letter of intent under this subsection in the same fiscal year as the letter of intent is issued.''.

(b) CONFORMING AMENDMENTS.—

(1) LETTERS OF INTENT.—Section 47110(e)(7) of title 49, United States Code, is amended by striking ''under this section'' and inserting ''under this subsection''.

(2) PRIORITY FOR LETTERS OF INTENT.—Section 47115(h) of title 49, United States Code, is amended by inserting ''prior to fulfilling intentions to obligate under section 47110(i)'' after ''section 47110(e)''.

SEC. 711. PROHIBITION ON PROVISION OF AIRPORT IMPROVEMENT GRANT FUNDS TO CERTAIN ENTITIES THAT HAVE VIOLATED INTELLECTUAL PROPERTY RIGHTS OF UNITED STATES ENTITIES.

(a) IN GENERAL.—Beginning on the date that is 30 days after the date of enactment of this Act, amounts provided as project grants under subchapter I of chapter 471 of title 49, United States Code, may not be used to enter into a covered contract with any entity on the list required under subsection (b).

(b) LIST REQUIRED.—

(1) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, and thereafter as required under paragraph (2), the United States Trade Representative, the Attorney General, and the Administrator shall make available to the Administrator a publicly-available list of entities manufacturing airport passenger boarding infrastructure or equipment that—

(A) are owned, directed by, or subsidized in whole or in part by the People's Republic of China;

(B) have been determined by a Federal court to have misappropriated intellectual property or trade secrets from an entity organized under the laws of the United States or any jurisdiction within the United States;

(C) own or control, are owned or controlled by, are under common ownership or control with, or are successors to an entity described in subparagraph (A); or

(D) have entered into an agreement with or accepted funding from, whether in the form of minority investment interest or debt, have entered into a partnership with, or have entered into another contractual or other written arrangement with an entity described in subparagraph (A).

(2) UPDATES TO LIST.—The United States Trade Representative shall update the list required under paragraph (1), based on information provided by the Attorney General and the Administrator—

(A) not less frequently than every 90 days during the 180-day period following the initial publication of the list under paragraph (1); and

(B) not less frequently than annually thereafter.

(c) DEFINITIONS.—In this section:

(1) IN GENERAL.—The definitions in section 47102 of title 49, United States Code, shall apply.

(2) COVERED CONTRACT.—The term ''covered contract'' means a contract or other agreement for the procurement of infrastructure or equipment for a passenger boarding bridge at an airport.

SEC. 712. APPORTIONMENTS.

(a) PRIMARY, COMMERCIAL SERVICE, AND CARGO AIRPORTS.—

(1) PRIMARY AND COMMERCIAL SERVICE AIRPORTS.—Section 47114(c)(1) of title 49, United States Code, is amended to read as follows:

''(1) PRIMARY AND COMMERCIAL SERVICE AIRPORTS.—

''(A) PRIMARY AIRPORT APPORTIONMENT.—The Secretary shall apportion to the sponsor of each primary airport for each fiscal year an amount equal to—

''(i) $15.60 for each of the first 50,000 passenger boardings at the airport during the prior calendar year;

''(ii) $10.40 for each of the next 50,000 passenger boardings at the airport during the prior calendar year;

''(iii) $5.20 for each of the next 400,000 passenger boardings at the airport during the prior calendar year;

''(iv) $1.30 for each of the next 500,000 passenger boardings at the airport during the prior calendar year; and

''(v) $1.00 for each additional passenger boarding at the airport during the prior calendar year.

''(B) MINIMUM AND MAXIMUM APPORTIONMENTS.—Not less than $1,300,000 nor more than $22,000,000 may be apportioned under subparagraph (A) to an airport sponsor for a primary airport for each fiscal year.

''(C) NEW AIRPORT.—Notwithstanding subparagraph (A), the Secretary shall apportion in the first fiscal year following the official opening of a new airport with scheduled passenger air transportation an amount equal to $1,300,000 to the sponsor of such airport.

''(D) NONPRIMARY COMMERCIAL SERVICE AIRPORT APPORTIONMENT.—

''(i) IN GENERAL.—The Secretary shall apportion to each commercial service airport that is not a primary airport an amount equal to—

''(I) $60 for each of the first 2,500 passenger boardings at the airport during the prior calendar year; and

''(II) $153.33 for each of the next 7,499 passenger boardings at the airport during the prior calendar year.

''(ii) APPLICABILITY.—Paragraphs (4) and (5) of subsection (d) shall apply to funds apportioned under this subparagraph.

''(E) PUBLIC AIRPORTS WITH MILITARY USE.—Notwithstanding any other provision of law, a public airport shall be considered a primary airport in each of fiscal years 2025 through 2028 for purposes of this chapter if such airport was—

''(i) designated as a primary airport in fiscal year 2017; and

''(ii) in use by an air reserve station in the calendar year used to calculate apportionments to airport sponsors in a fiscal year.

''(F) SPECIAL RULE FOR FISCAL YEAR 2024.—Notwithstanding any other provision of this paragraph or the absence of scheduled passenger service at an airport, the Secretary shall apportion in fiscal year 2024 to the sponsor of an airport an amount based on the number of passenger boardings at the airport during whichever of the following years that would result in the highest apportioned amount under this paragraph:

''(i) Calendar year 2018.

''(ii) Calendar year 2019.

''(iii) The prior full calendar year prior to fiscal year 2024.''.

(2) CARGO AIRPORTS.—Section 47114(c)(2) of title 49, United States Code, is amended—

(A) in subparagraph (A)—

(i) by striking ''3.5'' and inserting ''4''; and

(ii) by striking ''100,000,000 pounds'' and inserting ''25,000,000 pounds'';

(B) by striking subparagraph (C); and

(C) by redesignating subparagraphs (D) and (E) as subparagraphs (C) and (D), respectively.

(b) GENERAL AVIATION AIRPORTS.—Section 47114(d) of title 49, United States Code, is amended—

(1) in paragraph (3)—

(A) in the heading by striking ''SPECIAL RULE'' and inserting ''APPORTIONMENT'';

(B) by striking ''excluding primary airports but including reliever and nonprimary commercial service airports'' each place it appears and inserting ''excluding commercial service airports but including reliever airports'';

(C) in the matter preceding subparagraph (A) by striking ''20 percent'' and inserting ''25 percent''; and

(D) by striking subparagraphs (C) and (D) and inserting the following:

''(C) An airport that has previously been listed as unclassified under the national plan of integrated airport systems that has reestablished the classified status of such airport as of the date of apportionment shall be eligible to accrue apportionment funds pursuant to subparagraph (A) so long as such airport retains such classified status.'';

(2) in paragraph (4)—

(A) in the heading by striking ''AIRPORTS IN ALASKA, PUERTO RICO, AND HAWAII'' and inserting ''AIRPORTS IN NONCONTIGUOUS STATES AND TERRITORIES'';

(B) by striking ''An amount apportioned under paragraph (2) or (3)'' and inserting the following:

''(A) ALASKA, PUERTO RICO, AND HAWAII.—An amount apportioned under this subsection''; and

(C) by adding at the end the following:

''(B) OTHER TERRITORIES.—An amount apportioned under paragraph (2)(B)(i) may be made available by the Secretary for any public-use airport in Guam, American Samoa, the Northern Mariana Islands, or the Virgin Islands if the Secretary determines that there are insufficient qualified grant applications for projects at airports that are otherwise eligible for funding under that paragraph. The Secretary shall prioritize the use of such amounts in the territory the amount was originally apportioned in.'';

(3) in paragraph (5) by inserting ''or subsection (c)(1)(D)'' after ''under this subsection'';

(4) in paragraph (6)—

(A) by striking ''provision of this subsection'' and inserting ''provision of this section''; and

(B) by inserting ''or subsection (c)(1)(D)'' after ''under this subsection'';

(5) by striking paragraph (2); and

(6) by redesignating paragraphs (3) through (7) as paragraphs (2) through (6), respectively.

(c) CONFORMING AMENDMENTS.—

(1) PROJECT GRANT APPLICATION APPROVAL.—Section 47106(a)(7) of title 49, United States Code, is amended by striking ''section 47114(d)(3)(B)'' and inserting ''section 47114(d)(2)(B)''.

(2) AIR TRAFFIC CONTROL CONTRACT PROGRAM.—Section 47124(b)(4) of title 49, United States Code, is further amended—

(A) in subparagraph (A)(ii)—

(i) in subclause (I) by striking ''sections 47114(c)(2) and 47114(d)'' and inserting ''subsections (c) and (d) of section 47114'';

(ii) in subclause (II) by striking ''sections 47114(c)(2) and 47114(d)(3)(A)'' and inserting ''sections 47114(c) and 47114(d)(2)(A)''; and

(iii) in subclause (III) by striking ''sections 47114(c)(2) and 47114(d)(3)(A)'' and inserting ''sections 47114(c) and 47114(d)(2)(A)''; and

(B) in subparagraph (B)(v) by striking ''section 47114(d)(2) or 47114(d)(3)(B)'' and inserting ''section 47114(d)(2)(B)''.

SEC. 713. PFC TURNBACK REDUCTION.

(a) IN GENERAL.—Section 47114(f) of title 49, United States Code, is amended—

(1) in paragraph (1)—

(A) by striking ''sponsor of an airport having at least .25 percent of the total number of boardings each year in the United States and'' and inserting ''sponsor of a medium or large hub airport'';

(B) in subparagraph (A) by striking ''50 percent'' and inserting ''40 percent'' each place it appears; and

(C) in subparagraph (B) by striking ''75 percent'' and inserting ''60 percent'' each place it appears; and

(2) by striking paragraphs (2) and (3) and inserting the following:

''(2) EFFECTIVE DATE OF REDUCTION.—

''(A) NEW CHARGE COLLECTION.—A reduction in an apportionment under paragraph (1) shall not take effect until the first fiscal year following the year in which the collection of the charge imposed under section 40117 has begun.

''(B) NEW CATEGORIZATION.—A reduction in an apportionment under paragraph (1) shall only be applied to an airport if such airport has been designated as a medium or large hub airport for 3 consecutive years.''.

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

SEC. 714. AIRPORT SAFETY AND RESILIENT INFRASTRUCTURE DISCRETIONARY PROGRAM.

(a) IN GENERAL.—Section 47115(j) of title 49, United States Code, is amended—

(1) in the heading by striking ''SUPPLEMENTAL DISCRETIONARY FUNDS'' and inserting ''AIRPORT SAFETY AND RESILIENT INFRASTRUCTURE DISCRETIONARY PROGRAM'';

(2) in paragraph (3) by striking subparagraph (B) and inserting the following:

''(B) MINIMUM ALLOCATION.—Not less than 50 percent of the amounts available under this subsection shall be used to provide grants at nonprimary, nonhub, and small hub airports.

''(C) PRIORITIZATION.—In making grants for projects eligible under subparagraph (D)(iii), the Secretary shall prioritize grants to large and medium hub airports.

''(D) ELIGIBILITIES.—In making grants under this subsection, the Secretary shall provide grants to airports for projects that—

''(i) meet the definition of 'airport development' under section 47102(3)(T);

''(ii) would otherwise increase the resilience of airport infrastructure against changing flooding or inundation patterns; or

''(iii) reduce runway incursions or increase runway or taxiway safety.'';

(3) in paragraph (4)(A) by striking clauses (i) through (vi) and inserting the following:

''(i) $532,392,074 for fiscal year 2024.

''(ii) $200,000,000 for fiscal year 2025.

''(iii) $200,000,000 for fiscal year 2026.

''(iv) $200,000,000 for fiscal year 2027.

''(v) $200,000,000 for fiscal year 2028.''; and

(4) in paragraph (4)(B) by striking ''2 fiscal years'' and inserting ''3 fiscal years''.

(b) BRIEFING.—

(1) IN GENERAL.—Not later than 6 months after the Secretary first awards a grant for fiscal year 2025 under section 47115(j) of title 49, United States Code, and annually thereafter through 2028, the Secretary shall brief the appropriate committees of Congress on the grant program established under such section.

(2) CONTENTS.—In briefing the appropriate committees of Congress under paragraph (1), the Secretary shall include—

(A) a description of each project funded under the grant program established under section 47115(j), including the vulnerabilities such program addresses;

(B) a description of projects completed that received funding under such program, including the total time between award and project completion;

(C) a description of the consultation with other agencies that the Secretary has undertaken in carrying out such program;

(D) recommendations to improve the administration of such program, including additional consultation with other agencies and whether additional appropriation levels are appropriate; and

(E) other items determined appropriate by the Secretary.

SEC. 715. SPECIAL CARRYOVER ASSUMPTION RULE.

Section 47115 of title 49, United States Code, is amended by adding at the end the following:

''(l) SPECIAL CARRYOVER ASSUMPTION RULE.—Notwithstanding any other provision of law, in addition to amounts made available under paragraphs (1) and (2) of subsection (a), the Secretary may add to the discretionary fund an amount equal to one-third of the apportionment funds made available under section 47114 that were not required during the previous fiscal year pursuant to section 47117(b)(1) out of the anticipated amount of apportionment funds made available under section 47114 that will not be required during the current fiscal year pursuant to section 47117(b)(1).''.

SEC. 716. SMALL AIRPORT FUND.

Section 47116 of title 49, United States Code, is amended—

(1) in subsection (b) by striking paragraphs (1) and (2) and inserting the following:

''(1) Not more than 25 percent for grants for projects at small hub airports.

''(2) Not less than 25 percent for grants to sponsors of public-use airports (except commercial service airports).

''(3) Not less than 50 percent for grants to sponsors of commercial service airports that are not larger than a nonhub airport.'';

(2) in subsection (d)—

(A) by striking paragraph (2); and

(B) by redesignating paragraph (3) as paragraph (2); and

(3) by striking subsections (e) and (f) and inserting the following:

''(e) GENERAL AVIATION TRANSIENT APRONS.—In distributing amounts from the fund described in subsection (a) to sponsors described in subsection (b)(2) and (b)(3), 5 percent of each amount shall be used for projects to construct or rehabilitate aprons intended to be used for itinerant general aviation aircraft parking.''.

SEC. 717. REVISION OF DISCRETIONARY CATEGORIES.

Section 47117 of title 49, United States Code, is amended—

(1) in subsection (b)(2)—

(A) in subparagraph (A)(i) by striking ''or (3)(A), whichever is applicable''; and

(B) in subparagraph (B)—

(i) by striking ''section 47114(d)(3)(A)'' and inserting ''section 47114(d)(2)(A)''; and

(ii) by striking ''section 47114(d)(3)(B)'' and inserting ''section 47114(d)(2)(B)'';

(2) in subsection (c)(2) by striking ''47114(d)(3)(A)'' and inserting ''47114(d)(2)(A)'';

(3) in subsection (d)—

(A) in paragraph (1) by striking ''section 47114(d)(2)(A) of this title'' and inserting ''section 47114(d)(2)(B)(i)''; and

(B) in paragraph (2)—

(i) by striking ''section 47114(d)(2)(B) or (C)'' and inserting ''section 47114(d)(2)(B)(ii) or (iii)'' in each place it appears; and

(ii) by striking ''of this title''; and

(4) in subsection (e)—

(A) in paragraph (1)—

(i) in subparagraph (A)—

(I) by striking ''$300,000,000'' and inserting ''$200,000,000'';

(II) by striking ''for compatible land use planning and projects carried out by State and local governments under section 47141,'';

(III) by striking ''section 47102(3)(Q)'' and inserting ''subparagraphs (O), (P), (Q), and (W) of section 47102(3)'';

(IV) by striking ''to comply with the Clean Air Act (42 U.S.C. 7401 et seq.)''; and

(V) by inserting ''The Secretary shall provide not less than two-thirds of amounts under this subparagraph and paragraph (3) for grants to sponsors of small hub, medium hub, and large hub airports.'' after ''being met in that fiscal year.''; and

(ii) by striking subparagraph (C); and

(B) by striking paragraph (3) and inserting the following:

''(3) SPECIAL RULE.—Beginning in fiscal year 2026, if the amount made available under paragraph (1)(A) was not equal to or greater than $150,000,000 in the preceding fiscal year, the Secretary shall issue grants for projects eligible under paragraph (1)(A) from apportionment funds made available under section 47114 that are not required during the fiscal year pursuant to subsection (b)(1) in an amount that is not less than—

''(A) $150,000,000; minus

''(B) the amount made available under paragraph (1)(A) in the preceding fiscal year.''.

SEC. 718. DISCRETIONARY FUND FOR TERMINAL DEVELOPMENT COSTS.

(a) TERMINAL PROJECTS AT TRANSITIONING AIRPORTS.—Section 47119(c) of title 49, United States Code, is amended—

(1) in paragraph (4) by striking ''or'' after the semicolon;

(2) in paragraph (5)—

(A) by striking ''section 47114(d)(3)(A)'' and inserting ''sections 47114(c) and 47114(d)(2)(A)''; and

(B) by striking the period at the end and inserting ''; or''; and

(3) by adding at the end the following:

''(6) not more than $20,000,000 of the amount that may be distributed for the fiscal year from the discretionary fund established under section 47115, to the sponsor of a nonprimary airport to pay costs allowable under subsection (a) for terminal development projects, if the Secretary determines (which may be based on actual and projected enplanement trends, as well as completion of an air service development study, demonstrated commitment by airlines to provide commercial service accommodating at least 10,000 annual enplanements, the documented commitment of a sponsor to providing the remaining funding to complete the proposed project, and a favorable environmental finding (including all required permits) in support of the proposed project) that the status of the nonprimary airport is reasonably expected to change to primary status based on enplanements for the third calendar year after the issuance of the discretionary grant.''.

(b) LIMITATION.—Section 47119(f) of title 49, United States Code, is amended by striking ''$20,000,000'' and inserting ''$30,000,000''.

SEC. 719. PROTECTING GENERAL AVIATION AIRPORTS FROM CLOSURE.

(a) NON-SURPLUS PROPERTY.—Section 47125 of title 49, United States Code, is amended by adding at the end the following:

''(c) WAIVING RESTRICTIONS.—

''(1) IN GENERAL.—Subject to paragraph (2), the Secretary may grant to an airport, city, or county a waiver of any of the terms, conditions, reservations, or restrictions contained in a deed under which the United States conveyed to the airport, city, or county an interest in real property for airport purposes pursuant to section 16 of the Federal Airport Act (60 Stat. 179), section 23 of the Airport and Airway Development Act of 1970 (84 Stat. 232), or this section.

''(2) CONDITIONS.—Any waiver granted by the Secretary pursuant to paragraph (1) shall be subject to the following conditions:

''(A) The applicable airport, city, county, or other political subdivision shall agree that in conveying any interest in the real property which the United States conveyed to the airport, city, or county, the airport, city, or county will receive consideration for such interest that is equal to its current fair market value.

''(B) Any consideration received by the airport, city, or county under subparagraph (A) shall be used exclusively for the development, improvement, operation, or maintenance of a public airport by the airport, city, or county.

''(C) Such waiver—

''(i) will not significantly impair the aeronautical purpose of an airport;

''(ii) will not result in the permanent closure of an airport (unless the Secretary determines that the waiver will directly facilitate the construction of a replacement airport); or

''(iii) is necessary to protect or advance the civil aviation interests of the United States.

''(D) Any other conditions required by the Secretary.

''(3) ANNUAL REPORTING.—The Secretary shall include a list and description of each waiver granted pursuant to paragraph (1) in the plan required under section 47103.''.

(b) SURPLUS PROPERTY.—

(1) IN GENERAL.—Section 47151 of title 49, United States Code, is amended by striking subsection (d) and inserting the following:

''(d) WAIVER OF CONDITION.—The Secretary may not waive any condition imposed on an interest in surplus property conveyed under subsection (a) that such interest be used for an aeronautical purpose unless the Secretary provides public notice not less than 30 days before the issuance of such waiver and determines that such waiver—

''(1) will not significantly impair the aeronautical purpose of an airport;

''(2) will not result in the permanent closure of an airport (unless the Secretary determines that the waiver will directly facilitate the construction of a replacement airport); or

''(3) is necessary to protect or advance the civil aviation interests of the United States.''.

(2) WAIVING AND ADDING TERMS.—Section 47153 of title 49, United States Code, is amended by striking subsection (c) and inserting the following:

''(c) RESTRICTIONS ON WAIVER.—Notwithstanding subsections (a) and (b), the Secretary may not waive any term under this section that an interest in land be used for an aeronautical purpose unless—

''(1) the Secretary provides public notice not less than 30 days before the issuance of a waiver; and

''(2) the Secretary determines that such waiver—

''(A) will not significantly impair the aeronautical purpose of an airport;

''(B) will not result in the permanent closure of an airport (unless the Secretary determines that the waiver will directly facilitate the construction of a replacement airport); or

''(C) is necessary to protect or advance the civil aviation interests of the United States.''.

(c) REPEALS.—

(1) AIRPORTS NEAR CLOSED OR REALIGNED BASES.—Section 1203 of the Federal Aviation Reauthorization Act of 1996 (49 U.S.C. 47101 note), and the item relating to such section in the table of contents under section 1(b) of such Act, are repealed.

(2) RELEASE FROM RESTRICTIONS.—Section 817 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 47125 note), and the item relating to such section in the table of contents under section 1(b) of such Act, are repealed.

SEC. 720. STATE BLOCK GRANT PROGRAM.

(a) TRAINING.—Section 47128 of title 49, United States Code, is amended by adding at the end the following:

''(e) TRAINING FOR PARTICIPATING STATES.—

''(1) IN GENERAL.—The Secretary shall provide to each State participating in the block grant program under this section training or updated training materials for the administrative responsibilities assumed by the State under such program at no cost to the State.

''(2) TIMING.—The training or updated training materials provided under paragraph (1) shall be provided at least once during each 2-year period and at any time there is a material change in the program.''.

(b) ADMINISTRATION.—Section 47128 of title 49, United States Code, is further amended by adding at the end the following:

''(f) ROLES AND RESPONSIBILITIES OF PARTICIPATING STATES.—

''(1) AIRPORTS.—Unless a State participating in the block grant program under this section expressly agrees in a memorandum of agreement, the Secretary shall not require the State to manage functions and responsibilities for airport actions or projects that do not relate to such program.

''(2) PROGRAM DOCUMENTATION.—

''(A) IN GENERAL.—Any grant agreement providing funds to be administered under such program shall be consistent with the

most recently executed memorandum of agreement between the State and the Federal Aviation Administration.

''(B) PARITY.—The Administrator of the Federal Aviation Administration shall provide parity to participating States and shall only require the same type of information and level of detail for any program agreements and documentation that the Administrator would perform with respect to such action if the State did not participate in the program.

''(3) RESPONSIBILITIES.—Unless the State expressly agrees to retain responsibility, the Administrator shall retain responsibility for the following:

''(A) Grant compliance investigations, determinations, and enforcement.

''(B) Obstruction evaluation and airport airspace analysis, determinations, and enforcement off airport property.

''(C) Non-rulemaking analysis, determinations, and enforcement for proposed improvements on airport properties not associated with this subchapter, or off airport property.

''(D) Land use determinations, compatibility planning, and airport layout plan review and approval (consistent with section 47107(x)) for projects not funded by amounts available under this subchapter.

''(E) Nonaeronautical and special event recommendations and approvals.

''(F) Instrument approach procedure evaluations and determinations.

''(G) Environmental review for projects not funded by amounts available under this subchapter.

''(H) Review and approval of land leases, land releases, changes in on-airport land-use designation, and through-the-fence agreements.''.

(c) IIJA STATE BLOCK GRANT PROGRAM ADMINISTRATIVE FUNDING.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary shall distribute administrative funding to assist States participating in the State block grant program under section 47128 of title 49, United States Code, with program implementation of airport infrastructure projects under the Infrastructure Investment and Jobs Act (Public Law 117–58).

(2) FUNDING SOURCE.—In distributing administrative funds to States under this subsection, the Secretary shall distribute such funds from the funds made available in the Infrastructure Investment and Jobs Act (Public Law 117–58) for personnel, contracting, and other costs to administer and oversee grants of the Airport Infrastructure Grants, Contract Tower Competitive Grant Program, and Airport Terminal Program.

(3) ADMINISTRATIVE FUNDS.—With respect to administrative funds made available for fiscal years 2022 through 2026—

(A) the amount of administrative funds available for distribution under paragraph (2) shall be an amount equal to a percentage determined by the Secretary, but not less than 2 percent, of the annual allocations provided under the heading ''AIRPORT INFRASTRUCTURE GRANTS'' under the heading ''FEDERAL AVIATION ADMINISTRATION'' in title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117–58) to non-primary airports participating in the State's block grant program each fiscal year of the Airport Infrastructure Grant program;

(B) administrative funds distributed under paragraph (2) shall be used by such States to—

(i) administer and oversee, as outlined in a memorandum of agreement or other agreement between the FAA and the State, all airport grant program funds provided under the Infrastructure Investment and Jobs Act (Public Law 117–58) to non-primary airports participating in the State's block grant program, whether through direct allocation or through competitive selection; and

(ii) carry out the public purposes of supporting eligible and justified airport development and infrastructure projects as provided in the Infrastructure Investment and Jobs Act (Public Law 117–58); and

(C) except as provided in paragraph (4), such administrative funds shall be distributed to such States through a cooperative agreement executed between the State and the FAA not later than December 1 of each fiscal year in which the Infrastructure Investment and Jobs Act (Public Law 117–58) provides airport grant program funds.

(4) INITIAL DISTRIBUTION.—With respect to administrative funds made available for fiscal years 2022 through 2024, funds available as of the date of enactment of this Act shall be distributed to States through a cooperative agreement executed between the State and the FAA not later than 30 days after such date of enactment.

(d) REPORT.—The Comptroller General shall issue to the appropriate committees of Congress a report on the Office of Airports of the FAA and the airport improvement program under subchapter I of chapter 471 and chapter 475 of title 49, United States Code, and include in such report a description of—

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

(2) the impact of title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117–58) and other Federal administrative funding sources on the ability of such States to disburse and administer airport improvement program funds.

SEC. 721. INNOVATIVE FINANCING TECHNIQUES.

Section 47135 of title 49, United States Code, is amended—

(1) by striking subsections (a) and (b) and inserting the following:

''(a) AUTHORITY.—

''(1) IN GENERAL.—The Secretary of Transportation may approve an application by an airport sponsor to use grants received under this subchapter for innovative financing techniques related to an airport development project that is located at an airport that is not a large hub airport.

''(2) APPROVAL.—The Secretary may approve not more than 30 applications described under paragraph (1) in a fiscal year.

''(b) PURPOSES.—The purpose of grants made under this section shall be to—

''(1) provide information on the benefits and difficulties of using innovative financing techniques for airport development projects;

''(2) lower the total cost of an airport development project; or

''(3) expedite the delivery or completion of an airport development project without reducing safety or causing environmental harm.''; and

(2) in subsection (c)(2)—

(A) in subparagraph (C) by striking ''and'' at the end;

(B) in subparagraph (D) by striking the period at the end and inserting ''; and''; and

(C) by adding at the end the following:

''(E) any other techniques that the Secretary determines are consistent with the purposes of this section.''.

SEC. 722. LONG-TERM MANAGEMENT PLANS.

Section 47136(c) of title 49, United States Code is amended—

(1) by striking ''applicants that will'' and inserting the following: ''applicants that—

''(1) will'';

(2) by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(2) provide a long-term management plan for eligible vehicles and equipment that includes the existing and future infrastructure requirements of the airport related to such vehicles and equipment.''.

SEC. 723. ALTERNATIVE PROJECT DELIVERY.

(a) IN GENERAL.—Section 47142 of title 49, United States Code, is amended—

(1) in the section heading by striking ''**Design-build contracting**'' and inserting ''**Alternative project delivery**'';

(2) in subsection (a)—

(A) in the matter preceding paragraph (1)—

(i) by striking ''Administrator of the Federal Aviation Administration'' and inserting ''Secretary of Transportation''; and

(ii) by striking ''award a design-build'' and inserting ''award a covered project delivery'';

(B) in paragraph (2) by striking ''design-build'' and inserting ''covered project delivery''; and

(C) in paragraph (4) by striking ''design-build contract will'' and inserting ''covered project delivery contract is projected to''; and

(3) by striking subsection (c) and inserting the following:

''(c) PILOT PROGRAM.—

''(1) PILOT PROGRAM.—Not later than 270 days after the date of enactment of this section, the Secretary shall establish a pilot program under which the Administrator may award grants for integrated project delivery contracts, as described in subsection (d)(2), to carry out up to 5 building construction projects at airports in the United States with a grant awarded under section 47104.

''(2) APPLICATION.—

''(A) ELIGIBILITY.—A sponsor of an airport may submit to the Secretary an application, in such time and manner and containing such information as the Secretary may require, to carry out a building construction project under the pilot program that would otherwise be eligible for assistance under this chapter.

''(B) APPROVAL.—The Secretary may approve the application of a sponsor of an airport submitted under paragraph (1) to authorize such sponsor to award an integrated project delivery contract using a selection process permitted under applicable State or local law if—

''(i) the Secretary approves the application using criteria established by the Secretary;

''(ii) the integrated project delivery contract is in a form that is approved by the Secretary;

''(iii) the Secretary is satisfied that the contract will be executed pursuant to competitive procedures and contains a schematic design and any other material that the Secretary determines sufficient to approve the grant;

''(iv) the Secretary is satisfied that the use of an integrated project delivery contract will be cost effective and expedite the project;

''(v) the Secretary is satisfied that there will be no conflict of interest; and

''(vi) the Secretary is satisfied that the contract selection process will be open, fair, and objective and that not less than 2 sets of proposals will be submitted for each team entity under the selection process.

''(3) REIMBURSEMENT OF COSTS.—

''(A) IN GENERAL.—The Secretary may reimburse a sponsor of an airport for any design or construction costs incurred before a grant is made pursuant to this section if—

''(i) the project funding is approved by the Secretary in advance;

''(ii) the project is carried out in accordance with all administrative and statutory requirements under this chapter; and

''(iii) the project is carried out under this chapter after a grant agreement has been executed.

''(B) ACCOUNTING.—Reimbursement of costs shall be based on transparent cost accounting or open book cost accounting.

''(d) COVERED PROJECT DELIVERY CONTRACT DEFINED.—In this section, the term 'covered project delivery contract' means—

''(1) an agreement that provides for both design and construction of a project by a contractor through alternative project delivery methods, including construction manager-at-risk and progressive design build; or

''(2) a single contract for the delivery of a whole project that—

''(A) includes, at a minimum, the sponsor, builder, and architect-engineer as parties that are subject to the terms of the contract;

''(B) aligns the interests of all the parties to the contract with respect to the project costs and project outcomes; and

''(C) includes processes to ensure transparency and collaboration among all parties to the contract relating to project costs and project outcomes.''.

(b) BRIEFING.—Not later than 2 years after the Secretary establishes the pilot program under section 47142(c) of title 49, United States Code (as amended by subsection (a)), the Secretary shall brief the appropriate committees of Congress on whether integrated project delivery or other covered project delivery contracts authorized under such section resulted in any project efficiencies.

(c) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47142 and inserting the following:

''47142. Alternative project delivery.''.

SEC. 724. NONMOVEMENT AREA SURVEILLANCE SURFACE DISPLAY SYSTEMS PILOT PROGRAM.

Section 47143(c) of title 49, United States Code, is amended by striking ''May 11, 2024'' and inserting ''October 1, 2028''.

SEC. 725. AIRPORT ACCESSIBILITY.

(a) IN GENERAL.—Subchapter I of chapter 471 of title 49, United States Code, is amended by adding at the end the following:

''§ 47145. Pilot program for airport accessibility

''(a) IN GENERAL.—The Secretary of Transportation shall establish and carry out a pilot program to award grants to sponsors to carry out capital projects to upgrade the accessibility of commercial service airports for individuals with disabilities by increasing the number of commercial service airports, airport terminals, or airport facilities that meet or exceed the standards and regulations under the Americans with Disabilities Act of 1990 (42 U.S.C. 12131 et seq.) and the Rehabilitation Act of 1973 (29 U.S.C. 701 note).

''(b) USE OF FUNDS.—

''(1) IN GENERAL.—Subject to paragraph (2), a sponsor shall use a grant awarded under this section—

''(A) for a project to repair, improve, or relocate the infrastructure of an airport, airport terminal, or airport facility to increase accessibility for individuals with disabilities, or as part of a plan to increase accessibility for individuals with disabilities;

''(B) to develop or modify a plan (as described in subsection (e)) for a project that increases accessibility for individuals with disabilities, including—

''(i) assessments of accessibility or assessments of planned modifications to an airport, airport terminal, or airport facility for passenger use, performed by the disability advisory committee of the recipient airport (if applicable), the protection and advocacy system for individuals with disabilities in the applicable State, a center for independent living, or a disability organization, including an advocacy or nonprofit organization that represents or provides services to individuals with disabilities; or

''(ii) coordination by the disability advisory committee of the recipient airport with a protection and advocacy system, center for independent living, or such disability organization; or

''(C) to carry out any other project that meets or exceeds the standards and regulations described in subsection (a).

''(2) LIMITATION.—Eligible costs for a project funded with a grant awarded under this section shall be limited to the costs associated with carrying out the purpose authorized under subsection (a).

''(c) ELIGIBILITY.—A sponsor may use a grant under this section to upgrade a commercial service airport that is accessible to and usable by individuals with disabilities—

''(1) consistent with the current (as of the date of the upgrade) standards and regulations described in subsection (a); and

''(2) even if the related service, program, or activity, when viewed in the entirely of the service, program, or activity, is readily accessible and usable as so described.

''(d) SELECTION CRITERIA.—In making grants to sponsors under this section, the Secretary shall give priority to sponsors that are proposing—

''(1) a capital project to upgrade the accessibility of a commercial service airport that is not accessible to and usable by individuals with disabilities consistent with standards and regulations described in subsection (a); or

''(2) to meet or exceed the Airports Council International accreditation under the Accessibility Enhancement Accreditation, through the incorporation of universal design principles.

''(e) ACCESSIBILITY COMMITMENT.—A sponsor that receives a grant under this section shall adopt a plan under which the sponsor commits to pursuing airport accessibility projects that—

''(1) enhance the passenger experience and maximize accessibility of commercial service airports, airport terminals, or airport facilities for individuals with disabilities, including by—

''(A) upgrading bathrooms, counters, or pumping rooms;

''(B) increasing audio and visual accessibility on information boards, security gates, or paging systems;

''(C) updating airport terminals to increase the availability of accessible seating and power outlets for durable medical equipment (such as powered wheelchairs);

''(D) updating airport websites and other information communication technology to be accessible for individuals with disabilities; or

''(E) increasing the number of elevators, including elevators that move power wheelchairs to an aircraft;

''(2) improve the operations of, provide efficiencies of service to, and enhance the use of commercial service airports for individuals with disabilities;

''(3) establish a disability advisory committee if the airport is a small, medium, or large hub airport; and

''(4) make improvements in personnel, infrastructure, and technology that can assist passenger self-identification regarding disability and needing assistance.

''(f) COORDINATION WITH DISABILITY ADVOCACY ENTITIES.—In administering grants under this section, the Secretary shall encourage—

''(1) engagement with disability advocacy entities (such as the disability advisory committee of the sponsor) and a protection and advocacy system for individuals with disabilities in the applicable State, a center for independent living, or a disability organization, including an advocacy or nonprofit organization that represents or provides services to individuals with disabilities; and

''(2) assessments of accessibility or assessments of planned modifications to commercial service airports to the extent merited by the scope of the capital project of the sponsor proposed to be assisted under this section, taking into account any such assessment already conducted by the Federal Aviation Administration.

''(g) FEDERAL SHARE OF COSTS.—The Government's share of allowable project costs for a project carried out with a grant under this section shall be the Government's share of allowable project costs specified under section 47109.

''(h) DEFINITIONS.—In this section:

''(1) CENTER FOR INDEPENDENT LIVING.—The term 'center for independent living' has the meaning given such term in section 702 of the Rehabilitation Act of 1973 (29 U.S.C. 796a).

''(2) DISABILITY ADVISORY COMMITTEE.—The term 'disability advisory committee' means a body of stakeholders (including airport staff, airline representatives, and individuals with disabilities) that provide to airports and appropriate transportation authorities input from individuals with disabilities, including identifying opportunities for removing barriers, expanding accessibility features, and improving accessibility for individuals with disabilities at airports.

''(3) PROTECTION AND ADVOCACY SYSTEM.—The term 'protection and advocacy system' means a system established in accordance with section 143 of the Developmental Disabilities Assistance and Bill of Rights Act of 2000 (42 U.S.C. 15043).

''(i) FUNDING.—Notwithstanding any other provision of this chapter, for each of fiscal years 2025 through 2028, the Secretary may use up to $20,000,000 of the amounts that would otherwise be used to make grants from the discretionary fund under section 47115 for each such fiscal year to carry out this section.''.

(b) CONFORMING AMENDMENT.—The analysis for subchapter I of chapter 471 of title 49, United States Code, is amended by inserting after the item relating to section 47144 the following:

''47145. Pilot program for airport accessibility.''.

SEC. 726. GENERAL AVIATION AIRPORT RUNWAY EXTENSION PILOT PROGRAM.

(a) IN GENERAL.—Subchapter I of chapter 471 of title 49, United States Code, is further amended by adding at the end the following:

''§ 47146. General aviation program runway extension pilot program

''(a) ESTABLISHMENT.—The Secretary of Transportation shall establish and carry out a pilot program to provide grants to general aviation airports to increase the usable runway length capability at such airports in order to—

''(1) expand access to such airports for larger aircraft; and

''(2) support the development and economic viability of such airports.

''(b) GRANTS.—

''(1) IN GENERAL.—For the purpose of carrying out the pilot program established in subsection (a), the Secretary shall make grants to not more than 2 sponsors of general aviation airports per fiscal year.

''(2) USE OF FUNDS.—A sponsor of a general aviation airport shall use a grant awarded under this section to plan, design, or construct a project to extend an existing primary runway by not greater than 1,000 feet in order to accommodate large turboprop or turbojet aircraft that cannot be accommodated with the existing runway length.

''(3) ELIGIBILITY.—To be eligible to receive a grant under this section, a sponsor of a

general aviation airport shall submit an application to the Secretary at such time, in such form, and containing such information as the Secretary may require.

''(4) SELECTION.—In selecting an applicant for a grant under this section, the Secretary shall prioritize projects that demonstrate that the existing runway length at the airport is—

''(A) inadequate to support the near-term operations of 1 or more business entities operating at the airport as of the date of submission of such application;

''(B) a direct aircraft operational impediment to airport economic viability, job creation or retention, or local economic development; and

''(C) not located within 20 miles of another National Plan of Integrated Airport Systems airport with comparable runway length.

''(c) PROJECT JUSTIFICATION.—A project that demonstrates the criteria described in subsection (b) shall be considered a justified cost with respect to the pilot program, notwithstanding—

''(1) any benefit-cost analysis required under section 47115(d); or

''(2) a project justification determination described in section 3 of chapter 3 of FAA Order 5100.38D, Airport Improvement Program Handbook (dated September 30, 2014) (or any successor document).

''(d) FEDERAL SHARE.—The Government's share of allowable project costs for a project carried out with a grant under this section shall be the Government's share of allowable project costs specified under section 47109.

''(e) REPORT TO CONGRESS.—Not later than 5 years after the establishment of the pilot program under subsection (a), the Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report that evaluates the pilot program, including—

''(1) information regarding the level of applicant interest in grants for increasing runway length;

''(2) the number of large aircraft that accessed each general aviation airport that received a grant under the pilot program in comparison to the number of such aircraft that accessed the airport prior to the date of enactment of the FAA Reauthorization Act of 2024, based on data provided to the Secretary by the airport sponsor not later than 6 months before the submission date described in this subsection; and

''(3) a description, provided to the Secretary by the airport sponsor not later than 6 months before the submission date described in this subsection, of the economic development opportunities supported by increasing the runway length at general aviation airports.

''(f) FUNDING.—For each of fiscal years 2025 through 2028, the Secretary may use funds under section 47116(b)(2) to carry out this section.''.

(b) CLERICAL AMENDMENT.—The analysis for subchapter I of chapter 471 of title 49, United States Code, is further amended by inserting after the item relating to section 47145 the following:

''47146. General aviation airport runway extension pilot program.''.

SEC. 727. REPEAL OF OBSOLETE CRIMINAL PROVISIONS.

Section 47306 of title 49, United States Code, and the item relating to such section in the analysis for chapter 473 of such title, are repealed.

SEC. 728. TRANSFERS OF AIR TRAFFIC SYSTEMS ACQUIRED WITH AIP FUNDING.

(a) IN GENERAL.—Section 44502(e) of title 49, United States Code, is amended—

(1) in paragraph (1) by striking ''An airport'' and inserting ''Subject to paragraph (4), an airport in a non-contiguous State'';

(2) in paragraph (3)—

(A) in subparagraph (B) by striking ''or'' at the end;

(B) in subparagraph (C) by striking the period at the end and inserting ''; or''; and

(C) by adding at the end the following new subparagraph:

''(D) a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.''; and

(3) by adding at the end the following new paragraph:

''(4) EXCEPTION.—The requirement under paragraph (1) that an eligible air traffic system or equipment be purchased in part using a Government airport aid program, airport development aid program, or airport improvement project grant shall not apply if the air traffic system or equipment is installed at an airport that is categorized as a basic or local general aviation airport under the most recently published national plan of integrated airport systems under section 47103.''.

(b) EFFECTIVE DATE.—The amendments made by this section shall take effect beginning on October 1, 2024.

SEC. 729. NATIONAL PRIORITY SYSTEM FORMULAS.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Secretary shall review and update the National Priority System prioritization formulas contained in FAA Order 5090.5 to account for the amendments to chapter 471 of title 49, United States Code, made by this Act.

(b) REQUIRED CONSULTATION.—In revising the formulas under subsection (a), the Secretary shall consult with representatives of the following:

(1) Primary airports, including large, medium, small, and nonhub airports.

(2) Non-primary airports, including general aviation airports.

(3) Airport trade associations, including trade associations representing airport executives.

(4) State aviation officials, including associations representing such officials.

(5) Air carriers, including mainline, regional, and low-cost air carriers.

(6) Associations representing air carriers.

(c) PRIORITY PROJECTS.—In revising the formulas under subsection (a), the Secretary shall assign the highest priority to projects that increase or maintain the safety, efficiency, and capacity of the aviation system.

SEC. 730. MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION.

(a) FINDINGS.—Congress finds the following:

(1) While significant progress has occurred due to the establishment of the airport disadvantaged business enterprise program and the airport concessions disadvantaged business enterprise program under sections 47113 and 47107(e) of title 49, United States Code, respectively, discrimination and related barriers continue to pose significant obstacles for minority- and women-owned businesses seeking to do business in airport-related markets across the Nation.

(2) Congress has received and reviewed testimony and documentation of race and gender discrimination from numerous sources, including congressional hearings and roundtables, scientific reports, reports issued by public and private agencies, news stories, reports of discrimination by organizations and individuals, and discrimination lawsuits. Such testimony and documentation show that race- and gender-neutral efforts alone are insufficient to address the problem.

(3) The testimony and documentation described in paragraph (2) demonstrate that race and gender discrimination pose a barrier to full and fair participation in airport-related businesses of women business owners and minority business owners in the racial groups detailed in parts 23 and 26 of title 49, Code of Federal Regulations, and has impacted firm development and other aspects of airport-related business in the public and private markets.

(4) The testimony and documentation described in paragraph (2) provide a strong basis that there is a compelling need for the continuation of the airport disadvantaged business enterprise program and the airport concessions disadvantaged business enterprise program to address race and gender discrimination in airport-related business.

(b) SUPPORTIVE SERVICES.—Section 47113 of title 49, United States Code, is amended by adding at the end the following:

''(f) SUPPORTIVE SERVICES.—

''(1) IN GENERAL.—The Secretary, in coordination with the Administrator of the Federal Aviation Administration, may, at the request of an airport sponsor, provide assistance under a grant issued under this subchapter to develop, conduct, and administer training programs and assistance programs in connection with any airport improvement project subject to part 26 of title 49, Code of Federal Regulations, for small business concerns referred to in subsection (b) to achieve proficiency to compete, on an equal basis for contracts and subcontracts related to such projects.

''(2) ELIGIBLE ENTITIES.—An entity eligible to receive assistance under this section is—

''(A) a State;

''(B) a political subdivision of a State or local government;

''(C) a Tribal government;

''(D) an airport sponsor;

''(E) a metropolitan planning organization;

''(F) a group of entities described in subparagraphs (A) through (E); or

''(G) any other organization considered appropriate by the Secretary.''.

SEC. 731. EXTENSION OF PROVISION RELATING TO AIRPORT ACCESS ROADS IN REMOTE LOCATIONS.

Section 162 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47102 note) is amended, in the matter preceding paragraph (1), by striking ''2018'' and all that follows through ''2024'' and inserting ''2024 through 2028''.

SEC. 732. POPULOUS COUNTIES WITHOUT AIRPORTS.

Notwithstanding any other provision of law, the Secretary may not deny inclusion in the national plan of integrated airport systems maintained under section 47103 of title 49, United States Code, to an airport or proposed airport if the airport or proposed airport—

(1) is located in the most populous county (as such term is defined in section 2 of title 1, United States Code) of a State that does not have an airport listed in the national plan;

(2) has an airport sponsor that was established before January 1, 2017;

(3) is located more than 15 miles away from another airport listed in the national plan;

(4) demonstrates how the airport will meet the operational activity required, through a forecast validated by the Secretary, within the first 10 years of operation;

(5) meets FAA airport design standards;

(6) submits a benefit-cost analysis;

(7) presents a detailed financial plan to accomplish construction and ongoing maintenance; and

(8) has the documented support of the State government for the entry of the airport or proposed airport into the national plan.

SEC. 733. AIP HANDBOOK UPDATE.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall revise the Airport Improvement Program Handbook (FAA Order 5100.38D) (in this section referred to as the ''AIP Handbook'') to account for legislative changes to the airport improvement program under subchapter I of chapter 471 and chapter 475 of title 49, United States Code, and to make such other changes as the Administrator determines necessary.

(b) REQUIREMENTS RELATING TO ALASKA.—In revising the AIP Handbook under subsection (a) (and in any subsequent revision), the Administrator, in consultation with the Governor of Alaska, shall identify and incorporate reasonable exceptions to the general requirements of the AIP Handbook to meet the unique circumstances, and advance the safety needs, of airports in Alaska, including with respect to the following:

(1) Snow Removal Equipment Building size and configuration.

(2) Expansion of lease areas.

(3) Shared governmental use of airport equipment and facilities in remote locations.

(4) Ensuring the resurfacing or reconstruction of legacy runways to support—

(A) aircraft necessary to support critical health needs of a community;

(B) remote fuel deliveries; and

(C) firefighting response.

(5) The use of runway end identifier lights at airports in Alaska.

(c) ADDITIONAL REQUIREMENT.—In revising the AIP Handbook under subsection (a), the Administrator shall include updates to reflect whether a light emitting diode system is an appropriate replacement for any existing halogen system.

(d) PUBLIC COMMENT.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall publish a draft revision of the AIP Handbook and make such draft available for public comment for a period of not less than 90 days.

(2) REVIEW.—The Administrator shall—

(A) review all comments submitted during the public comment period described under paragraph (1);

(B) as the Administrator considers appropriate, incorporate changes based on such comments into the final revision of the Handbook; and

(C) provide a response to all significant comments.

(e) INTERIM IMPLEMENTATION OF CHANGES.—

(1) IN GENERAL.—Except as provided in paragraph (2), not later than 1 year after the date of enactment of this Act, the Administrator shall issue program guidance letters to provide for the interim implementation of amendments made by this Act to the Airport Improvement Program.

(2) ALASKA EXCEPTIONS.—Not later than 60 days after the date on which the Administrator identified reasonable exceptions under subsection (b), the Administrator, in consultation with the Regional Administrator of the FAA Alaskan Region, shall issue program guidance letters to provide for the interim application of such exceptions.

SEC. 734. GAO AUDIT OF AIRPORT FINANCIAL REPORTING PROGRAM.

(a) AUDIT.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall initiate an audit of the airport financial reporting program of the FAA and provide recommendations to the Administrator on improvements to such program.

(b) REQUIREMENTS.—In conducting the audit required under subsection (a), the Comptroller General shall, at a minimum—

(1) review relevant FAA guidance to airports, including the version of Advisory Circular 150/5100–19, titled ''Operating and Financial Summary'', that is in effect on the date of enactment of this Act;

(2) evaluate the information requested or required by the Administrator from airports for completeness and usefulness by the FAA and the public;

(3) assess the costs associated with collecting, reporting, and maintaining such information for airports and the FAA;

(4) determine if such information provided is—

(A) updated on a regular basis to make such information useful; and

(B) audited and verified in an appropriate manner;

(5) assess if the Administrator has addressed the issues the Administrator discovered during the apportionment and disbursement of relief funds to airports under the Coronavirus Aid, Relief, and Economic Security Act (Public Law 116–136) using inaccurate and aged airport financial data; and

(6) determine whether the airport financial reporting program as structured as of the date of enactment of this Act provides value to the FAA, the aviation industry, or the public.

(c) REPORT TO CONGRESS.—Not later than 3 months after the completion of the audit required under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report containing the findings of such audit and any recommendations provided to the Administrator to improve or alter the airport financial reporting program.

SEC. 735. GAO STUDY OF ONSITE AIRPORT GENERATION.

(a) STUDY.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall initiate a study on the feasibility of installation and adoption of certain power generation property at airports which receive funding from the Federal Government.

(b) CONTENT.—In carrying out the study required under subsection (a), the Comptroller General shall examine—

(1) any safety impacts of the installation and operation of such power generation property, either in aggregate or around certain locations or structures at the airport;

(2) regulatory barriers to adoption;

(3) benefits to adoption;

(4) previous examples of adoptions;

(5) impacts on other entities; and

(6) previous examples of adoption and factors pertaining to previous examples of adoption, including—

(A) novel uses beyond supplemental power generation, such as expanding nonresidential property around airports to minimize noise, power generation resilience, and market forces;

(B) challenges identified in the installation process;

(C) upfront and long-term costs, both foreseen and unforeseen;

(D) funding sources used to pay for upfront costs; and

(E) long-term savings.

(c) REPORT.—Not later than 2 years after the initiation of the study under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report containing the results of the study and any recommendations based on such results.

(d) POWER GENERATION PROPERTY DEFINED.—In this section, the term ''power generation property'' means equipment defined in section 48(a)(3)(A) of the Internal Revenue Code of 1986.

SEC. 736. TRANSPORTATION DEMAND MANAGEMENT AT AIRPORTS.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall conduct a study to examine the efficacy of transportation demand management strategies at United States airports.

(b) CONSIDERATIONS.—In conducting the study under subsection (a), the Comptroller General shall examine, at a minimum—

(1) whether transportation demand management strategies should be considered by airports when making infrastructure planning and construction decisions;

(2) the impact of transportation demand management strategies on existing multimodal options to and from airports in the United States; and

(3) best practices for developing transportation demand management strategies that can be used to improve access to airports for passengers and airport and airline personnel.

(c) REPORT.—Upon completion of the study conducted under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report on such study.

(d) TRANSPORTATION DEMAND MANAGEMENT STRATEGY DEFINED.—In this section, the term ''transportation demand management strategy'' means the use of planning, programs, policy, marketing, communications, incentives, pricing, data, and technology to optimize travel modes, routes used, departure times, and number of trips.

SEC. 737. COASTAL AIRPORTS ASSESSMENT.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator, in coordination with the Chief of Engineers and Commanding General of the United States Army Corps of Engineers, and the Administrator of the National Oceanic and Atmospheric Administration, shall initiate an assessment on the resiliency of airports in coastal or flood-prone areas of the United States.

(b) CONTENTS.—The assessment required under subsection (a) shall—

(1) examine the impact of hazardous weather and other environmental factors that pose risks to airports in coastal or flood-prone areas; and

(2) identify and evaluate initiatives and best practices to prevent and mitigate the impacts of factors described in paragraph (1) on airports in coastal or flood-prone areas.

(c) REPORT.—Upon completion of the assessment, the Administrator shall submit to the appropriate committees of Congress and the Committee on Science, Space, and Technology of the House of Representatives a report on—

(1) the results of the assessment required under subsection (a); and

(2) recommendations for legislative or administrative action to improve the resiliency of airports in coastal or flood-prone areas in the United States.

SEC. 738. AIRPORT INVESTMENT PARTNERSHIP PROGRAM.

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

''(4) BENEFIT-COST ANALYSIS.—

''(A) IN GENERAL.—Prior to approving an application submitted under subsection (a), the Secretary may require a benefit-cost analysis.

''(B) FINDING.—If a benefit-cost analysis is required, the Secretary shall issue a preliminary and conditional finding, which shall—

''(i) be issued not later than 60 days after the date on which the sponsor submits all information required by the Secretary;

''(ii) be based upon a collaborative review process that includes the sponsor or a representative of the sponsor;

''(iii) not constitute the issuance of a Federal grant or obligation to issue a grant under this chapter or other provision of law; and

''(iv) not constitute any other obligation on the part of the Federal Government until the conditions specified in the final benefit-cost analysis are met.''.

SEC. 739. SPECIAL RULE FOR RECLASSIFICATION OF CERTAIN UNCLASSIFIED AIRPORTS.

(a) REQUEST FOR RECLASSIFICATION.—

(1) IN GENERAL.—Not later than September 30, 2024, a privately owned reliever airport (as such term is defined in section 47102 of title 49, United States Code) that is identified as unclassified in the National Plan of Integrated Airport Systems of the FAA titled ''National Plan of Integrated Airport Systems (NPIAS) 2023–2027'', published on September 30, 2022 may submit to the Secretary a request to reclassify the airport according to the criteria used to classify a publicly owned airport.

(2) REQUIRED INFORMATION.—In submitting a request under paragraph (1), a privately owned reliever airport shall include the following information:

(A) A sworn statement and accompanying documentation that demonstrates how the airport would satisfy the requirements of FAA Order 5090.5, titled ''Formulation of the NPIAS and ACIP'' (or any successor guidance), to be classified as ''Local'' or ''Basic'' if the airport was publicly owned.

(B) A report that—

(i) identifies the role of the airport to the aviation system; and

(ii) describes the long-term fiscal viability of the airport based on demonstrated aeronautical activity and associated revenues relative to ongoing operating and maintenance costs.

(b) ELIGIBILITY REVIEW.—

(1) IN GENERAL.—Not later than 60 days after receiving a request from a privately owned reliever airport under subsection (a), the Secretary shall perform an eligibility review with respect to the airport, including an assessment of the safety, security, capacity, access, compliance with Federal grant assurances, and protection of natural resources of the airport and the quality of the environment, as prescribed by the Secretary.

(2) PUBLIC SPONSOR.—In performing the eligibility review under paragraph (1), the Secretary—

(A) may require the airport requesting reclassification to provide information regarding the outlook (whether positive or negative) for obtaining a public sponsor; and

(B) may not require the airport to obtain a public sponsor.

(c) RECLASSIFICATION BY SECRETARY.—

(1) IN GENERAL.—Not later than 60 days after receiving a request from a privately owned reliever airport under subsection (a)(1), the Secretary shall grant such request if the following criteria are met:

(A) The request includes the required information under subsection (a)(2).

(B) The privately owned reliever airport, to the satisfaction of the Secretary—

(i) passes the eligibility review performed under subsection (b); or

(ii) submits a corrective action plan in accordance with paragraph (2).

(2) CORRECTIVE ACTION PLAN.—With respect to a privately owned reliever airport that does not, to the satisfaction of the Secretary, pass the eligibility review performed under subsection (b), the Secretary shall provide notice of disapproval to such airport not later than 60 days after receiving the request under subsection (a)(1), and such airport may resubmit to the Secretary a reclassification request along with a corrective action plan that—

(A) resolves any shortcomings identified in such eligibility review; and

(B) proves that any necessary corrective action has been completed by the airport.

(d) EFFECTIVE DATE.—The reclassification of any privately owned reliever airport under this section shall take effect not later than—

(1) October 1, 2025, for any request granted under subsection (c)(1); and

(2) October 1, 2026, for any request granted after the submission of a corrective action plan under subsection (c)(2).

SEC. 740. PERMANENT SOLAR POWERED TAXIWAY EDGE LIGHTING SYSTEMS.

Not later than 2 years after the date of enactment of this Act, the Administrator shall produce an engineering brief that describes the acceptable use of permanent solar powered taxiway edge lighting systems at regional, local, and basic general aviation airports (as categorized in the most recent National Plan of Integrated Airport Systems of the FAA titled ''National Plan of Integrated Airport Systems (NPIAS) 2023–2027'', published on September 30, 2022).

SEC. 741. SECONDARY RUNWAYS.

In approving grants for projects with funds made available pursuant to title VIII of division J of the Infrastructure Investment and Jobs Act (Public Law 117–58) under the heading ''Federal Aviation Administration—Airport Infrastructure Grants'', the Administrator shall consider permitting a nonhub or small hub airport to use such funds to extend secondary runways, notwithstanding the level of operational activity at such airport.

SEC. 742. INCREASING ENERGY EFFICIENCY OF AIRPORTS AND MEETING CURRENT AND FUTURE ENERGY POWER DEMANDS.

(a) IN GENERAL.—Section 47140 of title 49, United States Code, is amended to read as follows:

''§ 47140. Meeting current and future energy power demand

''(a) IN GENERAL.—The Secretary of Transportation shall establish a program under which the Secretary shall—

''(1) encourage the sponsor of each public-use airport to—

''(A) conduct airport planning that assesses the airport's—

''(i) current and future energy power requirements, including—

''(I) heating and cooling;

''(II) on-road airport vehicles and ground support equipment;

''(III) gate electrification;

''(IV) electric aircraft charging; and

''(V) vehicles and equipment used to transport passengers and employees between the airport and—

''(aa) nearby facilities owned or controlled by the airport or which otherwise directly support the functions or services provided by the airport; or

''(bb) an intermodal surface transportation facility adjacent to the airport; and

''(ii) existing energy infrastructure condition, location, and capacity, including base load and backup power, to meet the current and future electrical power demand as identified in this subparagraph; and

''(B) conduct airport development to improve energy efficiency, increase peak load savings at the airport, and meet future electrical power demands as identified in subparagraph (A); and

''(2) reimburse the airport sponsor for the costs incurred in conducting the assessment under paragraph (1)(A).

''(b) GRANTS.—The Secretary shall make grants to airport sponsors from amounts made available under section 48103 to assist such sponsors that have completed the assessment described in subsection (a)(1)—

''(1) to acquire or construct equipment that will improve energy efficiency at the airport; and

''(2) to pursue an airport development project described in subsection (a)(1)(B).

''(c) APPLICATION.—To be eligible for a grant under paragraph (1), the sponsor of a public-use airport shall submit an application, including a certification that no safety projects are being deferred by requesting a grant under this section, to the Secretary at such time, in such manner, and containing such information as the Secretary may require.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 471 of title 49, United States Code, is amended by striking the item relating to section 47140 and inserting the following:

''47140. Meeting current and future energy power demand.''.

SEC. 743. REVIEW OF AIRPORT LAYOUT PLANS.

(a) IN GENERAL.—Section 163 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47107 note) is amended—

(1) by striking subsection (a) and inserting the following:

''(a) [Reserved].''; and

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

''(b) [Reserved].''.

(b) AIRPORT LAYOUT PLAN APPROVAL AUTHORITY.—Section 47107 of title 49, United States Code, is amended—

(1) in subsection (a)(16)—

(A) by striking subparagraph (B) and inserting the following:

''(B) subject to subsection (x), the Secretary will review and approve or disapprove the plan and any revision or modification of the plan before the plan, revision, or modification takes effect;''; and

(B) in subparagraph (C)(i) by striking ''subparagraph (B)'' and inserting ''subsection (x)''; and

(2) by adding at the end the following:

''(x) SCOPE OF AIRPORT LAYOUT PLAN REVIEW AND APPROVAL AUTHORITY OF SECRETARY.—

''(1) AUTHORITY OVER PROJECTS ON LAND ACQUIRED WITHOUT FEDERAL ASSISTANCE.—For purposes of subsection (a)(16)(B), with respect to any project proposed on land acquired by an airport owner or operator without Federal assistance, the Secretary may review and approve or disapprove only the portions of the plan (or any subsequent revision to the plan) that—

''(A) materially impact the safe and efficient operation of aircraft at, to, or from the airport;

''(B) adversely affect the safety of people or property on the ground as a result of aircraft operations; or

''(C) adversely affect the value of prior Federal investments to a significant extent.

''(2) LIMITATION ON NON-AERONAUTICAL REVIEW.—

''(A) IN GENERAL.—The Secretary may not require an airport to seek approval for (including in the submission of an airport layout plan), or directly or indirectly regulate or place conditions on (including through any grant assurance), any project that is not subject to paragraph (1).

''(B) REVIEW AND APPROVAL AUTHORITY.—If only a portion of a project proposed by an airport owner or operator is subject to the review and approval of the Secretary under subsection (a)(16)(B), the Secretary shall not extend review and approval authority to other non-aeronautical portions of the project.

''(3) NOTICE.—

''(A) IN GENERAL.—An airport owner or operator shall submit to the Secretary a notice of intent to proceed with a proposed project (or a portion thereof) that is outside of the review and approval authority of the Secretary, as described in this subsection, if the project was not on the most recently submitted airport layout plan of the airport.

''(B) FAILURE TO OBJECT.—If not later than 45 days after receiving the notice of intent described in subparagraph (A), the Secretary fails to object to such notice, the proposed project (or portion thereof) shall be deemed as being outside the scope of the review and approval authority of the Secretary under subsection (a)(16)(B).''.

SEC. 744. PROTECTION OF SAFE AND EFFICIENT USE OF AIRSPACE AT AIRPORTS.

(a) AIRSPACE REVIEW PROCESS REQUIREMENTS.—The Administrator shall consider the following additional factors in the evaluation of cumulative impacts when making a determination of hazard or no hazard, or objection or no objection, as applicable, under part 77 of title 14, Code of Federal Regulations, regarding proposed construction or alteration within 3 miles of the runway ends and runway centerlines (as depicted in the FAA-approved Airport Layout Plan of the airport) on any land not owned by any such airport:

(1) The accumulation and spacing of structures or other obstructions that might constrain radar or communication capabilities, thereby reducing the capacity of an airport, flight procedure minimums or availability, or aircraft takeoff or landing capabilities.

(2) Safety risks of lasers, lights, or light sources, inclusive of lighted billboards and screens, affixed to structures, that may pose hazards to air navigation.

(3) Water features or hazardous wildlife attractants, as defined by the Administrator.

(4) Impacts to visual flight rule traffic patterns for both fixed and rotary wing aircraft, inclusive of special visual flight rule procedures established by Letters of Agreement between air traffic facilities, the airport, and flight operators.

(5) Impacts to FAA-funded airport improvement projects, improvements depicted on or described in FAA-approved Airport Layout Plans and master plans, and preservation of the navigable airspace necessary for achieving the objectives and utilization of the projects and plans.

(b) REQUIRED INFORMATION.—A notice submitted under part 77 of title 14, Code of Federal Regulations, shall include the following:

(1) Actual designs of an entire project and property, without regard to whether a proposed construction or alteration within 3 miles of the end of a runway of an airport and runway centerlines as depicted in the FAA-approved Airport Layout Plan of the airport is limited to a singular location on a property.

(2) If there are any changes to such designs or addition of equipment, such as cranes used to construct a building, after submission of such a notice, all information included with the notice submitted before such change or addition shall be resubmitted, along with information regarding the change or addition.

(c) EXPIRATION.—

(1) IN GENERAL.—Unless extended, revised, or terminated, each determination of no hazard issued by the Administrator under part 77 of title 14, Code of Federal Regulations, shall expire 18 months after the effective date of the determination, or on the date the proposed construction or alteration is abandoned, whichever is earlier.

(2) AFTER EXPIRATION.—Determinations under paragraph (1) are no longer valid with regard to whether a proposed construction or alteration would be a hazard to air navigation after such determination has expired.

(d) AUTHORITY TO CONSOLIDATE OEI SURFACE CRITERIA.—The Administrator may develop a single set of One Engine Inoperative surface criteria that is specific to an airport. The Administrator shall consult with the airport operator and flight operators that use such airport, on the development of such surface criteria.

(e) DEVELOPMENT OF POLICIES TO PROTECT OEI SURFACES.—Not later than 6 months after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress regarding the status of the efforts of the FAA to protect One Engine Inoperative surfaces from encroachment at United States certificated and federally obligated airports, including the current status of efforts to incorporate such protections into FAA Obstruction Evaluation/Airport Airspace Analysis processes.

(f) AUTHORITY TO CONSULT WITH OTHER AGENCIES.—The Administrator may consult with other Federal, State, or local agencies as necessary to carry out the requirements of this section.

(g) APPLICABILITY.—This section shall only apply to an airport in a county adjacent to 2 States with converging intersecting cross runway operations within 12 nautical miles of an Air Force base.

SEC. 745. ELECTRIC AIRCRAFT INFRASTRUCTURE PILOT PROGRAM.

(a) IN GENERAL.—The Secretary may establish a pilot program under which airport sponsors may use funds made available under chapter 471 or section 48103 of title 49, United States Code, for use at up to 10 airports to carry out—

(1) activities associated with the acquisition, by purchase or lease, operation, and installation of equipment to support the operations of electric aircraft, including interoperable electric vehicle charging equipment; and

(2) the construction or modification of infrastructure to facilitate the delivery of power or services necessary for the use of electric aircraft, including—

(A) on airport utility upgrades; and

(B) associated design costs.

(b) ELIGIBILITY.—A public-use airport is eligible for participation in the pilot program under this section if the Secretary finds that funds made available under subsection (a) would support—

(1) electric aircraft operators at such airport, or using such airport; or

(2) electric aircraft operators planning to operate at such airport with an associated agreement in place.

(c) SUNSET.—The pilot program established under subsection (a) shall terminate on October 1, 2028.

SEC. 746. CURB MANAGEMENT PRACTICES.

Nothing in this Act shall be construed to prevent airports from—

(1) engaging in curb management practices, including determining and assigning curb designations and regulations;

(2) installing and maintaining upon any of the roadways or parts of roadways as many curb zones as necessary to aid in the regulation, control, and inspection of passenger loading and unloading; or

(3) enforcing curb zones using sensor, camera, automated license plate recognition, and software technologies and issuing citations by mail to the registered owner of the vehicle.

SEC. 747. NOTICE OF FUNDING OPPORTUNITY.

Notwithstanding part 200 of title 2, Code of Federal Regulations, or any other provision of law, funds made available as part of the Airport Improvement Program under subchapter I of chapter 471 or chapter 475 of title 49, United States Code, shall not be subject to any public notice of funding opportunity requirement.

SEC. 748. RUNWAY SAFETY PROJECTS.

In awarding grants under section 47115 of title 49, United States Code, for runway safety projects, the Administrator shall, to the maximum extent practicable—

(1) reduce unnecessary or undesirable project segmentation; and

(2) complete the entire project in an expeditious manner.

SEC. 749. AIRPORT DIAGRAM TERMINOLOGY.

(a) IN GENERAL.—The Administrator shall update Airport Diagram Order JO 7910.4 and any related advisory circulars, policy, and guidance to ensure the clear and consistent use of terms to delineate the types of parking available to general aviation pilots.

(b) COLLABORATION.—In carrying out subsection (a), the Administrator shall collaborate with industry stakeholders, commercial service airports, and general aviation airports in—

(1) facilitating basic standardization of general aviation parking terms;

(2) accounting for the majority of uses of general aviation parking terms; and

(3) providing clarity for chart users.

(c) IAC SPECIFICATIONS.—The Administrator shall encourage the Interagency Air Committee to incorporate the terms developed pursuant to subsection (a) in publications produced by the Committee.

SEC. 750. GAO STUDY ON FEE TRANSPARENCY BY FIXED BASED OPERATORS.

(a) IN GENERAL.—The Comptroller General shall conduct a study reviewing the efforts of fixed based operators to meet their commitments to improve the online transparency of prices and fees for all aircraft and enhancing the customer experience for general and business aviation users.

(b) CONTENTS.—In conducting the study described in subsection (a), the Comptroller General, at a minimum, should evaluate the fixed based operator industry commitment to ''Know Before You Go'' best business practices including—

(1) fixed based operators provisions for all general aviation and business aircraft types regarding a description of available services and a listing of applicable retail fuel prices, fees, and charges;

(2) the accessibility of fees and charges described in paragraph (1) to aircraft operators on-line and in a user-friendly manner and with sufficient clarity that a pilot operating a particular aircraft type can determine what will be charged;

(3) efforts by fixed based operators to invite and encourage customers to contact them so that operators can ask questions, know any options, and make informed decisions; and

(4) any practices imposed by an airport operator that prevent fixed based operators from fully disclosing fees and charges.

(c) REPORT REQUIRED.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report containing the results of the review required under this section.

SEC. 751. MINORITY AND DISADVANTAGED BUSINESS PARTICIPATION.

Section 157(b)(2) of the FAA Reauthorization Act of 2018 (49 U.S.C. 47113 note) is amended by adding at the end the following:

''(D) PUBLISHING DATA.—The Secretary of Transportation shall report on a publicly accessible website the uniform report of DBE awards/commitments and payments specified in part 26 of title 49, Code of Federal Regulations, and the uniform report of ACDBE Participation for non-car rental and car rental concessions, for each airport sponsor beginning with fiscal year 2025.''.

SEC. 752. PROHIBITION ON CERTAIN RUNWAY LENGTH REQUIREMENTS.

Notwithstanding any other provision of law, the Secretary may not require an airport to shorten the length or width of the runway, apron, or taxiway of the airport as a condition for the receipt of federal financial assistance if the airport directly supports a base of the United States Air Force

or the Air National Guard at the airport, regardless of the stationing of military aircraft.

SEC. 753. REPORT ON INDO-PACIFIC AIRPORTS.

The Administrator, in consultation with the Secretary of State, shall submit to Congress a report on airports of strategic importance in the Indo-Pacific region that includes each of the following:

(1) An identification of airports and air routes critical to national security, defense operations, emergency response, and continuity of government activities.

(2) An assessment of the economic impact and contribution of airports and air routes to national and regional economies.

(3) An evaluation of the connectivity and accessibility of airports and air routes, including their importance in supporting domestic and international travel, trade, and tourism.

(4) An analysis of infrastructure and technological requirements necessary to maintain and enhance the strategic importance of identified airports and air routes.

(5) An identification of potential vulnerabilities, risks, and challenges faced by airports and air routes of strategic importance, including cybersecurity threats and physical infrastructure vulnerabilities.

(6) Any recommendations for improving the security, resilience, and efficiency of the identified airports and air routes, including potential infrastructure investments and policy changes.

SEC. 754. GAO STUDY ON IMPLEMENTATION OF GRANTS AT CERTAIN AIRPORTS.

The Comptroller General shall conduct a study on the implementation of grants provided to airports located in the Republic of the Marshall Islands, Federated States of Micronesia, and Republic of Palau under section 47115(i) of title 49, United States Code and submit to the appropriate committees of Congress a report on the results of such study.

SEC. 755. GAO STUDY ON TRANSIT ACCESS.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall conduct a study on transit access to airports and submit to the appropriate committees of Congress a report on the results of such study.

(b) CONTENTS.—In carrying out the study under subsection (a), the Comptroller General shall review public transportation access to commercial service airports throughout the United States, including accessibility and other potential barriers for individuals.

SEC. 756. BANNING MUNICIPAL AIRPORT.

(a) IN GENERAL.—The United States, acting through the Administrator, shall release the City of Banning, California, from all restrictions, conditions, and limitations on the use, encumbrance, conveyance, and closure of the Banning Municipal Airport, as described in the most recent airport layout plan approved by the FAA, to the extent such restrictions, conditions, and limitations are enforceable by the Administrator.

(b) CONDITIONS.—The release under subsection (a) shall not be executed before the City of Banning, California, or its designee, transfers to the United States Government the following:

(1) A reimbursement for 1983 grant the City of Banning, California received from the FAA for the purchase of 20 acres of land, at an amount equal to the fair market value for the highest and best use of the Banning Municipal Airport property determined in good faith by 2 independent and qualified real estate appraisers and an independent review appraiser on or after the date of the enactment of this Act.

(2) An amount equal to the unamortized portion of any Federal development grants other than land paid to the City of Banning for use at the Banning Municipal Airport, which may be paid with, and shall be an allowable use of, airport revenue notwithstanding section 47107 or 47133 of title 49, United States Code.

(3) For no consideration, all airport and aviation-related equipment of the Banning Municipal Airport owned by the City of Banning and determined by the FAA or the Department of Transportation of the State of California to be salvageable for use at other airports.

(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to limit the applicability of—

(1) the requirements and processes under section 46319 of title 49, United States Code;

(2) the requirements under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.);

(3) the requirements and processes under part 157 of title 14, Code of Federal Regulations; or

(4) the public notice requirements under section 47107(h)(2) of title 49, United States Code.

SEC. 757. DISPUTED CHANGES OF SPONSORSHIP AT FEDERALLY OBLIGATED, PUBLICLY OWNED AIRPORT.

(a) APPROVAL AUTHORITY.—

(1) IN GENERAL.—Subject to paragraph (2), in the case of a disputed change of airport sponsorship, the Administrator shall have the sole legal authority to approve any change in the sponsorship of, or operational responsibility for, the airport from the airport sponsor of record to another public or private entity.

(2) EXCLUSION.—This section shall not apply to a change of sponsorship or ownership of a privately-owned airport, a transfer under the Airport Investment Partnership Program, a change when the Federal Government exercises a right of reverter, or a change that is not disputed.

(b) CONDITIONS FOR APPROVAL.—

(1) IN GENERAL.—Subject to paragraphs (2) and (3), the Administrator shall not approve any disputed change of airport sponsorship unless the Administrator receives—

(A) written documentation from the airport sponsor of record consenting to the change in sponsorship or operation;

(B) notice of a final, non-reviewable judicial decision requiring such change; or

(C) notice of a legally-binding agreement between the parties involved.

(2) PENDING JUDICIAL REVIEW.—The Administrator may not evaluate or approve a disputed change of airport sponsorship where a legal dispute is pending before a court of competent jurisdiction.

(3) TECHNICAL ASSISTANCE.—

(A) IN GENERAL.—Any State or local legislative body or public agency considering whether to take an action (including by drafting legislation) that would impact the ownership, sponsorship, governance, or operations of a federally obligated, publicly owned airport may request from the Administrator, at any point in the deliberative process—

(i) technical assistance regarding the interrelationship between Federal and State or local requirements applicable to any such action; and

(ii) review and comment on such action.

(B) FAILURE TO SEEK TECHNICAL ASSISTANCE.—The Administrator may deny a change in the ownership, sponsorship, or governance of, or operational responsibility for, a federally obligated, publicly owned airport if a State or local legislative body or public agency does not seek technical assistance under subparagraph (A) with respect to such change.

(c) FINAL DECISION AUTHORITY.—In addition to the conditions outlined in subsection (b), the Administrator shall independently determine whether the proposed sponsor or operator is able to satisfy Federal requirements for airport sponsorship or operation and shall ensure, by requiring whatever terms and conditions the Administrator determines necessary, that any change in the ownership, sponsorship, or governance of, or operational responsibility for, a federally obligated, publicly owned airport is consistent with existing Federal law, regulations, existing grant assurances, and Federal land conveyance obligations.

(d) DEFINITION OF DISPUTED CHANGE OF AIRPORT SPONSORSHIP.—In this section, the term ''disputed change of airport sponsorship'' means any action that seeks to change the ownership, sponsorship, or governance of, or operational responsibility for, a federally obligated, publicly owned airport, including any such change directed by judicial action or State or local legislative action, where the airport sponsor of record initially does not consent to such change.

SEC. 758. PROCUREMENT REGULATIONS APPLICABLE TO FAA MULTIMODAL PROJECTS.

(a) IN GENERAL.—Any multimodal airport development project that uses grant funding from funds made available to the Administrator to carry out subchapter I of chapter 471 of title 49, United States Code, or airport infrastructure projects under the Infrastructure Investment and Jobs Act (Public Law 117–58) shall abide by the procurement regulations applicable to—

(1) the FAA; and

(2) subject to subsection (b), the component of the project relating to transit, highway, or rail, respectively.

(b) MULTIPLE COMPONENT PROJECTS.—In the case of a multimodal airport development project described in subsection (a) that involves more than 1 component described in paragraph (2) of such subsection, such project shall only be required to apply the procurement regulations applicable to the component where the greatest amount of Federal financial assistance will be expended.

SEC. 759. BUCKEYE 940 RELEASE OF DEED RESTRICTIONS.

(a) PURPOSE.—The purpose of this section is to authorize the Secretary to issue a Deed of Release from all terms, conditions, reservations, restrictions, and obligations contained in the Quitclaim Deed and to permit the State of Arizona to deposit all proceeds of the disposition of Buckeye 940 in the appropriate fund for the benefit of the beneficiaries of the Arizona State Land Trust.

(b) RELEASE OF ANY AND ALL INTEREST IN BUCKEYE 940.—

(1) IN GENERAL.—Notwithstanding any other provision of law, the United States, acting through the Secretary, shall issue to the State of Arizona a Deed of Release to release all terms, conditions, reservations, restrictions, and obligations contained in the Quitclaim Deed, including any and all reversionary interest of the United States in Buckeye 940.

(2) TERMS AND CONDITIONS.—The Deed of Release described in paragraph (1) shall be subject to such additional terms and conditions, consistent with such paragraph, as the Secretary considers appropriate to protect the interests of the United States.

(3) NO RESTRICTION ON USE OF PROCEEDS.—Notwithstanding any other provision of law, the State of Arizona may dispose of Buckeye 940 and any proceeds thereof, including proceeds already collected by the State and held in a suspense account, without regard to any restriction imposed by the Quitclaim Deed or by section 155.7 of title 14, Code of Federal Regulations.

(4) MINERAL RESERVATION.—The Deed of Release described in paragraph (1) shall include the release of all interests of the United States to the mineral rights on Buckeye 940 included in the Quitclaim Deed.

(c) DEFINITIONS.—In this section:

(1) BUCKEYE 940.—The term ''Buckeye 940'' means all of section 12, T.1 N., R.3 W. and all of adjoining fractional section 7, T.1 N., R.2 W., Gila and Salt River Meridian, Arizona, which property was the subject of the Quitclaim Deed between the United States and the State of Arizona, dated July 11, 1949, and which is currently owned by the State of Arizona and held in trust for the beneficiaries of the Arizona State Land Trust.

(2) QUITCLAIM DEED.—The term ''Quitclaim Deed'' means the Quitclaim Deed between the United States and the State of Arizona, dated July 11, 1949.

SEC. 760. WASHINGTON, DC METROPOLITAN AREA SPECIAL FLIGHT RULES AREA.

(a) SUBMISSION OF STUDY TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with the Secretary of Homeland Security and the Secretary of Defense, shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Transportation and Infrastructure and the Committee on Homeland Security of the House of Representatives a study on the Special Flight Rules Area and the Flight Restricted Zone under subpart V of part 93 of title 14, Code of Federal Regulations.

(b) CONTENTS OF STUDY.—In carrying out the study under subsection (a), the Administrator shall assess specific proposed changes to the Special Flight Rules Area and the Flight Restricted Zone that will decrease operational impacts and improve general aviation access to airports in the National Capital Region that are currently impacted by the Special Flight Rules Area and the Flight Restricted Zone.

(c) BRIEFING.—Not later than 180 days after the date of enactment of this Act, the Administrator shall provide to the committees of Congress described in subsection (a) a briefing on the feasibility (including any associated costs) of—

(1) installing equipment that allows a pilot to communicate with air traffic control using a very high frequency radio for the purposes of receiving an instrument flight rules clearance, activating a DC FRZ flight plan, or activating a DC SFRA flight plan (as applicable) at—

(A) non-towered airports in the Flight Restricted Zone; and

(B) airports in the Special Flight Rules Area that do not have the communications equipment described in this paragraph;

(2) allowing a pilot approved by the Transportation Security Administration in accordance with section 1562.3 of title 49, Code of Federal Regulations, to electronically file a DC FRZ flight plan or instrument flight rules flight plan that departs from, or arrives at, an airport in the Flight Restricted Zone; and

(3) allowing a pilot to electronically file a standard very high frequency radio flight plan that departs from, or arrives at, an airport in the Special Flight Rules Area or Flight Restricted Zone.

(d) DEFINITIONS.—In this section:

(1) DC FRZ FLIGHT PLAN; DC SFRA FLIGHT PLAN.—The terms ''DC FRZ flight plan'' and ''DC SFRA flight plan'' have the meanings given such terms in section 93.335 of title 14, Code of Federal Regulations.

(2) STANDARD VFR FLIGHT PLAN.—The term ''standard VFR flight plan'' means a VFR flight plan (as such term is described in section 91.153 of title 14, Code of Federal Regulations) that includes search and rescue services.

SEC. 761. STUDY ON AIR CARGO OPERATIONS IN PUERTO RICO.

(a) IN GENERAL.—No later than 1 year after the date of enactment of this Act, the Comptroller General shall conduct a study on air cargo operations in Puerto Rico.

(b) CONTENTS.—In conducting the study required under subsection (a), the Comptroller General shall address the following:

(1) The economic impact of waivers authorized by the Secretary related to air cargo operations in Puerto Rico.

(2) Recommendations for security measures that may be necessary to support increased air cargo operations in Puerto Rico.

(3) Potential need for additional staff to safely accommodate additional air cargo operations.

(4) Airport infrastructure improvements that may be needed in the 3 international airports located in Puerto Rico to support increased air cargo operations.

(5) Alternatives to increase private stakeholder engagement and use of the 3 international airports in Puerto Rico to attract increased air cargo operations.

(6) Possible national benefits of increasing air cargo operations in Puerto Rico.

(c) REPORT.—Not later than 12 months after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study described in subsection (a).

SEC. 762. PROGRESS REPORTS ON THE NATIONAL TRANSITION PLAN RELATED TO A FLUORINE-FREE FIREFIGHTING FOAM.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, and every 180 days thereafter until the progress report termination date described in subsection (c), the Administrator, in consultation with the Administrator of the Environmental Protection Agency and the Secretary of Defense, shall submit to the appropriate committees of Congress a progress report on the development and implementation of a national transition plan related to a fluorine-free firefighting foam that meets the performance standards referenced in chapter 6 of the advisory circular of the FAA titled ''Aircraft Fire Extinguishing Agents'', issued on July 8, 2004 (Advisory Circular 150/5210–6D) and is acceptable under section 139.319(l) of title 14, Code of Federal Regulations, for use at part 139 airports.

(b) REQUIRED INFORMATION.—Each progress report under subsection (a) shall include the following:

(1) An assessment of the progress made by the FAA with respect to providing part 139 airports with—

(A) guidance from the Environmental Protection Agency on acceptable environmental limits relating to fluorine-free firefighting foam;

(B) guidance from the Department of Defense on the transition of the Department of Defense to a fluorine-free firefighting foam;

(C) best practices for the decontamination of existing aircraft rescue and firefighting vehicles, systems, and other equipment used to deploy firefighting foam at part 139 airports; and

(D) timelines for the release of policy and guidance relating to the development of implementation plans for part 139 airports to obtain approved military specification products and firefighting personnel training.

(2) A comprehensive list of the amount of aqueous film-forming firefighting foam at each part 139 airport as of the date of the submission of the progress report, including the amount of such firefighting foam held in firefighting equipment and the number of gallons regularly kept in reserve at each such airport.

(3) An assessment of the progress made by the FAA with respect to providing airports that are not part 139 airports and local authorities with responsibility for inspection and oversight with guidance described in subparagraphs (A) and (B) of paragraph (1) as such guidance relates to the use of fluorine-free firefighting foam at such airports.

(4) Any other information that the Administrator determines is appropriate.

(c) PROGRESS REPORT TERMINATION DATE.—The progress report termination date described in this subsection is the date on which the Administrator notifies the appropriate committees of Congress that development and implementation of the national transition plan described in subsection (a) is complete.

(d) PART 139 AIRPORT DEFINED.—In this section, the term ''part 139 airport'' means an airport certified under part 139 of title 14, Code of Federal Regulations.

SEC. 763. REPORT ON AIRPORT NOTIFICATIONS.

Not later than 2 years after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the activities of the FAA with respect to—

(1) collecting more accurate data in notices of construction, alteration, activation, and deactivation of airports as required under part 157 of title 14, Code of Federal Regulations; and

(2) making the database under part 157 of title 14, Code of Federal Regulations, more accurate and useful for aircraft operators, particularly for helicopter and rotary wing type aircraft operators.

SEC. 764. STUDY ON COMPETITION AND AIRPORT ACCESS.

Not later than 180 days after the date of enactment of this Act, the Secretary shall brief the appropriate committees of Congress on—

(1) specific actions the Secretary and the Administrator, using existing legal authority, can take to expand access for lower cost passenger air carriers to capacity constrained airports in the United States, including New York John F. Kennedy International Airport, LaGuardia Airport, and Newark Liberty International Airport; and

(2) any additional legal authority the Secretary and the Administrator require in order to make additional slots at New York John F. Kennedy International Airport and LaGuardia Airport and runway timings at Newark Liberty International Airport available to lower cost passenger air carriers.

SEC. 765. REGIONAL AIRPORT CAPACITY STUDY.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall initiate a study on the following:

(1) Existing FAA policy and guidance that govern the siting of new airports or the transition of general aviation airports to commercial service.

(2) Ways that existing regulations and policies could be streamlined to facilitate the development of new airport capacity, particularly in high-demand air travel regions looking to invest in new airport capacity.

(3) Whether Federal funding sources (existing as of the date of enactment of this Act) that are authorized by the Secretary could be used for such purposes.

(4) Whether such Federal funding sources meet the needs of the national airspace system for adding new airport capacity outside of the commercial service airports in operation as of the date of enactment of this Act.

(5) If such Federal funding sources are determined by the Administrator to be insufficient for the purposes described in this subsection, an estimate of the funding gap.

(b) REPORT.—Not later than 30 months after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the results of the study conducted under subsection (a), together with recommendations for such legislative or administrative action as the Administrator determines appropriate.

(c) GUIDANCE.—Not later than 3 years after the date of enactment of this Act, the Administrator shall, if appropriate, revise FAA guidance to incorporate the findings of the study conducted under subsection (a) to assist airports and State and local departments of transportation in increasing airport capacity to meet regional air travel demand.

SEC. 766. STUDY ON AUTONOMOUS AND ELECTRIC-POWERED TRACK SYSTEMS.

(a) STUDY.—The Administrator may conduct a study to determine the feasibility and economic viability of autonomous or electric-powered track systems that—

(1) are located underneath the pavement at an airport; and

(2) allow a transport category aircraft to taxi without the use of the main engines of the aircraft.

(b) BRIEFING.—If the Administrator conducts a study under subsection (a), the Administrator shall provide a briefing to the appropriate committees of Congress on the results of such study.

SEC. 767. PFAS-RELATED RESOURCES FOR AIRPORTS.

(a) PFAS REPLACEMENT PROGRAM FOR AIRPORTS.—Not later than 90 days after the date of enactment of this Act, the Secretary, in consultation with the Administrator of the Environmental Protection Agency, shall establish a program to reimburse sponsors of eligible airports for the reasonable and appropriate costs incurred after September 12, 2023, and associated with any of the following:

(1) The one-time initial acquisition by the sponsor of an eligible airport of an approved fluorine-free firefighting agent under Military Specification MIL-PRE-32725, dated January 12, 2023, in a quantity of—

(A) the capacity of all required aircraft rescue and firefighting equipment listed in the most recent FAA-approved Airport Certification Manual, regardless of how the equipment was initially acquired; and

(B) twice the quantity carried onboard each required truck available in the fire station for the eligible airport.

(2) The disposal of perfluoroalkyl or polyfluoroalkyl products, including fluorinated aqueous film-forming agents, to the extent such disposal is necessary to facilitate the transition to such approved fluorine-free firefighting agent, including aqueous film-forming agents currently in firefighting equipment and vehicles and any wastewater generated during the cleaning of firefighting equipment and vehicles.

(3) The cleaning or disposal of existing equipment or components thereof, to the extent such cleaning or disposal is necessary to facilitate the transition to such approved fluorine-free firefighting agent.

(4) The acquisition of any equipment, or components thereof, necessary to facilitate the transition to such approved fluorine-free firefighting agent.

(5) The replacement of any aircraft rescue and firefighting equipment determined necessary to be replaced by the Secretary.

(b) DISTRIBUTION OF FUNDS.—

(1) GRANTS TO REPLACE AIRCRAFT RESCUE AND FIREFIGHTING VEHICLES.—

(A) IN GENERAL.—Of the amounts made available to carry out the PFAS replacement program, the Secretary shall reserve up to $30,000,000 to make grants to each eligible airport that is designated under part 139 as an Index A airport and does not have existing capabilities to produce fluorine-free firefighting foam for the replacement of aircraft rescue and firefighting vehicles.

(B) AMOUNT.—The maximum amount of a grant made under subparagraph (A) may not exceed $2,000,000.

(2) REMAINING AMOUNTS.—

(A) DETERMINATION OF NEED.—With respect to the amount of firefighting foam concentrate required for foam production commensurate with applicable aircraft rescue and firefighting equipment required in accordance with the most recent FAA-approved Airport Certification Manual, the Secretary shall determine—

(i) for each eligible airport, the total amount of such concentrate required for all of the federally required aircraft rescue and firefighting vehicles that meet index requirements under part 139, in gallons; and

(ii) for all eligible airports, the total amount of firefighting foam concentrate, in gallons.

(B) DETERMINATION OF GRANT AMOUNTS.—The Secretary shall make a grant to the sponsor of each eligible airport in an amount equal to the product of—

(i) the amount of funds made available to carry out this section that remain available after the Secretary reserves the amount described in paragraph (1); and

(ii) the ratio of the amount determined under subparagraph (A)(i) for such eligible airport to the amount determined under subparagraph (A)(ii).

(c) PROGRAM REQUIREMENTS.—

(1) IN GENERAL.—The Secretary shall determine the eligibility of costs payable under the PFAS replacement program by taking into account all engineering, technical, and environmental protocols and generally accepted industry standards that are developed or established for approved fluorine-free firefighting foams.

(2) COMPLIANCE WITH APPLICABLE LAW.—To be eligible for reimbursement under the program established under subsection (a), the sponsor of an eligible airport shall carry out all actions related to the acquisition, disposal, and transition to approved fluorine-free firefighting foams, including the cleaning and disposal of equipment, in full compliance with all applicable Federal laws in effect at the time of obligation of a grant under this section.

(3) FEDERAL SHARE.—The Federal share of allowable costs under the PFAS replacement program shall be 100 percent.

(d) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—There is authorized to be appropriated not more than $350,000,000 to carry out the PFAS replacement program.

(2) REQUIREMENTS.—Amounts made available to carry out the PFAS replacement program shall—

(A) remain available for expenditure for a period of 5 fiscal years; and

(B) be available in addition to any other funding available for similar purposes under any other Federal, State, local, or Tribal program.

(e) DEFINITIONS.—In this section:

(1) ELIGIBLE AIRPORT.—The term ''eligible airport'' means an airport holding an Airport Operating Certificate issued under part 139.

(2) PART 139.—The term ''part 139'' means part 139 of title 14, Code of Federal Regulations.

(3) PFAS REPLACEMENT PROGRAM.—The term ''PFAS replacement program'' means the program established under subsection (a).

SEC. 768. LIMITATION ON CERTAIN ROLLING STOCK PROCUREMENTS.

(a) IN GENERAL.—Section 50101 of title 49, United States Code, is amended—

(1) by striking ''(except section 47127)'' each place it appears; and

(2) by adding at the end the following:

''(d) LIMITATION ON CERTAIN ROLLING STOCK PROCUREMENTS.—

''(1) IN GENERAL.—Financial assistance made available under the provisions described in subsection (a) shall not be used in awarding a contract or subcontract to an entity on or after the date of enactment of this subsection for the procurement of rolling stock for use in an airport-related project if the manufacturer of the rolling stock—

''(A) is incorporated in or has manufacturing facilities in the United States; and

''(B) is owned or controlled by, is a subsidiary of, or is otherwise related legally or financially to a corporation based in a country that—

''(i) is identified as a nonmarket economy country (as defined in section 771(18) of the Tariff Act of 1930 (19 U.S.C. 1677(18))) as of the date of enactment of this subsection;

''(ii) was identified by the United States Trade Representative in the most recent report required by section 182 of the Trade Act of 1974 (19 U.S.C. 2242) as a foreign country included on the priority watch list defined in subsection (g)(3) of that section; and

''(iii) is subject to monitoring by the Trade Representative under section 306 of the Trade Act of 1974 (19 U.S.C. 2416).

''(2) EXCEPTION.—

''(A) IN GENERAL.—For purposes of paragraph (1), the term 'otherwise related legally or financially' does not include—

''(i) a minority relationship or investment; or

''(ii) relationship with or investment in a subsidiary, joint venture, or other entity based in a country described in paragraph (1)(B) that does not export rolling stock or components of rolling stock for use in the United States.

''(B) CORPORATION BASED IN PEOPLE'S REPUBLIC OF CHINA.—Notwithstanding subparagraph (A)(i), for purposes of paragraph (1), the term 'otherwise related legally or financially' includes a minority relationship or investment if the relationship or investment involves a corporation based in the People's Republic of China.

''(3) INTERNATIONAL AGREEMENTS.—This subsection shall be applied in a manner consistent with the obligations of the United States under international agreements.

''(4) WAIVER.—

''(A) IN GENERAL.—The Secretary may waive the limitation described in paragraph (1) using the criteria described in subsection (b).

''(B) NOTIFICATION.—Not later than 10 days after issuing a waiver under subparagraph (A), the Secretary shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.''.

(b) CONFORMING AMENDMENTS.—

(1) RESTRICTING CONTRACT AWARDS BECAUSE OF DISCRIMINATION AGAINST UNITED STATES GOODS OR SERVICES.—Section 50102 of title 49, United States Code, is amended by striking ''(except section 47127)''.

(2) RESTRICTION ON AIRPORT PROJECTS USING PRODUCTS OR SERVICES OF FOREIGN COUNTRIES DENYING FAIR MARKET OPPORTUNITIES.—Section 50104(b) of title 49, United States Code, is amended by striking ''(except section 47127)''.

(3) FRAUDULENT USE OF MADE IN AMERICA LABEL.—Section 50105 of title 49, United States Code, is amended by striking ''(except section 47127)''.

SEC. 769. MAINTAINING SAFE FIRE AND RESCUE STAFFING LEVELS.

(a) UPDATE TO REGULATION.—The Administrator shall update the regulations contained

in section 139.319 of title 14, Code of Federal Regulations, to ensure that paragraph (4) of such section provides that at least 1 individual maintains certification at the emergency medical technician basic level, or higher, at a small, medium, or large hub airport.

(b) STAFFING REVIEW.—Not later than 2 years after the date of enactment of this Act, the Administrator shall conduct a review of airport environments and related regulations to evaluate sufficient staffing levels necessary for firefighting, rescue, and emergency medical services and response at airports certified under part 139 of title 14, Code of Federal Regulations.

(c) REPORT.—Not later than 1 year after completing the review under subsection (b), the Administrator shall submit to the appropriate committees of Congress a report containing the results of the review.

SEC. 770. GRANT ASSURANCES.

(a) GENERAL WRITTEN ASSURANCES.—Section 47107(a) of title 49, United States Code, is amended—

(1) in paragraph (20) by striking ''and'' at the end;

(2) in paragraph (21) by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(22) the airport owner or operator may not restrict or prohibit the sale or self-fueling of any 100-octane low lead aviation gasoline for purchase or use by operators of general aviation aircraft if such aviation gasoline was available at such airport at any time during calendar year 2022, until the earlier of—

''(A) December 31, 2030; or

''(B) the date on which the airport or any retail fuel seller at such airport makes available an unleaded aviation gasoline that—

''(i) has been authorized for use by the Administrator of the Federal Aviation Administration as a replacement for 100-octane low lead aviation gasoline for use in nearly all piston-engine aircraft and engine models; and

''(ii) meets either an industry consensus standard or other standard that facilitates the safe use, production, and distribution of such unleaded aviation gasoline, as determined appropriate by the Administrator.''.

(b) CIVIL PENALTIES FOR GRANT ASSURANCES VIOLATIONS.—Section 46301(a) of title 49, United States Code, is further amended—

(1) in paragraph (1)(A) by inserting ''section 47107(a)(22) (including any assurance made under such section),'' after ''chapter 451,''; and

(2) by adding at the end the following:

''(8) FAILURE TO CONTINUE OFFERING AVIATION FUEL.—Notwithstanding paragraph (1), the maximum civil penalty for a violation of section 47107(a)(22) (including any assurance made under such section) committed by a person, including if the person is an individual or a small business concern, shall be $5,000 for each day that the person is in violation of that section.''.

SEC. 771. AVIATION FUEL IN ALASKA.

(a) IN GENERAL.—

(1) PROHIBITION ON RESTRICTION OF FUEL USAGE OR AVAILABILITY.—The Administrator of the Federal Aviation Administration and the Administrator of the Environmental Protection Agency shall not restrict the continued use or availability of 100-octane low lead aviation gasoline in the State of Alaska until the earlier of—

(A) December 31, 2032; or

(B) 6 months after the date on which the Administrator of the Federal Aviation Administration finds that an unleaded aviation fuel is widely commercially available at airports throughout the State of Alaska that—

(i) has been authorized for use by the Administrator of the Federal Aviation Administration as a replacement for 100-octane low lead aviation gasoline; and

(ii) meets either an industry consensus standard or other standard that facilitates and ensures the safe use, production, and distribution of such unleaded aviation fuel.

(2) SAVINGS CLAUSE.—Nothing in this section shall limit the authority of the Administrator of the Federal Aviation Administration or the Administrator of the Environmental Protection Agency to address the endangerment to public health and welfare posed by lead emissions—

(A) in the United States outside of the State of Alaska; or

(B) within the State of Alaska after the date specified in paragraph (1).

(b) GAO REPORT ON TRANSITIONING TO UNLEADED AVIATION FUEL IN THE STATE OF ALASKA.—

(1) EVALUATION.—The Comptroller General of the United States shall conduct an evaluation of the following:

(A) The aircraft, routes, and supply chains in the State of Alaska utilizing leaded aviation gasoline, including identification of remote and rural communities that rely upon leaded aviation gasoline.

(B) The estimated costs and benefits of transitioning aircraft and the supply chain in the State of Alaska to aviation fuel that meets the requirements described in clauses (i) and (ii) of section 47107(a)(22)(B) of title 49, United States Code, as added by section 770, including direct costs of new aircraft and equipment and indirect costs, including transportation from refineries to markets, foreign imports, and changes in leaded aviation gasoline prices as a result of reduced supply.

(C) The programs of the Environmental Protection Agency, the Federal Aviation Administration, and other government agencies that can be utilized to assist individuals, communities, industries, and the State of Alaska with the costs described in subparagraph (B).

(D) A reasonable time frame to permit any limitation on 100-octane low-lead aviation gasoline in the State of Alaska.

(E) Other logistical considerations associated with the transition described in subparagraph (B).

(2) REPORT.—Not later than 3 years after the date of enactment of this section, the Comptroller General shall submit a report containing the results of the evaluation conducted under paragraph (1) to—

(A) the Committee on Commerce, Science, and Transportation of the Senate;

(B) the Committee on Environment and Public Works of the Senate;

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

(D) the Committee on Energy and Commerce of the House of Representatives.

SEC. 772. APPLICATION OF AMENDMENTS.

The amendments to the Airport Improvement Program apportionment and discretionary formulas under chapter 471 of title 49, United States Code, made by this Act (except as they relate to the extension of provisions or authorities expiring on May 10, 2024, or May 11, 2024) shall not apply in a fiscal year beginning before the date of enactment of this Act.

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.

No amounts appropriated or otherwise made available to the Federal Aviation Administration for fiscal years 2024 through 2028 may be used to process or administer any application for the joint use of Homestead Air Reserve Base, Homestead, Florida, by the Air Force and civil aircraft.

SEC. 774. UNIVERSAL CHANGING STATION.

(a) GRANT ASSURANCES.—Section 47107 of title 49, United States Code, as amended by section 743(b)(2), is further amended by adding at the end the following:

''(y) UNIVERSAL CHANGING STATION.—

''(1) IN GENERAL.—In fiscal year 2030 and each fiscal year thereafter, the Secretary of Transportation may approve an application under this subchapter for an airport development project grant only if the Secretary receives written assurances that the airport owner or operator will install or maintain (in compliance with the requirements of section 35.133 of title 28, Code of Federal Regulations), as applicable—

''(A) at least 1 private, single-use room with a universal changing station that—

''(i) meets the standards established under paragraph (2)(A); and

''(ii) is accessible to all individuals for purposes of use by an individual with a disability in each passenger terminal building of the airport; and

''(B) signage at or near the entrance to the changing station indicating the location of the changing station.

''(2) STANDARDS REQUIRED.—Not later than 2 years after the date of enactment of this subsection, the United States Access Board shall—

''(A) establish—

''(i) comprehensive accessible design standards for universal changing tables; and

''(ii) standards on the privacy, accessibility, and sanitation equipment of the room in which such table is located, required to be installed, or maintained under this subsection; and

''(B) in establishing the standards under subparagraph (A), consult with entities with appropriate expertise relating to the use of universal changing stations used by individuals with disabilities.

''(3) APPLICABILITY.—

''(A) AIRPORT SIZE.—The requirement in paragraph (1) shall only apply to applications submitted by the airport sponsor of a medium or large hub airport.

''(B) SPECIAL RULE.—The requirement in paragraph (1) shall not apply with respect to a project grant application for a period of time, determined by the Secretary, if the Secretary determines that construction or maintenance activities make it impracticable or unsafe for the universal changing station to be located in the sterile area of the building.

''(4) EXCEPTION.—Upon application by an airport sponsor, the Secretary may determine that a universal changing station in existence before the date of enactment of the FAA Reauthorization Act of 2024, complies with the requirements of paragraph (1) (including the standards established under paragraph (2)(A)), notwithstanding the absence of 1 or more of the standards or characteristics required under such paragraph.

''(5) DEFINITION.—In this section:

''(A) DISABILITY.—The term 'disability' has the meaning given that term in section 3 of the Americans with Disabilities Act of 1990 (42 U.S.C. 12102).

''(B) STERILE AREA.—The term 'sterile area' has the same meaning given that term in section 1540.5 of title 49, Code of Federal Regulations.

''(C) UNIVERSAL CHANGING STATION.—The term 'universal changing station' means a universal or adult changing station that meets the standards established by the United States Access Board under paragraph (2)(A).

''(D) UNITED STATES ACCESS BOARD.—The term 'United States Access Board' means the

Architectural and Transportation Barriers Compliance Board established under section 502(a)(1) of the Rehabilitation Act of 1973 (29 U.S.C. 792(a)(1)).''.

(b) TERMINAL DEVELOPMENT COSTS.—Section 47119(a) of title 49, United States Code, is amended by adding at the end the following:

''(4) UNIVERSAL CHANGING STATIONS.—In addition to the projects described in paragraph (1), the Secretary may approve a project for terminal development for the construction or installation of a universal changing station (as defined in section 47107(y)) at a commercial service airport.''.

SEC. 774A. AIRPORT HUMAN TRAFFICKING PREVENTION GRANTS.

(a) IN GENERAL.—The Secretary shall establish a grant program to provide grants to airports described in subsection (b)(1) to address human trafficking awareness, education, and prevention efforts, including by—

(1) coordinating human trafficking prevention efforts across multimodal transportation operations within a community; and

(2) accomplishing the best practices and recommendations provided by the Department of Transportation Advisory Committee on Human Trafficking.

(b) DISTRIBUTION.—

(1) IN GENERAL.—The Secretary shall distribute amounts made available for grants under this section to—

(A) the 75 airports in the United States with the highest number of passenger enplanements annually, based on the most recent data available; and

(B) as the Secretary determines to be appropriate, an airport not described in subparagraph (A) that serves an area with a high prevalence of human trafficking, on application of the airport.

(2) PRIORITY; CONSIDERATIONS.—In distributing amounts made available for grants under this section, the Secretary shall—

(A) give priority in grant amounts to airports referred to in paragraph (1) that serve regions with a higher prevalence of human trafficking; and

(B) take into consideration the effect the amounts would have on surrounding areas.

(3) CONSULTATION.—In distributing amounts made available for grants under this section, the Secretary shall consult with the Department of Transportation Advisory Committee on Human Trafficking in determining the amounts to be distributed to each grant recipient to ensure the best use of the funds.

(c) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Secretary to carry out this section $10,000,000 for each of fiscal years 2025 through 2028.

SEC. 774B. STUDY ON IMPROVEMENTS FOR CERTAIN NONHUB AIRPORTS.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this section, the Comptroller General shall conduct a study on the challenges faced by nonhub airports not designated as essential air service communities and recommend ways to help secure and retain flight schedules using existing Federal programs, such as the Small Community Air Service Development program.

(b) REPORT.—Not later than 1 year after the date of enactment of this section, the Comptroller General shall submit to the appropriate committees of Congress a report on the results of the study conducted under subsection (a), including recommendations for such legislation and administrative action as the Comptroller General determines appropriate.

Subtitle B—Passenger Facility Charges

SEC. 775. ADDITIONAL PERMITTED USES OF PASSENGER FACILITY CHARGE REVENUE.

Section 40117(a)(3) of title 49, United States Code, is amended by adding at the end the following:

''(H) A project at a small hub airport for a noise barrier where the day–night average sound level from commercial, general aviation, or cargo operations is expected to exceed 55 decibels as a result of new airport development.

''(I) A project for the replacement of existing workspace elements (including any associated in-kind facility or equipment within or immediately adjacent to a terminal development or renovation project at such airport) related to the relocation of a Federal agency on airport grounds due to such terminal development or renovation project for which development costs are eligible costs under this section.''.

SEC. 776. PASSENGER FACILITY CHARGE STREAMLINING.

(a) IN GENERAL.—Section 40117 of title 49, United States Code, is amended—

(1) in subsection (b)—

(A) in paragraph (1)—

(i) by striking ''The Secretary'' and inserting ''Except as provided under subsection (l), the Secretary''; and

(ii) by striking ''$1, $2, or $3'' and inserting ''$1, $2, $3, $4, or $4.50'';

(B) by striking paragraph (4);

(C) by redesignating paragraphs (5) through (7) as paragraphs (4) through (6), respectively;

(D) in paragraph (5), as so redesignated—

(i) by striking ''paragraphs (1) and (4)'' and inserting ''paragraph (1)''; and

(ii) by striking ''paragraph (1) or (4)'' and inserting ''paragraph (1)''; and

(E) in paragraph (6)(A), as so redesignated—

(i) by striking ''paragraphs (1), (4), and (6)'' and inserting ''paragraphs (1) and (5)''; and

(ii) by striking ''paragraph (1) or (4)'' and inserting ''paragraph (1)'';

(2) in subsection (e)(1)—

(A) in subparagraph (A) by inserting ''or a passenger facility charge imposition is authorized under subsection (l)'' after ''of this section''; and

(B) in subparagraph (B) by inserting ''reasonable'' after ''subject to''; and

(3) in subsection (l)—

(A) in the subsection heading, by striking ''**Pilot Program for Passenger Facility Charge Authorizations**'' and inserting ''PASSENGER FACILITY CHARGE STREAMLINING'';

(B) by striking paragraph (1) and inserting the following:

''(1) IN GENERAL.—

''(A) REGULATIONS.—The Secretary shall prescribe regulations to streamline the process for authorizing eligible agencies for airports to impose passenger facility charges.

''(B) PASSENGER FACILITY CHARGE.—An eligible agency may impose a passenger facility charge of $1, $2, $3, $4, or $4.50 in accordance with the provisions of this subsection instead of using the procedures otherwise provided in this section.'';

(C) by striking paragraph (4) and inserting the following:

''(4) ACKNOWLEDGMENT OF RECEIPT AND INDICATION OF OBJECTION.—

''(A) IN GENERAL.—The Secretary shall acknowledge receipt of the notice and indicate any objection to the imposition of a passenger facility charge under this subsection for any project identified in the notice within 60 days after receipt of the eligible agency's notice.

''(B) PROHIBITED OBJECTION.—The Secretary may not object to an eligible airport-related project that received Federal financial assistance for airport development, terminal development, airport planning, or for the purposes of noise compatibility, if the Federal financial assistance and passenger facility charge collection (including interest and other returns on the revenue) do not exceed the total cost of the project.

''(C) ALLOWED OBJECTION.—The Secretary may only object to the imposition of a passenger facility charge under this subsection for a project that—

''(i) establishes significant policy precedent;

''(ii) raises significant legal issues;

''(iii) garners significant controversy, as evidenced by significant opposition to the proposed action by the applicant or other airport authorities, airport users, governmental agencies, elected officials, or communities;

''(iv) raises significant revenue diversion, airport noise, or access issues, including compliance with section 47111(e) or subchapter II of chapter 475;

''(v) includes multimodal components; or

''(vi) serves no aeronautical purpose.'';

(D) by striking paragraph (6); and

(E) by redesignating paragraph (7) as paragraph (6).

(b) RULEMAKING.—Not later than 120 days after the date of enactment of this Act, the Administrator shall initiate a rulemaking to implement the amendments made by subsection (a).

(c) INTERIM GUIDANCE.—The interim guidance established in the memorandum of the FAA titled ''PFC 73-20. Streamlined Procedures for Passenger Facility Charge (PFC) Authorizations at Small-, Medium-, and Large-Hub Airports'', issued on January 22, 2020, including any modification to such guidance necessary to conform with the amendments made by subsection (a), shall remain in effect until the effective date of the final rule issued under subsection (b).

Subtitle C—Noise And Environmental Programs And Streamlining

SEC. 781. STREAMLINING CONSULTATION PROCESS.

Section 47101(h) of title 49, United States Code, is amended by striking ''shall'' and inserting ''may''.

SEC. 782. REPEAL OF BURDENSOME EMISSIONS CREDIT REQUIREMENTS.

Section 47139 of title 49, United States Code, is amended—

(1) in subsection (a)—

(A) in the matter preceding paragraph (1)—

(i) by striking ''airport sponsors receive'' and inserting ''airport sponsors may receive'';

(ii) by striking ''carrying out projects'' and inserting ''carrying out projects, including projects''; and

(iii) by striking ''conditions'' and inserting ''considerations''; and

(B) in paragraph (2)—

(i) by striking ''airport sponsor'' and inserting ''airport sponsor, including for an airport outside of a nonattainment area or maintenance area,'';

(ii) by striking ''only'';

(iii) by striking ''or as offsets'' and inserting '', as offsets''; and

(iv) by striking the period at the end and inserting '', or as part of a State implementation plan.'';

(2) by striking subsection (b); and

(3) by redesignating subsection (c) as subsection (b).

SEC. 783. EXPEDITED ENVIRONMENTAL REVIEW AND ONE FEDERAL DECISION.

Section 47171 of title 49, United States Code, is amended—

(1) in subsection (a)—

(A) in the matter preceding paragraph (1)—

(i) by striking ''develop and''; and

(ii) by striking ''projects at congested airports'' and all that follows through ''aviation security projects'' and inserting ''projects, terminal development projects, general aviation airport construction or improvement projects, and aviation safety projects''; and

(B) in paragraph (1) by striking ''better'' and inserting ''streamlined'';

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

''(b) AVIATION PROJECTS SUBJECT TO A STREAMLINED ENVIRONMENTAL REVIEW PROCESS.—

''(1) IN GENERAL.—Any airport capacity enhancement project, terminal development project, or general aviation airport construction or improvement project shall be subject to the coordinated and expedited environmental review process requirements set forth in this section.

''(2) PROJECT DESIGNATION CRITERIA.—

''(A) IN GENERAL.—The Secretary may designate an aviation safety project for priority environmental review.

''(B) REQUIREMENTS.—A designated project shall be subject to the coordinated and expedited environmental review process requirements set forth in this section.

''(C) GUIDELINES.—

''(i) IN GENERAL.—The Secretary shall establish guidelines for the designation of an aviation safety project or aviation security project for priority environmental review.

''(ii) CONSIDERATION.—Guidelines established under clause (i) shall provide for consideration of—

''(I) the importance or urgency of the project;

''(II) the potential for undertaking the environmental review under existing emergency procedures under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.);

''(III) the need for cooperation and concurrent reviews by other Federal or State agencies; and

''(IV) the prospect for undue delay if the project is not designated for priority review.'';

(3) in subsection (c) by striking ''an airport capacity enhancement project at a congested airport or a project designated under subsection (b)(3)'' and inserting ''a project described or designated under subsection (b)'';

(4) in subsection (d) by striking ''each airport capacity enhancement project at a congested airport or a project designated under subsection (b)(3)'' and inserting ''a project described or designated under subsection (b)'';

(5) in subsection (h) by striking ''designated under subsection (b)(3)'' and all that follows through ''congested airports'' and inserting ''described in subsection (b)(1)'';

(6) in subsection (j)—

(A) by striking ''For any'' and inserting the following:

''(1) IN GENERAL.—For any''; and

(B) by adding at the end the following:

''(2) DEADLINE.—The Secretary shall define the purpose and need of a project not later than 45 days after—

''(A) the submission of the appropriately completed proposed purpose and need description of the airport sponsor; and

''(B) any appropriately completed proposed revision to a development project that affects the purpose and need description previously prepared or accepted by the Federal Aviation Administration.

''(3) ASSISTANCE.—The Secretary shall provide all airport sponsors with technical assistance in drafting purpose and need statements and necessary supporting documentation for projects involving Federal approvals from more than 1 Federal agency.'';

(7) in subsection (k)—

(A) by striking ''an airport capacity enhancement project at a congested airport or a project designated under subsection (b)(3)'' and inserting ''a project described or designated under subsection (b)'';

(B) by striking ''project shall consider'' and inserting the following: ''project shall—

''(1) consider'';

(C) by striking the period at the end and inserting ''; and''; and

(D) by adding at the end the following:

''(2) limit the comments of the agency to—

''(A) subject matter areas within the special expertise of the agency; and

''(B) changes necessary to ensure the agency is carrying out the obligations of that agency under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and other applicable law.'';

(8) in subsection (l) by striking the period at the end and inserting ''and section 1503 of title 40, Code of Federal Regulations.''; and

(9) by striking subsection (m) and inserting the following:

''(m) COORDINATION AND SCHEDULE.—

''(1) COORDINATION PLAN.—

''(A) IN GENERAL.—Not later than 90 days after the date of publication of a notice of intent to prepare an environmental impact statement or the initiation of an environmental assessment, the Secretary of Transportation shall establish a plan for coordinating public and agency participation in and comment on the environmental review process for a project described or designated under subsection (b). The coordination plan may be incorporated into a memorandum of understanding.

''(B) CLOUD-BASED, INTERACTIVE DIGITAL PLATFORMS.—The Secretary is encouraged to utilize cloud-based, interactive digital platforms to meet community engagement and agency coordination requirements under subparagraph (A).

''(C) SCHEDULE.—

''(i) IN GENERAL.—The Secretary shall establish as part of such coordination plan, after consultation with and the concurrence of each participating agency for the project and with the State in which the project is located (and, if the State is not the project sponsor, with the project sponsor), a schedule for—

''(I) interim milestones and deadlines for agency activities necessary to complete the environmental review; and

''(II) completion of the environmental review process for the project.

''(ii) FACTORS FOR CONSIDERATION.—In establishing the schedule under clause (i), the Secretary shall consider factors such as—

''(I) the responsibilities of participating agencies under applicable laws;

''(II) resources available to the cooperating agencies;

''(III) overall size and complexity of the project;

''(IV) the overall time required by an agency to conduct an environmental review and make decisions under applicable Federal law relating to a project (including the issuance or denial of a permit or license) and the cost of the project; and

''(V) the sensitivity of the natural and historic resources that could be affected by the project.

''(iii) MAXIMUM PROJECT SCHEDULE.—To the maximum extent practicable and consistent with applicable Federal law, the Secretary shall develop, in concurrence with the project sponsor, a maximum schedule for the project described or designated under subsection (b) that is not more than 2 years for the completion of the environmental review process for such projects, as measured from, as applicable, the date of publication of a notice of intent to prepare an environmental impact statement to the record of decision.

''(iv) DISPUTE RESOLUTION.—

''(I) IN GENERAL.—Any issue or dispute that arises between the Secretary and participating agencies (or amongst participating agencies) during the environmental review process shall be addressed expeditiously to avoid delay.

''(II) RESPONSIBILITIES.—The Secretary and participating agencies shall—

''(aa) implement the requirements of this section consistent with any dispute resolution process established in an applicable law, regulation, or legally binding agreement to the maximum extent permitted by law; and

''(bb) seek to resolve issues or disputes at the earliest possible time at the project level through agency employees who have day-to-day involvement in the project.

''(III) SECRETARY RESPONSIBILITIES.—

''(aa) IN GENERAL.—The Secretary shall make information available to each cooperating and participating agency and project sponsor as early as practicable in the environmental review regarding the environmental, historic, and socioeconomic resources located within the project area and the general locations of the alternatives under consideration.

''(bb) SOURCES OF INFORMATION.—The information described in item (aa) may be based on existing data sources, including geographic information systems mapping.

''(IV) COOPERATING AND PARTICIPATING AGENCY RESPONSIBILITIES.—Each cooperating and participating agency shall—

''(aa) identify, as early as practicable, any issues of concern regarding any potential environmental impacts of the project, including any issues that could substantially delay or prevent an agency from completing any environmental review or authorization required for the project; and

''(bb) communicate any issues described in item (aa) to the project sponsor.

''(V) ELEVATION FOR MISSED MILESTONE.—If a dispute between the Secretary and participating agencies (or amongst participating agencies) causes a milestone to be missed or extended, or the Secretary anticipates that a permitting timetable milestone will be missed or will need to be extended, the dispute shall be elevated to an official designated by the relevant agency for resolution. The elevation of a dispute shall take place as soon as practicable after the Secretary becomes aware of the dispute or potential missed milestone.

''(VI) EXCEPTION.—Disputes that do not impact the ability of an agency to meet a milestone may be elevated as appropriate.

''(VII) FURTHER EVALUATION.—If a resolution has not been reached at the end of the 30-day period after a relevant milestone date or extension date after a dispute has been elevated to the designated official, the relevant agencies shall elevate the dispute to senior agency leadership for resolution.

''(D) CONSISTENCY WITH OTHER TIME PERIODS.—A schedule under subparagraph (C) shall be consistent with any other relevant time periods established under Federal law.

''(E) MODIFICATION.—

''(i) IN GENERAL.—Except as provided in clause (ii), the Secretary may lengthen or shorten a schedule established under subparagraph (C) for good cause. The Secretary may consider a decision by the project sponsor to change, modify, expand, or reduce the scope of a project as good cause for purposes of this clause.

''(ii) LIMITATIONS.—

''(I) LENGTHENED SCHEDULE.—The Secretary may lengthen a schedule under clause (i) for a cooperating Federal agency by not

more than 1 year after the latest deadline established for the project described or designated under subsection (b) by the Secretary.

''(II) SHORTENED SCHEDULE.—The Secretary may not shorten a schedule under clause (i) if doing so would impair the ability of a cooperating Federal agency to conduct necessary analyses or otherwise carry out relevant obligations of the Federal agency for the project.

''(F) FAILURE TO MEET DEADLINE.—If a cooperating Federal agency fails to meet a deadline established under subparagraph (D)(ii)(I)—

''(i) the cooperating Federal agency shall, not later than 10 days after failing to meet the deadline, submit to the Secretary a report that describes the reasons why the deadline was not met; and

''(ii) the Secretary shall—

''(I) submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a copy of the report under clause (i); and

''(II) make the report under clause (i) publicly available on a website of the Department of Transportation.

''(G) DISSEMINATION.—A copy of a schedule under subparagraph (C), and of any modifications to the schedule under subparagraph (E), shall be—

''(i) provided to all participating agencies and to the State department of transportation of the State in which the project is located (and, if the State is not the project sponsor, to the project sponsor); and

''(ii) made available to the public.

''(2) COMMENT DEADLINES.—The Secretary shall establish the following deadlines for comment during the environmental review process for a project:

''(A) For comments by agencies and the public on a draft environmental impact statement, a period of not more than 60 days after publication in the Federal Register of notice of the date of public availability of such statement, unless—

''(i) a different deadline is established by agreement of the lead agency, the project sponsor, and all participating agencies; or

''(ii) the deadline is extended by the lead agency for good cause.

''(B) For all other comment periods established by the lead agency for agency or public comments in the environmental review process, a period of not more than 45 days from availability of the materials on which comment is requested, unless—

''(i) a different deadline is established by agreement of the Secretary, the project sponsor, and all participating agencies; or

''(ii) the deadline is extended by the lead agency for good cause.

''(3) DEADLINES FOR DECISIONS UNDER OTHER LAWS.—In any case in which a decision under any Federal law relating to a project described or designated under subsection (b) (including the issuance or denial of a permit or license) is required to be made by the later of the date that is 180 days after the date on which the Secretary made all final decisions of the lead agency with respect to the project or 180 days after the date on which an application was submitted for the permit or license, the Secretary shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate and publish on a website of the Department of Transportation—

''(A) as soon as practicable after the 180-day period, an initial notice of the failure of the Federal agency to make the decision; and

''(B) every 60 days thereafter until such date as all decisions of the Federal agency relating to the project have been made by the Federal agency, an additional notice that describes the number of decisions of the Federal agency that remain outstanding as of the date of the additional notice.

''(4) INVOLVEMENT OF THE PUBLIC.—Nothing in this subsection shall reduce any time period provided for public comment in the environmental review process under existing Federal law, including a regulation.

''(n) CONCURRENT REVIEWS AND SINGLE NEPA DOCUMENT.—

''(1) CONCURRENT REVIEWS.—Each participating agency and cooperating agency under the expedited and coordinated environmental review process established under this section shall—

''(A) carry out the obligations of such agency under other applicable law concurrently, and in conjunction, with the review required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), unless doing so would impair the ability of such agency to conduct needed analysis or otherwise carry out such obligations; and

''(B) formulate and implement administrative, policy, and procedural mechanisms to enable the agency to ensure completion of the environmental review process in a timely, coordinated, and environmentally responsible manner.

''(2) SINGLE NEPA DOCUMENT.—

''(A) IN GENERAL.—To the maximum extent practicable and consistent with Federal law, all Federal permits and reviews for a project shall rely on a single environmental document prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) under the leadership of the Secretary.

''(B) USE OF DOCUMENT.—

''(i) IN GENERAL.—To the maximum extent practicable, the Secretary shall develop an environmental document sufficient to satisfy the requirements for any Federal approval or other Federal action required for the project, including permits issued by other Federal agencies.

''(ii) COOPERATION OF PARTICIPATING AGENCIES.—In carrying out this subparagraph, other participating agencies shall cooperate with the lead agency and provide timely information.

''(C) TREATMENT AS PARTICIPATING AND COOPERATING AGENCIES.—A Federal agency required to make an approval or take an action for a project, as described in this paragraph, shall work with the Secretary to ensure that the agency making the approval or taking the action is treated as being both a participating and cooperating agency for the project.

''(D) EXCEPTIONS.—The Secretary may waive the application of subparagraph (A) with respect to a project if—

''(i) the project sponsor requests that agencies issue separate environmental documents;

''(ii) the obligations of a cooperating agency or participating agency under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) have already been satisfied with respect to the project; or

''(iii) the Secretary determines that reliance on a single environmental document (as described in subparagraph (A)) would not facilitate timely completion of the environmental review process for the project.

''(3) PARTICIPATING AGENCY RESPONSIBILITIES.—An agency participating in the expedited and coordinated environmental review process under this section shall—

''(A) provide comments, responses, studies, or methodologies on areas within the special expertise or jurisdiction of the agency; and

''(B) use the process to address any environmental issues of concern to the agency.

''(o) ENVIRONMENTAL IMPACT STATEMENT.—

''(1) IN GENERAL.—In preparing a final environmental impact statement under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) for a project described or designated under subsection (b), if the Secretary modifies the statement in response to comments that are minor and are confined to factual corrections or explanations of why the comments do not warrant additional agency response, the Secretary may write on errata sheets attached to the statement instead of rewriting the draft statement, subject to the condition that the errata sheets—

''(A) cite the sources, authorities, and reasons that support the position of the agency; and

''(B) if appropriate, indicate the circumstances that would trigger agency reappraisal or further response.

''(2) SINGLE DOCUMENT.—To the maximum extent practicable, for a project subject to a coordinated review process under this section, the Secretary shall expeditiously develop a single document that consists of a final environmental impact statement and a record of decision, unless—

''(A) the final environmental impact statement or record of decision makes substantial changes to the project that are relevant to environmental or safety concerns; or

''(B) there is a significant new circumstance or information relevant to environmental concerns that bears on the proposed action or the environmental impacts of the proposed action.

''(3) LENGTH OF ENVIRONMENTAL DOCUMENT.—

''(A) IN GENERAL.—Except as provided in subparagraph (B), an environmental impact statement shall not exceed 150 pages, not including any citations or appendices.

''(B) EXTRAORDINARY COMPLEXITY.—An environmental impact statement for a proposed agency action of extraordinary complexity shall not exceed 300 pages, not including any citations or appendices.

''(p) INTEGRATION OF PLANNING AND ENVIRONMENTAL REVIEW.—

''(1) IN GENERAL.—Subject to paragraph (5) and to the maximum extent practicable and appropriate, the following agencies may adopt or incorporate by reference, and use a planning product in proceedings relating to, any class of action in the environmental review process of a project described or designated under subsection (b):

''(A) The lead agency for a project, with respect to an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).

''(B) A cooperating agency with responsibility under Federal law with respect to the process for and completion of any environmental permit, approval, review, or study required for a project under any Federal law other than the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), if consistent with such Act.

''(2) IDENTIFICATION.—If a lead or cooperating agency makes a determination to adopt or incorporate by reference and use a planning product under paragraph (1), such agency shall identify the agencies that participated in the development of the planning products.

''(3) ADOPTION OR INCORPORATION BY REFERENCE OF PLANNING PRODUCTS.—Such agency may—

''(A) adopt or incorporate by reference an entire planning product under paragraph (1); or

''(B) select portions of a planning project under paragraph (1) for adoption or incorporation by reference.

''(4) TIMING.—The adoption or incorporation by reference of a planning product under paragraph (1) may—

''(A) be made at the time the lead and cooperating agencies decide the appropriate scope of environmental review for the project; or

''(B) occur later in the environmental review process, as appropriate.

''(5) CONDITIONS.—Such agency in the environmental review process may adopt or incorporate by reference a planning product under this section if such agency determines, with the concurrence of the lead agency, if appropriate, and, if the planning product is necessary for a cooperating agency to issue a permit, review, or approval for the project, with the concurrence of the cooperating agency, if appropriate, that the following conditions have been met:

''(A) The planning product was developed through a planning process conducted pursuant to applicable Federal law.

''(B) The planning product was developed in consultation with appropriate Federal and State resource agencies and Indian Tribes.

''(C) The planning process included broad multidisciplinary consideration of systems-level or corridor-wide transportation needs and potential effects, including effects on the human and natural environment.

''(D) The planning process included public notice that the planning products produced in the planning process may be adopted during any subsequent environmental review process in accordance with this section.

''(E) During the environmental review process, the such agency has—

''(i) made the planning documents available for public review and comment by members of the general public and Federal, State, local, and Tribal governments that may have an interest in the proposed project;

''(ii) provided notice of the intention of the such agency to adopt or incorporate by reference the planning product; and

''(iii) considered any resulting comments.

''(F) There is no significant new information or new circumstance that has a reasonable likelihood of affecting the continued validity or appropriateness of the planning product or portions thereof.

''(G) The planning product has a rational basis and is based on reliable and reasonably current data and reasonable and scientifically acceptable methodologies.

''(H) The planning product is documented in sufficient detail to support the decision or the results of the analysis and to meet requirements for use of the information in the environmental review process.

''(I) The planning product is appropriate for adoption or incorporation by reference and use in the environmental review process for the project and is incorporated in accordance with, and is sufficient to meet the requirements of, the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and section 1502.21 of title 40, Code of Federal Regulations.

''(6) EFFECT OF ADOPTION OR INCORPORATION BY REFERENCE.—Any planning product or portions thereof adopted or incorporated by reference by such agency in accordance with this subsection may be—

''(A) incorporated directly into an environmental review process document or other environmental document; and

''(B) relied on and used by other Federal agencies in carrying out reviews of the project.

''(q) REPORT ON NEPA DATA.—

''(1) IN GENERAL.—The Secretary shall carry out a process to track, and annually submit to the Committee on Transportation and Infrastructure of the House of Representatives, the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Natural Resources of the House of Representatives, and the Committee on Environment and Public Works of the Senate a report on projects described in subsection (b)(1) that contains the information described in paragraph (3).

''(2) TIME TO COMPLETE.—For purposes of paragraph (3), the NEPA process—

''(A) for an environmental impact statement—

''(i) begins on the date on which a notice of intent is published in the Federal Register; and

''(ii) ends on the date on which the Secretary issues a record of decision, including, if necessary, a revised record of decision; and

''(B) for an environmental assessment—

''(i) begins on the date on which the Secretary makes a determination to prepare an environmental assessment; and

''(ii) ends on the date on which the Secretary issues a finding of no significant impact or determines that preparation of an environmental impact statement is necessary.

''(3) INFORMATION DESCRIBED.—The information referred to in paragraph (1) is, with respect to the Federal Aviation Administration—

''(A) the number of proposed actions for which a categorical exclusion was applied by the Secretary during the reporting period;

''(B) the number of proposed actions for which a documented categorical exclusion was applied by the Secretary during the reporting period;

''(C) the number of proposed actions pending on the date on which the report is submitted for which the issuance of a documented categorical exclusion by the Secretary is pending;

''(D) the number of proposed actions for which an environmental assessment was issued by the Secretary during the reporting period;

''(E) the length of time the Administration took to complete each environmental assessment described in subparagraph (D);

''(F) the number of proposed actions pending on the date on which the report is submitted for which an environmental assessment is being drafted by the Secretary;

''(G) the number of proposed actions for which a final environmental impact statement was completed by the Secretary during the reporting period;

''(H) the length of time that the Secretary took to complete each environmental impact statement described in subparagraph (G);

''(I) the number of proposed actions pending on the date on which the report is submitted for which an environmental impact statement is being drafted; and

''(J) for the proposed actions reported under subparagraphs (F) and (I), the percentage of such proposed actions for which—

''(i) project funding has been identified; and

''(ii) all other Federal, State, and local activities that are required to allow the proposed action to proceed are completed.

''(4) DEFINITIONS.—In this section:

''(A) ENVIRONMENTAL ASSESSMENT.—The term 'environmental assessment' has the meaning given such term in section 1508.1 of title 40, Code of Federal Regulations (or a successor regulation).

''(B) ENVIRONMENTAL IMPACT STATEMENT.—The term 'environmental impact statement' means a detailed statement required under section 102(2)(C) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(C)).

''(C) NEPA PROCESS.—The term 'NEPA process' means the entirety of the development and documentation of the analysis required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), including the assessment and analysis of any impacts, alternatives, and mitigation of a proposed action, and any interagency participation and public involvement required to be carried out before the Secretary undertakes a proposed action.

''(D) PROPOSED ACTION.—The term 'proposed action' means an action (within the meaning of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.)) under this title that the Secretary proposes to carry out.

''(E) REPORTING PERIOD.—The term 'reporting period' means the fiscal year prior to the fiscal year in which a report is issued under subsection (a).''.

SEC. 784. SUBCHAPTER III DEFINITIONS.

Section 47175 of title 49, United States Code, is amended—

(1) in paragraph (3)(A) by striking ''and'' at the end and inserting ''or'';

(2) in paragraph (4)—

(A) in subparagraph (A) by striking ''and'' at the end; and

(B) in subparagraph (B)—

(i) by striking ''(B)''; and

(ii) by redesignating clauses (i) and (ii) as subparagraphs (B) and (C), respectively;

(3) by striking paragraph (5);

(4) by redesignating paragraphs (3), (1), (4), (2), (6), and (8) as paragraphs (1), (2), (3), (4), (5), and (6), respectively; and

(5) by adding at the end the following:

''(8) TERMINAL DEVELOPMENT.—The term 'terminal development' has the meaning given such term in section 47102.''.

SEC. 785. PILOT PROGRAM EXTENSION.

Section 190 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47104 note) is amended—

(1) in subsection (a) by inserting ''in each fiscal year'' after ''6 projects''; and

(2) in subsection (i) by striking ''5 years'' and all that follows through the period at the end and inserting ''on October 1, 2028.''.

SEC. 786. PART 150 NOISE STANDARDS UPDATE.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall review and revise, as appropriate, part 150 of title 14, Code of Federal Regulations, to reflect all relevant laws and regulations, including part 161 of title 14, Code of Federal Regulations.

(b) OUTREACH.—As part of the review conducted under subsection (a), the Administrator shall clarify existing and future noise policies and standards and seek feedback from airports, airport users, and individuals living in the vicinity of airports and in airport adjacent communities before implementing any changes to any noise policies or standards.

(c) BRIEFING.—Not later than 90 days after the date of enactment of this Act, and every 6 months thereafter, the Administrator shall brief the appropriate committees of Congress regarding the review conducted under subsection (a).

(d) SUNSET.—The requirement under subsection (c) shall terminate on the earlier of—

(1) October 1, 2028; or

(2) the date on which 1 briefing is provided under subsection (c) after the changes in subsection (a) are implemented.

SEC. 787. REDUCING COMMUNITY AIRCRAFT NOISE EXPOSURE.

In implementing or substantially revising a flight procedure, the Administrator shall consider the following actions (to the extent that such actions do not negatively affect aviation safety or efficiency) to reduce undesirable aircraft noise:

(1) Implement flight procedures that can mitigate the impact of aircraft noise, based on a consensus community recommendation.

(2) Work with airport sponsors and potentially impacted neighboring communities in establishing or modifying aircraft arrival and departure routes.

(3) In collaboration with local governments, discourage local encroachment of residential or other buildings near airports that could create future aircraft noise complaints or impact airport operations or aviation safety.

SEC. 788. CATEGORICAL EXCLUSIONS.

(a) CATEGORICAL EXCLUSION FOR PROJECTS OF LIMITED FEDERAL ASSISTANCE.—An action by the Administrator to approve, permit, finance, or otherwise authorize any airport project that is undertaken by the sponsor, owner, or operator of a public-use airport shall be presumed to be covered by a categorical exclusion under FAA Order 1050.1F (or any successor document), if such project—

(1) receives less than $6,000,000 (as adjusted annually by the Administrator to reflect any increases in the Consumer Price Index prepared by the Department of Labor) of Federal funds or funds from charges collected under section 40117 of title 49, United States Code; or

(2) has a total estimated cost of not more than $35,000,000 (as adjusted annually by the Administrator to reflect any increases in the Consumer Price Index prepared by the Department of Labor) and Federal funds comprising less than 15 percent of the total estimated project cost.

(b) CATEGORICAL EXCLUSION IN EMERGENCIES.—An action by the Administrator to approve, permit, finance, or otherwise authorize an airport project that is undertaken by the sponsor, owner, or operator of a public-use airport shall be presumed to be covered by a categorical exclusion under FAA Order 1050.1F (or any successor document), if such project is—

(1) for the repair or reconstruction of any airport facility, runway, taxiway, or similar structure that is in operation or under construction when damaged by an emergency declared by the Governor of the State with concurrence of the Administrator or for a disaster or emergency declared by the President pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.);

(2) in the same location with the same capacity, dimensions, and design as the original airport facility, runway, taxiway, or similar structure as before the declaration described in this section; and

(3) commenced within a 2-year period beginning on the date of a declaration described in this section.

(c) EXTRAORDINARY CIRCUMSTANCES.—The presumption that an action is covered by a categorical exclusion under subsections (a) and (b) shall not apply if the Administrator determines that extraordinary circumstances exist with respect to such action.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to impact any aviation safety authority of the Administrator.

(e) DEFINITIONS.—In this section:

(1) CATEGORICAL EXCLUSION.—The term ''categorical exclusion'' has the meaning given such term in section 1508.1(d) of title 40, Code of Federal Regulations.

(2) PUBLIC-USE AIRPORT; SPONSOR.—The terms ''public-use airport'' and ''sponsor'' have the meanings given such terms in section 47102 of title 49, United States Code.

SEC. 789. UPDATING PRESUMED TO CONFORM LIMITS.

Not later than 24 months after the date of enactment of this Act, the Administrator shall take such actions as are necessary to update the FAA's list of actions that are presumed to conform to a State implementation plan pursuant to section 93.153(f) of title 40, Code of Federal Regulations, to include projects relating to the construction of aircraft hangars.

SEC. 790. RECOMMENDATIONS ON REDUCING ROTORCRAFT NOISE IN DISTRICT OF COLUMBIA.

(a) STUDY.—The Comptroller General shall conduct a study on reducing rotorcraft noise in the District of Columbia.

(b) CONTENTS.—In carrying out the study under subsection (a), the Comptroller General shall consider—

(1) the extent to which military operators consider operating over unpopulated areas outside of the District of Columbia for training missions;

(2) the extent to which vehicles or aircraft other than conventional rotorcraft (such as unmanned aircraft) could be used for emergency and law enforcement response; and

(3) the extent to which relevant operators and entities have assessed and addressed, as appropriate, the noise impacts of various factors of operating rotorcraft, including, at a minimum—

(A) altitude;

(B) the number of flights;

(C) flight paths;

(D) time of day of flights;

(E) types of aircraft;

(F) operating procedures; and

(G) pilot training.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall brief the appropriate committees of Congress on preliminary observations, with a report to follow at a date agreed upon at the time of the briefing, containing—

(1) the contents of the study conducted under subsection (a); and

(2) any recommendations for the reduction of rotorcraft noise in the District of Columbia.

(d) RELEVANT OPERATORS AND ENTITIES DEFINED.—In this section, the term ''relevant operators and entities'' means—

(1) the Chief of Police of the Metropolitan Police Department of the District of Columbia;

(2) any medical rotorcraft operator that routinely flies a rotorcraft over the District of Columbia; and

(3) any other operator that routinely flies a rotorcraft over the District of Columbia.

SEC. 791. UFP STUDY.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall seek to enter into an agreement with the National Academies under which the National Research Council shall carry out a study examining airborne ultrafine particles and the effect of such particles on airport-adjacent communities.

(b) SCOPE OF STUDY.—In carrying out the study under subsection (a), the National Research Council shall—

(1) summarize the relevant literature and studies done on airborne UFPs worldwide;

(2) focus on large hub airports;

(3) examine airborne UFPs and the potential effect of such UFPs on airport-adjacent communities, including—

(A) characteristics of UFPs present in the air;

(B) spatial and temporal distributions of UFP concentrations;

(C) primary sources of UFPs;

(D) the contribution of aircraft and airport operations to the distribution of UFP concentrations compared to other sources;

(E) potential health effects associated with elevated UFP exposures, including outcomes related to cardiovascular disease, respiratory infection and disease, degradation of neurocognitive functions, and other health effects; and

(F) potential UFP exposures, especially to susceptible groups;

(4) consider the concentration of UFPs resulting from various aviation fuel sources including aviation gasoline, sustainable aviation fuel, and hydrogen, to the extent practicable;

(5) identify measures intended to reduce the release of UFPs; and

(6) identify information gaps related to understanding potential relationships between UFP exposures and health effects, contributions of aviation-related emissions to UFP exposures, and the effectiveness of mitigation measures.

(c) COORDINATION.—The Administrator may coordinate with the heads of such other agencies that the Administrator considers appropriate to provide data and other assistance necessary for the study.

(d) REPORT.—Not later than 180 days after the National Research Council submits of the results of the study to the Administrator, the Administrator shall submit to the appropriate committees of Congress a report containing the results of the study carried out under subsection (a), including any recommendations based on such study.

(e) DEFINITION OF ULTRAFINE PARTICLE.—In this section, the terms ''ultrafine particle'' and ''UFP'' mean particles with diameters less than or equal to 100 nanometers.

SEC. 792. AIRCRAFT NOISE ADVISORY COMMITTEE.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish an Aircraft Noise Advisory Committee (in this section referred to as the ''Advisory Committee'') to advise the Administrator on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations.

(b) MEMBERSHIP.—The Administrator shall appoint the members of the Advisory Committee, which shall be comprised of—

(1) at least 1 representative of each of—

(A) engine manufacturers;

(B) air carriers;

(C) airport owners or operators;

(D) aircraft manufacturers;

(E) advanced air mobility manufacturers or operators; and

(F) institutions of higher education; and

(2) representatives of airport-adjacent communities from geographically diverse regions.

(c) DUTIES.—The duties of the Advisory Committee shall include—

(1) the evaluation of existing research on aircraft noise impacts and annoyance;

(2) the assessment of alternative noise metrics that could be used to supplement or replace the existing Day Night Level standard, in consultation with the National Academies;

(3) the evaluation of the current 65-decibel exposure threshold, including the impact to land use compatibility around airports if such threshold was lowered;

(4) the evaluation of current noise mitigation strategies and the community engagement efforts by the FAA with respect to changes in airspace utilization, such as the integration of new entrants and usage of performance-based navigation; and

(5) other duties determined appropriate by the Administrator.

(d) REPORTS.—

(1) IN GENERAL.—Not later than 1 year after the date of establishment of the Advisory Committee, the Advisory Committee shall submit to the Administrator a report on any recommended changes to current aviation noise policies.

(2) REPORT TO CONGRESS.—Not later than 180 days after the date the Administrator receives the report under paragraph (1), the Administrator shall submit to the appropriate committees of Congress a report containing the recommendations made by the Advisory Committee.

(e) CONGRESSIONAL BRIEFING.—Not later than 30 days after submission of the report under paragraph (2), the Administrator shall brief the appropriate committees of Congress on how the Administrator plans to implement recommendations contained in the report and, for each recommendation that the Administrator does not plan to implement, the reason of the Administrator for not implementing the recommendation.

(f) CONSULTATION.—The Advisory Committee shall consult with other relevant Federal agencies, including the National Aeronautics and Space Administration, in carrying out the duties described in section (c).

SEC. 793. COMMUNITY COLLABORATION PROGRAM.

(a) ESTABLISHMENT.—The Administrator shall continue existing community engagement activities under the designation of a Community Collaboration Program (in this section referred to as the ''Program'').

(b) RESPONSIBILITIES.—

(1) IN GENERAL.—In carrying out the Program, the Administrator shall facilitate and harmonize, as appropriate, policies and procedures carried out by various offices of the FAA pertaining to community engagement relating to—

(A) airport planning and development;

(B) noise and environmental policy;

(C) NextGen implementation;

(D) air traffic route changes;

(E) integration of new and emerging entrants; and

(F) other topics with respect to which community engagement is critical to program success.

(2) SPECIFIED RESPONSIBILITIES.—In carrying out the Program, the Administrator shall be responsible for—

(A) updating the internal guidance of the FAA for community engagement based on—

(i) best practices of other Federal agencies and external organizations with expertise in community engagement;

(ii) interviews with impacted residents; and

(iii) recommendations solicited from individuals and local government officials in communities adversely impacted by aircraft noise;

(B) coordinating with the Air Traffic Organization on community engagement efforts related to air traffic procedure changes to ensure that impacted communities are consulted in a meaningful way;

(C) coordination with Regional Ombudsmen of the FAA;

(D) oversight, streamlining, and increasing the responsiveness of the noise complaint process of the FAA by—

(i) centralizing noise complaint data and improving data collection methodologies;

(ii) ensuring such Regional Ombudsmen are consulted in local air traffic procedure development decisions; and

(iii) collecting feedback from such Regional Ombudsmen to inform national policymaking efforts;

(E) timely implementation of the recommendations, as appropriate, made by the Comptroller General to the Secretary contained in the report titled ''Aircraft Noise: FAA Could Improve Outreach Through Enhanced Noise Metrics, Communication, and Support to Communities'', issued in September 2021 (GAO–21–103933) to improve the outreach of the FAA to local communities impacted by aircraft noise, including—

(i) any recommendations to—

(I) identify appropriate supplemental metrics for assessing noise impacts and circumstances for their use to aid in the internal assessment of the FAA of noise impacts related to proposed flight path changes;

(II) update guidance to incorporate additional tools to more clearly convey expected impacts, such as other noise metrics and visualization tools; and

(III) improve guidance to airports and communities on effectively engaging with the FAA; and

(ii) any other recommendations included in the report that would assist the FAA in improving outreach to communities affected by aircraft noise;

(F) ensuring engagement with local community groups as appropriate in conducting the other responsibilities described in this section; and

(G) other responsibilities as considered appropriate by the Administrator.

(c) BRIEFING.—Not later than 2 years after the Administrator implements the recommendations described in subsection (b)(2)(E), the Administrator shall brief the appropriate committees of Congress describing—

(1) the implementation of each such recommendation;

(2) how any recommended actions are assisting the Administrator in improving outreach to communities affected by aircraft noise and other community engagement concerns; and

(3) any challenges or barriers that limit or prevent the ability of the Administrator to take such actions.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to require the Administrator to alter the organizational structure of the FAA nor change the reporting structure of any employee.

SEC. 794. INFORMATION SHARING REQUIREMENT.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary, acting through the Administrator, shall establish a mechanism to make helicopter noise complaint data accessible to the FAA, to helicopter operators operating in the Washington, DC area, and to the public on a website of the FAA, based on the recommendation of the Government Accountability Office in the report titled ''Aircraft Noise: Better Information Sharing Could Improve Responses to Washington, D.C. Area Helicopter Noise Concerns'', published on January 7, 2021 (GAO–21–200).

(b) COOPERATION.—Any helicopter operator operating in the Washington, DC area shall, to the extent practicable, provide helicopter noise complaint data to the FAA through the mechanism established under subsection (a).

(c) DEFINITIONS.—In this section:

(1) HELICOPTER NOISE COMPLAINT DATA.—The term ''helicopter noise complaint data''—

(A) means general data relating to a complaint made by an individual about helicopter noise in the Washington, DC area and may include—

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

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

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

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

(B) does not include the personally identifiable information of the individual who submitted the complaint.

(2) WASHINGTON, DC AREA.—The term ''Washington, DC area'' means the area inside of a 30-mile radius surrounding Ronald Reagan Washington National Airport.

SEC. 795. MECHANISMS TO REDUCE HELICOPTER NOISE.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Comptroller General shall initiate a study to examine ways in which a State, territorial, or local government may mitigate the negative impacts of commercial helicopter noise.

(b) CONSIDERATIONS.—In conducting the study under subsection (a), the Comptroller General shall consider—

(1) the varying degree of commercial helicopter operations in different communities; and

(2) actions that State and local governments have taken, and authorities such governments have used, to reduce the impact of commercial helicopter noise and the success of such actions.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall provide to the appropriate committees of Congress a report on the findings of the study conducted under subsection (a).

TITLE VIII—GENERAL AVIATION

SEC. 801. REEXAMINATION OF PILOTS OR CERTIFICATE HOLDERS.

The Pilot's Bill of Rights (Public Law 112–153) is amended by adding at the end the following:

''SEC. 5. REEXAMINATION OF AN AIRMAN CERTIFICATE.

''(a) IN GENERAL.—The Administrator shall provide timely, written notification to an individual subject to a reexamination of an airman certificate issued under chapter 447 of title 49, United States Code.

''(b) INFORMATION REQUIRED.—In providing notification under subsection (a), the Administrator shall inform the individual—

''(1) of the nature of the reexamination and the specific activity on which the reexamination is necessitated;

''(2) that the reexamination shall occur within 1 year from the date of the notice provided by the Administrator, however, if the reexamination is not conducted within 30 days, the Administrator may restrict passenger carrying operations;

''(3) that if such reexamination is not conducted after 1 year from date of notice, the airman certificate of the individual may be suspended or revoked; and

''(4) when, as determined by the Administrator, an oral or written response to the notification from the Administrator is not required.

''(c) EXCEPTION.—Nothing in this section prohibits the Administrator from reexamining a certificate holder if the Administrator has reasonable grounds—

''(1) to establish that an airman may not be qualified to exercise the privileges of a certificate or rating based upon an act or omission committed by the airman while exercising such privileges or performing ancillary duties associated with the exercise of such privileges; or

''(2) to demonstrate that the airman obtained such a certificate or rating through fraudulent means or through an examination that was inadequate to establish the qualifications of an airman.

''(d) STANDARD OF REVIEW.—An order issued by the Administrator to amend, modify, suspend, or revoke an airman certificate after reexamination of the airman is subject to the standard of review provided for under section 2 of this Act.''.

SEC. 802. GAO REVIEW OF PILOT'S BILL OF RIGHTS.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a study of the implementation of the Pilot's Bill of Rights.

(b) CONTENTS.—In conducting the study under subsection (a), the Comptroller General shall review—

(1) the implementation and application of the Pilot's Bill of Rights;

(2) the application of the Federal Rules of Civil Procedure and the Federal Rules of

Evidence to covered proceedings by the National Transportation Safety Board, as required by section 2 of the Pilot's Bill of Rights;

(3) the appeal process and the typical length of time associated with a final determination in a covered proceeding; and

(4) any impacts of the implementation of the Pilot's Bill of Rights.

(c) DEFINITIONS.—In this section:

(1) COVERED PROCEEDING.—The term ''covered proceeding'' means a proceeding conducted under subpart C, D, or F of part 821 of title 49, Code of Federal Regulations, relating to denial, amendment, modification, suspension, or revocation of an airman certificate.

(2) PILOT'S BILL OF RIGHTS.—The term ''Pilot's Bill of Rights'' means the Pilot's Bill of Rights (Public Law 112–153).

SEC. 803. DATA PRIVACY.

(a) IN GENERAL.—Chapter 441 of title 49, United States Code, is amended by adding at the end the following:

''§ 44114. Privacy

''(a) IN GENERAL.—Notwithstanding any other provision of law, including section 552(b)(3) of title 5, the Administrator of the Federal Aviation Administration shall establish and update as necessary a process by which, upon request of a private aircraft owner or operator, the Administrator withholds the registration number and other similar identifiable data or information, except for physical markings required by law, of the aircraft of the owner or operator from any broad dissemination or display (except in furnished data or information made available to or from a Government agency pursuant to a government contract, subcontract, or agreement, including for traffic management purposes) for the noncommercial flights of the owner or operator.

''(b) WITHHOLDING PERSONALLY IDENTIFIABLE INFORMATION ON THE AIRCRAFT REGISTRY.—Not later than 2 years after the enactment of this Act and notwithstanding any other provision of law, including section 552(b)(3) of title 5, the Administrator shall establish a procedure by which, upon request of a private aircraft owner or operator, the Administrator shall withhold from broad dissemination or display by the FAA (except in furnished data or information made available to or from a Government agency pursuant to a government contract, subcontract, or agreement, including for traffic management purposes) the personally identifiable information of such individual, including on a publicly available website of the FAA.

''(c) ICAO AIRCRAFT IDENTIFICATION CODE.—

''(1) IN GENERAL.—The Administrator shall establish a program for aircraft owners and operators to apply for a new ICAO aircraft identification code.

''(2) LIMITATIONS.—In carrying out the program described in paragraph (1), the Administrator shall require—

''(A) each applicant to attest to a safety or security need in applying for a new ICAO aircraft identification code; and

''(B) each approved applicant who obtains a new ICAO aircraft identification code to comply with all applicable aspects of, or related to, part 45 of title 14, Code of Federal Regulations, including updating an aircraft's registration number and N–Number to reflect such aircraft's new ICAO aircraft identification code.

''(d) DEFINITIONS.—In this section:

''(1) ADS–B.—The term 'ADS–B' means automatic dependent surveillance-broadcast.

''(2) ICAO.—The term 'ICAO' means the International Civil Aviation Organization.

''(3) PERSONALLY IDENTIFIABLE INFORMATION.—The term 'personally identifiable information' means—

''(A) the mailing address or registration address of an individual;

''(B) an electronic address (including an email address) of an individual; or

''(C) the telephone number of an individual.

''(D) the names of the aircraft owner or operator, if the owner or operator is an individual.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 441 of title 49, United States Code, is amended by adding at the end the following:

''44114. Privacy.''.

(c) CONFORMING AMENDMENT.—Section 566 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44103 note) and the item relating to such section in the table of contents under section 1(b) of such Act are repealed.

SEC. 804. ACCOUNTABILITY FOR AIRCRAFT REGISTRATION NUMBERS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall initiate a review of the process for reserving aircraft registration numbers to ensure that such process offers an equal opportunity for members of the general public to obtain specific aircraft registration numbers.

(b) ASSESSMENT.—In conducting the review under subsection (a), the Administrator shall assess the following:

(1) Whether the use of readily available software to prevent computer or web-based auto-fill systems from reserving aircraft registration numbers in bulk would improve participation in the reservation process by the general public.

(2) Whether a limit should be imposed on the number of consecutive years a person may reserve an aircraft registration number.

(c) BRIEFING.—Not later than 18 months after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the review conducted under subsection (a), including any recommendations of the Administrator to improve equal participation in the process for reserving aircraft registration numbers by the general public.

SEC. 805. TIMELY RESOLUTION OF INVESTIGATIONS.

(a) IN GENERAL.—Not later than 2 years after the date of issuance of a letter of investigation to any person, as required by section 2(b) of the Pilot's Bill of Rights (49 U.S.C. 44703 note), the Administrator shall—

(1) make a determination regarding such investigation and pursue subsequent action; or

(2) close such investigation.

(b) EXTENSION.—

(1) IN GENERAL.—If, upon review of the facts and status of an investigation described in subsection (a), the Administrator determines that the time provided to make a final determination or close such investigation is insufficient, the Administrator shall approve an extension of such investigation for 2 years.

(2) ADDITIONAL EXTENSIONS.—The Administrator may approve consecutive extensions under paragraph (1).

(c) DELEGATION.—The Administrator may not delegate the authority to approve an extension described in subsection (b) to anyone other than the leadership of the Administration as described in section 106(b) of title 49, United States Code.

SEC. 806. ALL MAKES AND MODELS AUTHORIZATION.

(a) IN GENERAL.—

(1) UNLIMITED LETTER OF AUTHORIZATION.—Not later than 1 year after the date of enactment of this Act, the Administrator shall take such action as may be necessary to allow for the issuance of letters of authorizations to airmen with the authorization for—

(A) all types and makes of experimental high–performance single engine piston powered aircraft; and

(B) all types and makes of experimental high–performance multiengine piston powered aircraft.

(2) REQUIREMENTS.—An individual who holds a letter of authorization and applies for an authorization described in paragraph (1)(A) or (1)(B)—

(A) shall be given an all-makes and models authorization of—

(i) experimental single–engine piston powered authorized aircraft; or

(ii) experimental multiengine piston powered authorized aircraft;

(B) shall hold the appropriate category and class rating for the authorized aircraft;

(C) shall hold 3 experimental aircraft authorizations in aircraft of the same category and class rating for the authorization sought; and

(D) may become qualified in additional experimental aircraft by completing aircraft-specific ground and flight training.

(b) RULE OF CONSTRUCTION.—Nothing in this section may be construed to disallow an individual from being given both an authorization described in paragraph (1)(A) and an authorization described in paragraph (1)(B).

(c) FAILURE TO COMPLY.—

(1) IN GENERAL.—If the Administrator fails to implement subsection (a) within the time period prescribed in such subsection, the Administrator shall brief the appropriate committees of Congress on the status of the implementation of such subsection on a monthly basis until the implementation is complete.

(2) NO DELEGATION.—The Administrator may not delegate the briefing described in paragraph (1).

SEC. 807. RESPONSE TO LETTER OF INVESTIGATION.

Section 2(b) of the Pilot's Bill of Rights (49 U.S.C. 44703 note) is amended by adding at the end the following:

''(6) RESPONSE TO LETTER OF INVESTIGATION.—

''(A) IN GENERAL.—If an individual decides to respond to a Letter of Investigation described in paragraph (2)(B), such individual may respond not later than 30 days after receipt of such Letter, including providing written comments on the incident to the investigating office.

''(B) CONSTRUCTION.—Nothing in this paragraph shall be construed to diminish the authority of the Administrator (as of the day before the date of enactment of the FAA Reauthorization Act of 2024) to take emergency action relating to an airman certificate.''.

SEC. 808. ADS-B OUT EQUIPAGE STUDY; VEHICLE-TO-VEHICLE LINK PROGRAM.

(a) STUDY AND BRIEFING ON ADS-B OUT EQUIPAGE.—

(1) STUDY.—Not later than 90 days after the date of enactment of this Act, the Administrator shall initiate a study to determine—

(A) the number of aircraft registered in the United States, and any other aerial vehicles operating in the airspace of the United States, that are not equipped with Automatic Dependent Surveillance–Broadcast out equipment (in this section referred to as ''ADS–B out'');

(B) the requirements for, and impact of, expanding the dual-link architecture that is used below an altitude of flight level 180;

(C) the costs and benefits of equipage of ADS–B out;

(D) the costs and benefits of any accommodation made for aircraft with inoperable ADS–B out;

(E) reasons why aircraft owners choose not to equip or use an aircraft with ADS–B out; and

(F) ways to further incentivize aircraft owners to equip and use aircraft with ADS–B out.

(2) BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the results of the study conducted under paragraph (1).

(b) VEHICLE-TO-VEHICLE LINK PROGRAM.—Not later than 270 days after the date of enactment of this Act, the Administrator, in coordination with the Administrator of the National Aeronautics and Space Administration and the Chair of the Federal Communications Commission, shall establish an interagency coordination program to advance vehicle-to-vehicle link initiatives that—

(1) enable the real-time digital exchange of key information between nearby aircraft; and

(2) are not reliant on ground infrastructure or air-to-ground communication links.

SEC. 809. ENSURING SAFE LANDINGS DURING OFF-AIRPORT OPERATIONS.

The Administrator shall not apply section 91.119 of title 14, Code of Federal Regulations, in any manner that requires a pilot to continue a landing that is unsafe.

SEC. 810. DEVELOPMENT OF LOW-COST VOLUNTARY ADS–B.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall prepare a report on the development of a suitable position reporting system for voluntary use in covered airspace to facilitate traffic awareness.

(b) TECHNICAL ADVICE.—In preparing the report under subsection (a), the Administrator shall solicit technical advice from representatives from—

(1) industry groups, including pilots, aircraft owners, avionics manufacturers; and

(2) any others determined necessary by the Administrator.

(c) REQUIREMENTS.—In preparing the report under subsection (a), the Administrator shall—

(1) research and catalog domestic and international equipment, standards, and systems analogous to ADS–B available as of the date on which the report is completed;

(2) address strengths and weaknesses of such equipment, standards, and systems, including with respect to cost;

(3) to enable the development and voluntary use of portable, installed, low-cost position reporting systems for use in covered airspace—

(A) provide recommendations on any regulatory and procedural changes to be taken by the Administrator or other Federal entities; and

(B) describe any equipment, standards, and systems that may need to be developed with respect to such reporting systems;

(4) determine market size, development costs, and barriers that may need to be overcome for the development of technology that enables such position reporting systems in covered airspace; and

(5) include a communication strategy that—

(A) targets potential users of such position reporting systems as soon as such technology is available for commercial use; and

(B) promotes the benefits of the voluntary use in covered airspace of position reporting systems to enhance traffic awareness.

(d) REPORT TO CONGRESS.—Not later than 30 days after the date on which the report prepared under subsection (a) is finalized, the Administrator shall submit to the appropriate committees of Congress the report prepared under subsection (a).

(e) DEFINITIONS.—In this section:

(1) COVERED AIRSPACE.—The term ''covered airspace'' means airspace for which the use of ADS–B out equipment on an aircraft is not required under section 91.225 of title 14, Code of Federal Regulations,

(2) ADS–B.—The term ''ADS–B'' means Automatic Dependent Surveillance–Broadcast.

SEC. 811. AIRSHOW SAFETY TEAM.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator may, as determined necessary by the Administration, coordinate with the General Aviation Joint Safety Committee to establish an Airshow Safety Team focused on airshow and aerial event safety.

(b) OBJECTIVE.—The objective of the Airshow Safety Team described in subsection (a) shall be to—

(1) serve as a mechanism for Federal Government and industry cooperation, communication, and coordination on airshow and aerial event safety; and

(2) reduce airshow and aerial event accidents and incidents through non-regulatory, proactive safety strategies.

(c) ACTIVITIES.—In carrying out the objectives pursuant to subsection (b), the Airshow Safety Team shall, at a minimum—

(1) perform an analysis of airshow and aerial event accidents and incidents in conjunction with the Safety Analysis Team;

(2) publish and update every 2 years after initial publication an Airshow Safety Plan that incorporates consensus based and data driven mitigation measures and non-regulatory safety strategies to improve and promote safety of the public, performers, and airport personnel; and

(3) engage the airshow and aerial event community to—

(A) communicate non-regulatory, proactive safety strategies identified by the Airshow Safety Plan to mitigate incidents; and

(B) discuss best practices to uphold and maintain safety at events.

(d) MEMBERSHIP.—The Administrator may request the Airshow Safety Team be comprised of at least 10 individuals, each of whom shall have knowledge or a background in the planning, execution, operation, or management of an airshow or aerial event.

(e) MEETINGS.—The Airshow Safety Team shall meet at least twice a year at the direction of the co-chairs of the General Aviation Joint Safety Committee.

(f) CONSTRUCTION.—Nothing in this section shall be construed to require an amendment to the charter of the General Aviation Joint Safety Committee.

SEC. 812. AIRCRAFT REGISTRATION VALIDITY DURING RENEWAL.

(a) IN GENERAL.—Section 44103 of title 49, United States Code, is amended by adding at the end the following:

''(e) VALIDITY OF AIRCRAFT REGISTRATION DURING RENEWAL.—

''(1) IN GENERAL.—An aircraft may be operated on or after the expiration date found on the certificate of registration issued for such aircraft under this section as if it were not expired if the operator of such aircraft has aboard the aircraft—

''(A) documentation validating that—

''(i) an aircraft registration renewal application form (AC Form 8050–1B, or a succeeding form) has been submitted to the Administrator for such aircraft but not yet approved or denied; and

''(ii) such aircraft is compliant with maintenance, inspections, and any other requirements for the aircraft's airworthiness certificate issued under section 44704(d); and

''(B) the most recent aircraft registration.

''(2) PROOF OF PENDING RENEWAL APPLICATION.—The Administrator shall provide an applicant for renewal of registration under this section with documentation described in paragraph (1)(A). Such documentation shall—

''(A) be made electronically available to the applicant immediately upon submitting an aircraft registration renewal application to the Civil Aviation Registry for an aircraft;

''(B) notify the applicant of the operational allowance described in paragraph (1);

''(C) deem an aircraft's airworthiness certificate issued under section 44704(d) as valid provided that the applicant confirms acknowledgment of the requirements of paragraph (1)(A)(ii);

''(D) confirm the applicant acknowledged the limitations described in paragraph (3)(A) and (3)(B); and

''(E) include identifying information pertaining to such aircraft and to the registered owner.

''(3) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed to permit any person to operate an aircraft—

''(A) with an expired registration, except as specifically provided for under this subsection; or

''(B) if the Administrator has denied an application to renew the registration of such aircraft.''.

(b) RULEMAKING; GUIDANCE.—Not later than 36 months after the date of enactment of this Act, the Administrator shall issue a final rule, if necessary, and update all applicable guidance and policies to reflect the amendment made by this section.

SEC. 813. TEMPORARY AIRMAN CERTIFICATES.

Section 44703 of title 49, United States Code, is amended by adding at the end the following:

''(1) TEMPORARY AIRMAN CERTIFICATE.—An individual may obtain a temporary airman certificate from the Administrator after requesting a permanent replacement airman certificate issued under this section. A temporary airman certificate shall be—

''(1) made available—

''(A) electronically to the individual immediately upon submitting an online application for a replacement certificate to the Administrator; or

''(B) physically to the individual at a flight standards district office—

''(i) if the individual submits an online application for a replacement certificate; or

''(ii) if the individual applies for a permanent replacement certificate other than by online application and such application has been received by the Federal Aviation Administration; and

''(2) destroyed upon receipt of the permanent replacement airman certificate from the Administrator.''.

SEC. 814. LETTER OF DEVIATION AUTHORITY.

(a) IN GENERAL.—A flight instructor, registered owner, lessor, or lessee of a covered aircraft shall not be required to obtain a letter of deviation authority from the Administrator to allow, conduct, or receive flight training, checking, and testing in such aircraft if—

(1) the flight instructor is not providing both the training and the aircraft;

(2) no person advertises or broadly offers the aircraft as available for flight training, checking, or testing; and

(3) no person receives compensation for use of the aircraft for a specific flight during which flight training, checking, or testing was received, other than expenses for owning, operating, and maintaining the aircraft.

(b) COVERED AIRCRAFT DEFINED.—In this section, the term ''covered aircraft'' means—

(1) an experimental category aircraft;

(2) a limited category aircraft; and

(3) a primary category aircraft.

SEC. 815. BASICMED FOR EXAMINERS ADMINISTERING TESTS OR PROFICIENCY CHECKS.

(a) EQUIVALENT PILOT-IN-COMMAND MEDICAL REQUIREMENTS.—Notwithstanding section 61.23(a)(3)(iv) of title 14, Code of Federal Regulations, an examiner may administer a practical test or proficiency check if such examiner meets the medical qualification requirements under part 68 of title 14, Code of Federal Regulations, if the operation being conducted is in a covered aircraft, as such term is defined in section 2307(j) of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44703 note).

(b) RULEMAKING.—Not later than 3 years after the date of enactment of this Act, the Administrator shall issue a final rule to update part 61 of title 14, Code of Federal Regulations, to implement the requirements under subsection (a), in addition to any related requirements the Administrator finds are in the interest of aviation safety.

SEC. 816. DESIGNEE LOCATOR TOOL IMPROVEMENTS.

Not later than 3 years after the date of enactment of this Act, the Administrator shall ensure that the designee locator search function of the public website of the Designee Management System of the Administration has the functionality to—

(1) filter a search for an Aviation Medical Examiner (as described in section 183.21 of title 14, Code of Federal Regulations) by sex, if such information is available;

(2) display credentials and aircraft qualifications of a designated pilot examiner (as described in section 183.23 of such title); and

(3) display the scheduling availability of a designated pilot examiner (as described in section 183.23 of such title) to administer a test or proficiency check to an airman.

SEC. 817. DEADLINE TO ELIMINATE AIRCRAFT REGISTRATION BACKLOG.

Not later than 180 days after the date of enactment of this Act, the Administrator shall take such actions as may be necessary to reduce and maintain the aircraft registration and recordation backlog at the Civil Aviation Registry so that, on average, applications are processed not later than 10 business days after receipt.

SEC. 818. PART 135 AIR CARRIER CERTIFICATE BACKLOG.

(a) IN GENERAL.—The Administrator shall take such actions as may be necessary to achieve the goal of reducing the backlog of air carrier certificate applications under part 135 of title 14, Code of Federal Regulations, to—

(1) not later than 1 year after the date of enactment of this Act, maintain an average application acceptance or rejection time of less than 60 days; and

(2) not later than 2 years after the date of enactment of this Act, maintain an average application acceptance or rejection time of less than 30 days.

(b) MEASURES.—In meeting the goal under subsection (a), the Administrator may—

(1) assign, as appropriate, additional personnel or support staff, including on a temporary basis, to review, adjudicate, and approve applications;

(2) improve and expand promotion of existing applicant resources which could improve the quality of applications submitted to decrease the need for Administration applicant coordination and communications; and

(3) take into consideration any third-party entity that assisted in the preparation of an application for an air carrier certificate under part 135 of title 14, Code of Federal Regulations.

(c) CONGRESSIONAL BRIEFING.—Beginning 6 months after the date of enactment of this Act, and not less than every 6 months thereafter until the Administrator complies with the requirements under subsection (a)(2), the Administrator shall provide a briefing to appropriate committees of Congress on the status of the backlog of air carrier certificate applications under part 135 of title 14, Code of Federal Regulations, any measures the Administrator has put in place under subsection (b).

SEC. 819. ENHANCING PROCESSES FOR AUTHORIZING AIRCRAFT FOR SERVICE IN COMMUTER AND ON-DEMAND OPERATIONS.

(a) ESTABLISHMENT OF WORKING GROUP.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall establish a part 135 aircraft conformity working group (in this section referred to as the ''Working Group'').

(2) REQUIREMENTS.—The Working Group shall study methods and make recommendations to clarify requirements and standardize the process for conducting and completing aircraft conformity processes in a timely manner for existing operators and air carriers operating aircraft under part 135 and entering such aircraft into service.

(b) MEMBERSHIP.—The Working Group shall be comprised of representatives of the FAA, existing operators and air carriers operating aircraft under part 135, associations or trade groups representing such operators or air carriers, and, as appropriate, labor groups representing employees of air carriers operating under part 135.

(c) DUTIES.—The Working Group shall consider all aspects of the FAA processes as of the date of enactment of this Act for ensuring aircraft conformity and make recommendations to enhance such processes, including with respect to—

(1) methodologies for air carriers and operators to document and attest to aircraft conformity in accordance with the requirements of part 135;

(2) streamlined protocols for operators and air carriers operating aircraft under part 135 to add an aircraft that was listed on another part 135 certificate immediately prior to moving to a new air carrier or operator; and

(3) changes to FAA policy and documentation necessary to implement the recommendations of the Working Group.

(d) CONGRESSIONAL BRIEFING.—Not later than 1 year after the date on which the Administrator establishes the Working Group, the Administrator shall brief the appropriate committees of Congress on the progress made by the Working Group in carrying out the duties specified in subsection (c), recommendations of the Working Group, and the efforts of the Administrator to implement such recommendations.

(e) DEFINITION OF PART 135.—In this section, the term ''part 135'' means part 135 of title 14, Code of Federal Regulations.

SEC. 820. FLIGHT INSTRUCTOR CERTIFICATES.

Not later than 18 months after the date of enactment of this Act, the Administrator shall issue a final rule for the rulemaking activity titled ''Removal of the Expiration Date on a Flight Instructor Certificate'', published in Fall 2022 in the Unified Agenda of Federal Regulatory and Deregulatory Actions (RIN 2120–AL25) to, at a minimum, update part 61 of title 14, Code of Federal Regulations, to—

(1) remove the expiration date on a flight instructor certificate; and

(2) replace the requirement that a flight instructor renews their flight instructor certificate with appropriate recent experience requirements for the holder of a flight instructor certificate to exercise the privileges of such certificate.

SEC. 821. CONSISTENCY OF POLICY APPLICATION IN FLIGHT STANDARDS AND AIRCRAFT CERTIFICATION.

(a) IN GENERAL.—The inspector general of the Department of Transportation shall initiate audits, as described in subsection (d), of the Flight Standards and Aircraft Certification Services of the FAA, and the personnel of such offices, on the consistency of—

(1) the interpretation of policies, orders, guidance, and regulations; and

(2) the application of policies, orders, guidance, and regulations.

(b) COMPONENTS.—In completing the audits required under this section, the inspector general shall interview stakeholders, including at a minimum, individuals or entities that—

(1) hold a certificate or authorization related to the issue being audited under subsection (d);

(2) are from different regions of the country with matters before different flight standards district offices or before different FAA Flight Standards Service and Aircraft Certification Service offices;

(3) work with multiple flight standards district offices or aircraft certification offices of the Administration; or

(4) hold a single or multiple relevant certificates or authorizations.

(c) REPORTS.—The inspector general of the Department of Transportation shall submit to the appropriate committees of Congress, the Secretary, and the Administrator a report for each audit required in this section, containing the results of the audit, including findings and necessary recommendations to the Administrator to improve the consistency of decision-making by Flight Standards and Aircraft Certification Services offices of the Administration.

(d) AUDITS.—The inspector general shall complete an audit and issue the associated report required under subsection (c) not later than—

(1) 18 months after the date of enactment of this Act, with regard to supplemental type certificates;

(2) 34 months after the date of enactment of this Act, with regard to repair stations certificated under part 145 of title 14, Code of Federal Regulations; and

(3) 50 months after the date of enactment of this Act, with regard to technical standards orders.

(e) IMPLEMENTATION.—In addressing any recommendations from the inspector general contained in the reports required under subsection (c), the Administrator may—

(1) maintain an implementation plan; and

(2) broadly adopt any best practices to improve the consistency of interpretation and application of policies, orders, guidance, and regulations by other offices of the Administration and with regard to other activities of the Administration.

(f) BRIEFING.—Not later than 6 months after receiving a report required under subsection (c), the Administrator shall brief the appropriate committees of Congress on the implementation plan required under subsection (d), the status of any recommendation received pursuant to this section, and any best practices that are being implemented more broadly.

SEC. 822. APPLICATION OF POLICIES, ORDERS, AND GUIDANCE.

Section 44701 of title 49, United States Code, is amended by adding at the end the following:

''(h) POLICIES, ORDERS, AND GUIDANCE.—

''(1) CONSISTENCY OF APPLICATION.—The Administrator shall ensure consistency in the application of policies, orders, and guidance of the Administration by—

''(A) audits of the application and interpretation of such material by Administration personnel from person to person and office to office;

''(B) updating policies, orders, and guidance to resolve inconsistencies and clarify

demonstrated ambiguities, such as through repeated inconsistent interpretation; and

''(C) ensuring officials are properly documenting findings and decisions throughout a project to decrease the occurrence of duplicative work and inconsistent findings by subsequent officials assigned to the same project.

''(2) ALTERATIONS.—The Administrator shall consult as appropriate with regulated entities who will be impacted by proposed changes to the content or application of policies, orders, and guidance before making such changes.

''(3) AUTHORITIES AND REGULATIONS.—The Administrator shall issue policies, orders, and guidance documents that are related to a law or regulation or clarify the intent of or compliance with specific laws and regulations.''.

SEC. 823. EXPANSION OF THE REGULATORY CONSISTENCY COMMUNICATIONS BOARD.

Section 224 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44701 note) is amended—

(1) in subsection (c)—

(A) in paragraph (2) by striking ''; and'' and inserting a semicolon;

(B) in paragraph (3) by striking the period and inserting a semicolon; and

(C) by adding at the end the following:

''(4) the Office of Airports;

''(5) the Office of Security and Hazardous Materials Safety;

''(6) the Office of Rulemaking and Regulatory Improvement; and

''(7) such other offices as the Administrator determines appropriate.''; and

(2) in subsection (d)(1)—

(A) in subparagraph (A) by striking ''anonymous regulatory interpretation questions'' and inserting ''regulatory interpretation questions, including anonymously,'';

(B) in subparagraph (C) by striking ''anonymous regulatory interpretation questions'' and inserting ''regulatory interpretation questions, including anonymously''; and

(C) by adding at the end the following:

''(6) Submit recommendations, as needed, to the Assistant Administrator for Rulemaking and Regulatory Improvement for consideration.''.

SEC. 824. MODERNIZATION OF SPECIAL AIRWORTHINESS CERTIFICATION RULEMAKING DEADLINE.

Not later than 24 months after the date of enactment of this Act, the Administrator shall issue a final rule for the rulemaking activity titled ''Modernization of Special Airworthiness Certification'', published in Fall 2022 in the long-term actions of the Unified Agenda of Federal Regulatory and Deregulatory Actions (RIN 2120–AL50).

SEC. 825. EXCLUSION OF GYROPLANES FROM FUEL SYSTEM REQUIREMENTS.

Section 44737 of title 49, United States Code, is amended—

(1) by striking ''rotorcraft'' and inserting ''helicopter'' each place it appears;

(2) in the heading for paragraph (2) of subsection (a) by striking ''ROTORCRAFT'' and inserting ''HELICOPTER''; and

(3) by adding at the end the following:

''(d) EXCEPTION.—A helicopter issued an experimental certificate under section 21.191 of title 14, Code of Federal Regulations (or any successor regulations), or operating under a Special Flight Permit issued under section 21.197 of title 14, Code of Federal Regulations (or any successor regulations), is excepted from the requirements of this section.''.

SEC. 826. PUBLIC AIRCRAFT FLIGHT TIME LOGGING ELIGIBILITY.

(a) FORESTRY AND FIRE PROTECTION FLIGHT TIME LOGGING.—

(1) IN GENERAL.—Notwithstanding any other provision of law, aircraft under the direct operational control of forestry and fire protection agencies are eligible to log pilot flight times, if the flight time was acquired by the pilot while engaged on an official forestry or fire protection flight, in the same manner as aircraft under the direct operational control of a Federal, State, county, or municipal law enforcement agency.

(2) RETROACTIVE APPLICATION.—Paragraph (1) shall be applied as if enacted on October 5, 2018.

(b) REGULATIONS.—Not later than 180 days after the date of enactment of this Act, the Administrator shall make such regulatory changes as are necessary to conform to the requirements of this section.

SEC. 827. EAGLE INITIATIVE.

(a) EAGLE INITIATIVE.—

(1) IN GENERAL.—The Administrator shall continue to partner with industry and other Federal Government stakeholders in carrying out the Eliminate Aviation Gasoline Lead Emissions Initiative (in this section referred to as the ''EAGLE Initiative'') through the end of 2030.

(2) FAA RESPONSIBILITIES.—In collaborating with industry and other Government stakeholders to carry out the EAGLE Initiative, the Administrator shall take such actions as may be necessary under the authority of the Administrator to facilitate—

(A) the safe elimination of the use of leaded aviation gasoline by piston-engine aircraft by the end of 2030 without adversely affecting the safe and efficient operation of the piston-engine aircraft fleet;

(B) the approval of the use of unleaded alternatives to leaded aviation gasoline for use in all piston-engine aircraft types and piston-engine models;

(C) the implementation of the requirements of section 47107(a)(22) of title 49, United States Code, as added by this Act, as such requirements relate to the continued availability of aviation gasoline;

(D) efforts to make unleaded aviation gasoline that is approved for use in piston-engine aircraft and engines widely available for purchase and use at airports in the National Plan of Integrated Airport Systems; and

(E) the development of a transition plan to safely enable the transition of the piston-engine general aviation aircraft fleet to unleaded aviation gasoline by 2030, to the extent practicable.

(3) ACTIVITIES.—In carrying out the responsibilities of the Administrator pursuant to paragraph (2), the Administrator shall, at a minimum—

(A) maintain a fleet authorization process for the efficient approval or authorization of eligible piston-engine aircraft and engine models to operate safely using qualified unleaded aviation gasolines;

(B) review, update, and prioritize, as soon as practicable, certification processes and projects, as necessary, for aircraft engines and modifications to such engines to operate with unleaded aviation gasoline;

(C) seek to facilitate programs that accelerate the creation, evaluation, qualification, deployment, and use of unleaded aviation gasolines;

(D) carry out, in partnership with the general aviation community, an ongoing campaign for training and educating aircraft owners and operators on how to safely transition to unleaded aviation gasoline;

(E) evaluate aircraft and aircraft engines to ensure that such aircraft and aircraft engines can safely operate with unleaded aviation gasoline candidates during cold weather conditions; and

(F) facilitate the development of agency policies and processes, as appropriate, to support the deployment of necessary infrastructure at airports to enable the distribution and storage of unleaded aviation gasolines.

(4) CONSULTATION AND COLLABORATION WITH RELEVANT STAKEHOLDERS.—In carrying out the EAGLE Initiative, the Administrator shall continue to consult and collaborate, as appropriate, with relevant stakeholders, including—

(A) general aviation aircraft engine, aircraft propulsion, and aircraft airframe manufacturers;

(B) general aviation aircraft users, aircraft owners, aircraft pilots, and aircraft operators;

(C) airports and fixed-base operators;

(D) State, local, and Tribal aviation officials;

(E) representatives of the petroleum industry, including developers, refiners, producers, and distributors of unleaded aviation gasolines; and

(F) air carriers and commercial operators operating under part 135 of title 14, Code of Federal Regulations.

(5) REPORT TO CONGRESS.—

(A) INITIAL REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report that—

(i) contains an updated strategic plan for maintaining a fleet authorization process for the efficient approval and authorization of eligible piston-engine aircraft and engine models to operate using unleaded aviation gasolines in a manner that ensures safety;

(ii) describes the structure and involvement of all FAA offices that have responsibilities described in paragraph (2); and

(iii) identifies policy initiatives, regulatory initiatives, or legislative initiatives needed to improve and enhance the timely and safe transition to unleaded aviation gasoline for the piston-engine aircraft fleet.

(B) ANNUAL BRIEFING.—Not later than 1 year after the date on which the Administrator submits the initial report under subparagraph (A), and annually thereafter through 2030, the Administrator shall brief the appropriate committees of Congress on activities and progress of the EAGLE Initiative.

(C) SUNSET.—Subparagraph (B) shall cease to be effective after December 31, 2030.

(b) TRANSITION PLAN TO UNLEADED AVIATION GASOLINE.—

(1) IN GENERAL.—In developing the transition plan under subsection (a)(2)(E), the Administrator may, at a minimum, assess the following:

(A) Efforts undertaken by the EAGLE Initiative, including progress towards—

(i) safely eliminating the use of leaded aviation gasoline by piston-engine aircraft by the end of 2030 without adversely affecting the safe and efficient operation of the piston-engine aircraft fleet;

(ii) approving the use of unleaded alternatives to leaded aviation gasoline for use in all piston-engine aircraft types and piston-engine models; and

(iii) facilitating efforts to make approved unleaded aviation gasoline that is approved for use in piston-engine aircraft and engines widely available at airports for purchase and use in the National Plan of Integrated Airport Systems.

(B) The evaluation and development of necessary airport infrastructure, including fuel storage and dispensing facilities, to support the distribution and storage of unleaded aviation gasoline.

(C) The establishment of best practices for piston-engine aircraft owners and operators, airport operators and personnel, aircraft maintenance technicians, and other appropriate personnel for protecting against exposure to lead containment when—

(i) conducting fueling operations;

(ii) disposing of inspected gasoline samples;

(iii) performing aircraft maintenance; and

(iv) conducting engine run-ups.

(D) Efforts to address supply chain and other logistical barriers inhibiting the timely distribution of unleaded aviation gasoline to airports.

(E) Outreach efforts to educate and update piston-engine aircraft owners and operators, airport operators, and other members of the general aviation community on the potential benefits, availability, and safety of unleaded aviation gasoline.

(2) PUBLICATION; GUIDANCE.—Upon completion of developing such transition plan, the Administrator shall—

(A) make the plan available to the public on an appropriate website of the FAA; and

(B) provide guidance supporting the implementation of the transition plan.

(3) COLLABORATION WITH EAGLE INITIATIVE.—In supporting the development of such transition plan and issuing associated guidance pertaining to the implementation of such transition plan, the Administrator shall consult and collaborate with individuals carrying out the EAGLE Initiative.

(4) UNLEADED AVIATION GASOLINE COMMUNICATION MATERIALS.—The Administrator may collaborate with individuals carrying out the EAGLE Initiative to jointly develop and continuously update websites, brochures, and other communication materials associated with such transition plan to clearly convey the availability of unleaded aviation gasoline at airports.

(5) BRIEFING TO CONGRESS.—Not later than 60 days after the publication of such transition plan, the Administrator shall brief the appropriate committees of Congress on such transition plan and any agency efforts or actions pertaining to the implementation of such transition plan.

(6) SAVINGS CLAUSE.—Nothing in this section shall be construed to delay or alter the ongoing work of the EAGLE Initiative established by the Administrator in 2022.

SEC. 828. EXPANSION OF BASICMED.

(a) IN GENERAL.—Section 2307 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44703 note) is amended—

(1) in subsection (a)—

(A) by striking paragraph (2) and inserting the following:

''(2) the individual holds a medical certificate issued by the Federal Aviation Administration or has held such a certificate at any time after July 14, 2006;'';

(B) in paragraph (7) by inserting ''calendar'' before ''months''; and

(C) in paragraph (8)(A) by striking ''5'' and inserting ''6'';

(2) in subsection (b)(2)(A)(i) by inserting ''(or any successor form)'' after ''(3–99)'';

(3) by striking subsection (h) and inserting the following:

''(h) REPORT REQUIRED.—Not later than 4 years after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator, in coordination with the National Transportation Safety Board, shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that describes the effect of the regulations issued or revised under subsection (a) and includes statistics with respect to changes in small aircraft activity and safety incidents.''; and

(4) by striking subsection (j) and inserting the following:

''(j) COVERED AIRCRAFT DEFINED.—In this section, the term 'covered aircraft' means an aircraft that—

''(1) is authorized under Federal law to carry not more than 7 occupants;

''(2) has a maximum certificated takeoff weight of not more than 12,500 pounds; and

''(3) is not a transport category rotorcraft certified to airworthiness standards under part 29 of title 14, Code of Federal Regulations.''.

(b) RULEMAKING.—The Administrator shall update regulations in parts 61 and 68 of title 14, Code of Federal Regulations, as necessary, to implement the amendments made by this section.

(c) APPLICABILITY.—Beginning on the date that is 180 days after the date of enactment of this Act, the Administrator shall apply parts 61 and 68, Code of Federal Regulations, in a manner reflecting the amendments made by this section.

SEC. 829. PROHIBITION ON USING ADS–B OUT DATA TO INITIATE AN INVESTIGATION.

Section 46101 of title 49, United States Code, is amended by adding at the end the following:

''(c) PROHIBITION ON USING ADS–B OUT DATA TO INITIATE AN INVESTIGATION.—

''(1) IN GENERAL.—Notwithstanding any other provision of this section, the Administrator of the Federal Aviation Administration may not initiate an investigation (excluding a criminal investigation) of a person based exclusively on automatic dependent surveillance–broadcast data.

''(2) RULE OF CONSTRUCTION.—Nothing in this subsection shall prohibit the use of automatic dependent surveillance–broadcast data in an investigation that was initiated for any reason other than the review of automatic dependent surveillance–broadcast data, including if such investigation was initiated as a result of a report or complaint submitted to the Administrator.''.

SEC. 830. CHARITABLE FLIGHT FUEL REIMBURSEMENT EXEMPTIONS.

(a) IN GENERAL.—

(1) VALIDITY OF EXEMPTION.—Except as otherwise provided in this subsection, an exemption from section 61.113(c) of title 14, Code of Federal Regulations, that is granted by the Administrator for the purpose of allowing a volunteer pilot to accept reimbursement from a volunteer pilot organization for the fuel costs and airport fees attributed to a flight operation to provide charitable transportation pursuant to section 821 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note) shall be valid for 5 years.

(2) FAILING TO ADHERE.—If the Administrator finds an exemption holder under paragraph (1) or a volunteer pilot fails to adhere to the conditions and limitations of the exemption described under such paragraph, the Administrator may rescind or suspend the exemption.

(3) NO LONGER QUALIFYING.—If the Administrator finds that such exemption holder no longer qualifies as a volunteer pilot organization, the Administrator shall rescind such exemption.

(4) FORGOING EXEMPTION.—If such exemption holder informs the Administrator that such holder no longer plans to exercise the authority granted by such exemption, the Administrator may rescind such exemption.

(b) ADDITIONAL REQUIREMENTS.—

(1) IN GENERAL.—A volunteer pilot organization may impose additional safety requirements on a volunteer pilot without—

(A) being considered—

(i) an air carrier (as such term is defined in section 40102 of title 49, United States Code); or

(ii) a commercial operator (as such term is defined in section 1.1 of title 14, Code of Federal Regulations); or

(B) constituting common carriage.

(2) SAVINGS CLAUSE.—Nothing in this subsection may be construed to limit or otherwise affect the authority of the Administrator to regulate, as appropriate, a flight operation associated with a volunteer pilot organization that constitutes a commercial operation or common carriage.

(c) REISSUANCE OF EXISTING EXEMPTIONS.—In reissuing an expiring exemption described in subsection (a) that was originally issued prior to the date of enactment of this Act, the Administrator shall ensure that the reissued exemption—

(1) accounts for the provisions of this section and section 821 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note); and

(2) is otherwise substantially similar to the previously issued exemption.

(d) STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to—

(1) affect the authority of the Administrator to exempt a pilot (exercising the private pilot privileges) from any restriction on receiving reimbursement for the fuel costs and airport fees attributed to a flight operation to provide charitable transportation; or

(2) impose or authorize the imposition of any additional requirements by the Administrator on a flight that is arranged by a volunteer pilot organization in which the volunteer pilot—

(A) is not reimbursed the fuel costs and airport fees attributed to a flight operation to provide charitable flights; or

(B) pays a pro rata share of expenses as described in section 61.113(c) of title 14, Code of Federal Regulations.

(e) DEFINITIONS.—In this section:

(1) VOLUNTEER PILOT.—The term ''volunteer pilot'' means a person who—

(A) acts as a pilot in command of a flight operation to provide charitable transportation pursuant to section 821 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note); and

(B) holds a private pilot certificate, commercial pilot certificate, or an airline transportation pilot certificate issued under part 61 of title 14, Code of Federal Regulations.

(2) VOLUNTEER PILOT ORGANIZATION.—The term ''volunteer pilot organization'' has the meaning given such term in section 821(c) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note).

SEC. 831. GAO REPORT ON CHARITABLE FLIGHTS.

(a) REPORT.—Not later than 4 years after the date of enactment of this Act, the Comptroller General shall initiate a review of the following:

(1) Applicable laws, regulations, policies, legal opinions, and guidance pertaining to charitable flights and the operations of such flights, including reimbursement of fuel costs.

(2) Petitions for exemption from the requirements of section 61.113(c) of title 14, Code of Federal Regulations, for the purpose of allowing a pilot to accept reimbursement for the fuel costs associated with a flight operation to provide charitable transportation pursuant to section 821 of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note), including assessment of—

(A) the conditions and limitations a petitioner shall comply with if the exemption is granted and whether such conditions and limitations are—

(i) applied to petitioners in a consistent manner; and

(ii) commensurate with the types of flight operations exemption holders propose to conduct under any such exemptions;

(B) denied petitions for such an exemption and the reasons for the denial of such petitions; and

(C) the processing time of a petition for such an exemption.

(3) Charitable flights conducted without an exemption from section 61.113(c) of title 14, Code of Federal Regulations, including an analysis of the certificates, qualifications, and aeronautical experience of the operators of such flights.

(b) CONSULTATION.—In carrying out the review initiated under subsection (a), the Comptroller General shall consult with charitable organizations, including volunteer pilot organizations, aircraft owners, and pilots who volunteer to provide transportation for or on behalf of a charitable organization, flight safety experts, and employees of the FAA.

(c) RECOMMENDATIONS.—As part of the review initiated under subsection (a), the Comptroller General shall make recommendations, as determined appropriate, to the Administrator to improve the rules, policies, and guidance pertaining to charitable flight operations.

(d) REPORT.—Upon completion of the review initiated under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report describing the findings of such review and recommendations developed under subsection (c).

SEC. 832. FLIGHT INSTRUCTION OR TESTING.

(a) AUTHORIZED ADDITIONAL PILOTS.—An individual acting as an authorized additional pilot during Phase I flight testing of aircraft holding an experimental airworthiness certificate, in accordance with section 21.191 of title 14, Code of Federal Regulations, and meeting the requirements set forth in FAA regulations and policy in effect as of the date of enactment of this Act, shall not be deemed to be operating an aircraft carrying persons or property for compensation or hire.

(b) USE OF AIRCRAFT.—An individual who uses, causes to use, or authorizes to use aircraft for flights conducted under subsection (a) shall not be deemed to be operating an aircraft carrying persons or property for compensation or hire.

(c) REVISION OF RULES.—The Administrator shall, as necessary, issue, revise, or repeal the rules, regulations, guidance, or procedures of the FAA to conform to the requirements of this section.

SEC. 833. NATIONAL COORDINATION AND OVERSIGHT OF DESIGNATED PILOT EXAMINERS.

(a) IN GENERAL.—The Administrator shall establish an office to provide oversight and facilitate national coordination of designated pilot examiners appointed under section 183.23 of title 14, Code of Federal Regulations.

(b) RESPONSIBILITIES.—The office described in subsection (a) shall be responsible for the following:

(1) Oversight of designated pilot examiners appointed under section 183.23 of title 14, Code of Federal Regulations.

(2) Coordinating with other offices, as appropriate, to support the standardization of policy, guidance, and regulations across the FAA pertaining to the selection, training, duties, and deployment of designated pilot examiners appointed under section 183.23 of title 14, Code of Federal Regulations, including evaluating the consistency by which such examiners apply Administration policies, orders, and guidance.

(3) Evaluating the consistency by which such examiners apply FAA policies, orders, and guidance.

(4) Coordinating placement and deployment of such examiners across regions based on demand for examinations from the pilot community.

(5) Developing a code of conduct for such examiners.

(6) Deploying a survey system to track the performance and merit of such examiners.

(7) Facilitating an industry partnership to create a formal mentorship program for such examiners.

(c) COORDINATION.—In carrying out the responsibilities listed in subsection (b), the Administrator shall ensure the office—

(1) coordinates on an ongoing basis with flight standards district offices, designated pilot examiner managing specialists, and aviation industry stakeholders, including representatives of the general aviation community; and

(2) considers whether to implement the final recommendations report issued by the Designated Pilot Examiner Reforms Working Group and accepted by the Aviation Rulemaking Advisory Committee on June 17, 2021.

(d) REPORT.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, and biennially thereafter through fiscal year 2028, the Administrator shall submit to the appropriate committees of Congress a report that evaluates the use of designated pilot examiners appointed under section 183.23 of title 14, Code of Federal Regulations (or any successor regulation), for testing, including both written and practical tests.

(2) CONTENTS.—The report under paragraph (1) shall include an analysis of—

(A) the methodology and rationale by which designated pilot examiners are deployed;

(B) with respect to the previous fiscal year, the average time an individual in each region must wait to schedule an appointment with a designated pilot examiner;

(C) with respect to the previous fiscal year, the estimated total time individuals in each region were forced to wait to schedule an appointment with a designated pilot examiner;

(D) the primary reasons and best ways to reduce wait times described in subparagraph (C);

(E) the number of tests conducted by designated pilot examiners;

(F) the number and percentage of available designated pilot examiners that perform such tests; and

(G) the average rate of retests, including of both written and practical tests.

SEC. 834. PART 135 PILOT SUPPLEMENTAL OXYGEN REQUIREMENT.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator shall issue a notice of proposed rulemaking concerning whether to revise the requirements under paragraphs (3) and (4) of section 135.89(b) of title 14, Code of Federal Regulations, to apply only to aircraft operating at altitudes above flight level 410.

(b) CONSIDERATIONS.—In issuing the notice of proposed rulemaking, the Administrator shall consider applicable safety data and risks, including in relation to applicable incidents and accidents, as well as the investigations and recommendations of the National Transportation Safety Board.

TITLE IX—NEW ENTRANTS AND AEROSPACE INNOVATION

Subtitle A—Unmanned Aircraft Systems

SEC. 901. DEFINITIONS.

Except as otherwise provided, the definitions contained in section 44801 of title 49, United States Code, apply to this subtitle.

SEC. 902. UNMANNED AIRCRAFT IN THE ARCTIC.

(a) IN GENERAL.—Section 44804 of title 49, United States Code, is amended—

(1) in the section heading by striking ''**SMALL UNMANNED**'' and inserting ''**UNMANNED**''; and

(2) by striking ''small'' each place it appears.

(b) CONFORMING AMENDMENT.—The analysis for chapter 448 of such title is amended by striking the item relating to section 44804 and inserting the following:

''44804. Unmanned aircraft in the Arctic.''.

SEC. 903. SMALL UAS SAFETY STANDARDS TECHNICAL CORRECTIONS.

Section 44805 of title 49, United States Code, is amended—

(1) in the section heading by striking ''**SMALL UNMANNED**'' and inserting ''**SMALL UNMANNED**'';

(2) in subsection (a)(2) by striking ''operation of small'' and inserting ''operation of a small'';

(3) in subsection (f) by striking ''subsection (h)'' and inserting ''subsection (f)'';

(4) in subsection (g)(3) by striking ''subsection (h)'' and inserting ''subsection (f)'';

(5) in subsection (i)(1) by striking ''subsection (h)'' and inserting ''subsection (f)''; and

(6) by redesignating subsection (e) through (j) as subsections (c) through (h), respectively.

SEC. 904. AIRPORT SAFETY AND AIRSPACE HAZARD MITIGATION AND ENFORCEMENT.

Section 44810 of title 49, United States Code, is amended—

(1) in subsection (c) by inserting '', and any other location the Administrator determines appropriate'' after ''Data''; and

(2) in subsection (h) by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

SEC. 905. RADAR DATA PILOT PROGRAM.

(a) SENSITIVE RADAR DATA FEED PILOT PROGRAM.—Not later than 270 days after the date of enactment of this Act, the Administrator, in coordination with the Secretary of Defense, and other heads of relevant Federal agencies, shall establish a pilot program to make airspace data feeds containing controlled unclassified information available to qualified users (as determined by the Administrator), consistent with subsection (b).

(b) AUTHORIZATION.—In carrying out subsection (a), the Administrator, in coordination with the Secretary of Defense and other heads of relevant Federal agencies, shall establish a process to authorize qualified users to receive airspace data feeds containing controlled unclassified information related to air traffic within the national airspace system and use such information in an agreed upon manner to—

(1) provide and enable—

(A) air traffic management services; and

(B) unmanned aircraft system traffic management services; or

(2) to test technologies that may enable or enhance the provision of the services described in paragraph (1).

(c) CONSULTATION.—In establishing the process described in subsection (b), the Administrator shall consult with representatives of the unmanned aircraft systems industry and related technical groups to identify an efficient, secure, and effective format and method for providing data described in this section.

(d) BRIEFING.—Not later than 90 days after establishing the pilot program under subsection (a), and annually thereafter through 2028, the Administrator shall brief the appropriate committees of Congress on the findings of the pilot program established under this section.

(e) SUNSET.—This section shall cease to be effective on October 1, 2028.

SEC. 906. ELECTRONIC CONSPICUITY STUDY.

(a) IN GENERAL.—The Comptroller General shall conduct a study of technologies and methods that may be used by operators of unmanned aircraft systems to detect and avoid manned aircraft that may lawfully operate below 500 feet above ground level and that are—

(1) not equipped with a transponder or automatic dependent surveillance-broadcast out equipment; or

(2) otherwise not electronically conspicuous.

(b) CONSULTATION.—In conducting the study required under subsection (a), the Comptroller General shall consult with—

(1) representatives of—

(A) unmanned aircraft systems manufacturers and operators;

(B) general aviation operators;

(C) agricultural aircraft operators;

(D) helicopter operators; and

(E) State and local governments; and

(2) any other stakeholder the Comptroller General determines appropriate.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall submit to the appropriate committees of Congress a report describing the results of such study.

SEC. 907. REMOTE IDENTIFICATION ALTERNATIVE MEANS OF COMPLIANCE.

(a) EVALUATION.—The Administrator shall review and evaluate the final rule of the FAA titled ''Remote Identification of Unmanned Aircraft'', issued on January 15, 2021 (86 Fed. Reg. 4390), to determine whether unmanned aircraft manufacturers and operators can meet the intent of such final rule through alternative means of compliance, including through network–based remote identification.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress a report on the results of the evaluation under subsection (a).

SEC. 908. PART 107 WAIVER IMPROVEMENTS.

(a) IN GENERAL.—The Administrator shall adopt a performance- and risk-based approach in reviewing requests for certificates of waiver under section 107.200 of title 14, Code of Federal Regulations.

(b) STANDARDIZATION OF WAIVER APPLICATION.—

(1) IN GENERAL.—In carrying out subsection (a), the Administrator shall improve the process to submit requests for certificates of waiver described in subsection (a).

(2) FORMAT.—In carrying out paragraph (1), the Administrator may not require the use of open-ended descriptive prompts that are required to be filled out by an applicant, except to provide applicants the ability to provide the FAA with information for an unusual or irregular operation.

(3) DATA.—

(A) IN GENERAL.—In carrying out paragraph (1), the Administrator shall leverage data gathered from previous requests for certificates of waivers.

(B) CONSIDERATIONS.—In carrying out subparagraph (A), the Administrator shall safely use—

(i) big data analytics; and

(ii) machine learning.

(c) CONSIDERATION OF PROPERTY ACCESS.—

(1) IN GENERAL.—In determining whether to issue a certificate of waiver under section 107.200 of title 14, Code of Federal Regulations, the Administrator shall—

(A) consider whether the waiver applicant has control over access to all real property on the ground within the area of operation; and

(B) recognize and account for the safety enhancements of such controlled access.

(2) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed to influence the extent to which the Administrator considers a lack of control over access to all real property on the ground within an area of operation as affecting the safety of an operation intended to be conducted under such certificate of waiver.

(d) PUBLIC AVAILABILITY OF WAIVERS.—

(1) IN GENERAL.—The Administrator shall publish all certificates of waiver issued under section 107.200 of title 14, Code of Federal Regulations, on the website of the FAA, including, with respect to each issued certificate of waiver—

(A) the terms, conditions, and limitations; and

(B) the class of airspace and any restrictions related to operating near airports or heliports.

(2) PUBLICATION.—In carrying out paragraph (1), the Administrator shall ensure that published information is made available in a manner that prevents inappropriate disclosure of proprietary information.

(e) PRECEDENTIAL USE OF PREVIOUSLY APPROVED WAIVERS.—

(1) WAIVER APPROVAL PRECEDENT.—If the Administrator determines, using criteria for a particular waiver, that an application for a certificate of waiver issued under section 107.200 of title 14, Code of Federal Regulations, is substantially similar (or is comprised of elements that are substantially similar) to an application for a certificate of waiver that the Administrator has previously approved, the Administrator may streamline, as appropriate, the approval of applications for such a particular waiver.

(2) RULE OF CONSTRUCTION.—Nothing in paragraph (1) shall be construed to preclude an applicant for a certificate of waiver from applying to modify a condition or remove a limitation of such certificate.

(f) MODIFICATION OF WAIVERS.—

(1) IN GENERAL.—The Administrator shall establish an expedited review process for a request to modify or renew certificates of waiver previously issued under section 107.200 of title 14, Code of Federal Regulations, as appropriate.

(2) USE OF REVIEW PROCESS.—The review process established under paragraph (1) shall be used to modify or renew certificates of waiver that cover operations that are substantially similar in all material facts to operations covered under a previously issued certificate of waiver.

SEC. 909. ENVIRONMENTAL REVIEW AND NOISE CERTIFICATION.

(a) NATIONAL ENVIRONMENTAL POLICY ACT GUIDANCE.—Not later than 180 days after the date of enactment of this Act, the Administrator shall publish unmanned aircraft system-specific environmental review guidance and implementation procedures and, thereafter, revise such guidance and procedures as appropriate to carry out the requirements of this section.

(b) PRIORITIZATION.—The guidance and procedures established by the Administrator under subsection (a) shall include processes that allow for the prioritization of project applications and activities that—

(1) offset or limit the impacts of non-zero emission activities;

(2) offset or limit the release of environmental pollutants to soil or water; or

(3) demonstrate other factors that benefit human safety or the environment, as determined by the Administrator.

(c) PROGRAMMATIC LEVEL APPROACH TO NEPA REVIEW.—Not later than 180 days after the date of enactment of this Act, the Administrator shall examine and integrate programmatic-level approaches to the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) by which the Administrator can—

(1) leverage an environmental review for unmanned aircraft operations within a defined geographic region, including within and over commercial sites, industrial sites, or other sites closed or restricted to the public; and

(2) leverage an environmental assessment or environmental impact statement for nationwide programmatic approaches for large scale distributed unmanned aircraft operations.

(d) DEVELOPING 1 OR MORE CATEGORICAL EXCLUSIONS.—

(1) IN GENERAL.—The Administrator shall engage in periodic consultations with the Council on Environmental Quality to identify actions that are appropriate for a new categorical exclusion and shall incorporate such actions in FAA Order 1050.1F (or successor order) as considered appropriate by the Administrator to more easily allow for safe commercial operations of unmanned aircraft.

(2) PRIOR OPERATIONS.—The Administrator shall review existing categorical exclusions for applicability to unmanned aircraft operations in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and subchapter A of chapter V of title 40, Code of Federal Regulations.

(e) BRIEFING.—Not later than 90 days after the date of enactment of this Act, the Administrator shall brief the appropriate committees of Congress on the plan of the Administrator to implement subsection (a).

(f) NONAPPLICATION OF NOISE CERTIFICATION REQUIREMENTS PENDING STANDARDS DEVELOPMENT.—

(1) IN GENERAL.—Notwithstanding the requirements of section 44715 of title 49, United States Code, the Administrator shall—

(A) waive the determination of compliance with part 36 of title 14, Code of Federal Regulations, for an applicant seeking unmanned aircraft type and airworthiness certifications; and

(B) not deny, withhold, or delay such certifications due to the absence of a noise certification basis under such part, if the Administrator has developed appropriate noise measurement procedures for unmanned aircraft and the Administrator has received from the applicant the noise measurement results based on such procedures.

(2) DURATION.—The nonapplication of the noise certification requirements under paragraph (1) shall continue until the Administrator finalizes the noise certification requirements for unmanned aircraft in part 36 of title 14, Code of Federal Regulations, or another part of title 14 of such Code, as required under paragraph (3).

(3) ASSOCIATED UAS CERTIFICATION STANDARDS.—

(A) DEVELOPMENT OF CRITERIA.—Not later than 18 months after the date of enactment of this Act, the Administrator shall develop and establish substantive criteria and standard metrics to determine whether to approve an unmanned aircraft pursuant to part 36 of title 14, Code of Federal Regulations.

(B) SUBSTANTIVE CRITERIA AND STANDARD METRICS.—In establishing the substantive criteria and standard metrics under subparagraph (A), the Administrator shall include criteria and metrics related to the noise impacts of an unmanned aircraft.

(C) PUBLICATION.—The Administrator shall publish in the Federal Register and post on the website of the FAA the criteria and metrics established under subparagraph (A).

(g) CONCURRENT REVIEWS.—If the Administrator determines that the design, construction, maintenance and operational sustainability, airworthiness approval, or operational approval of an unmanned aircraft require environmental assessments, including under the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), the Administrator shall, to the maximum extent practicable, conduct such reviews and analyses concurrently.

(h) THIRD-PARTY SUPPORT.—In implementing subsection (a), the Administrator shall allow for the engagement of approved specialized third parties, as appropriate, to

support an applicant's preparation of, or the Administration's preparation and review of, documentation relating to the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) to ensure streamlined timelines for complex reviews.

(i) RULE OF CONSTRUCTION.—Nothing in this section shall be construed as prohibiting, restricting, or otherwise limiting the authority of the Administrator from implementing or complying with the requirements of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and any related requirements to ensure the protection of the environment and aviation safety.

SEC. 910. UNMANNED AIRCRAFT SYSTEM USE IN WILDFIRE RESPONSE.

(a) UNMANNED AIRCRAFT SYSTEMS IN WILDFIRE RESPONSE.—

(1) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Administrator, in coordination with the Chief of the Forest Service, the Administrator of the National Aeronautics and Space Administration, and any other Federal entity (or a contracted unmanned aircraft system operator of a Federal entity) the Administrator considers appropriate, shall develop a plan for the use of unmanned aircraft systems by public entities in wildfire response efforts, including wildfire detection, mitigation, and suppression.

(2) PLAN CONTENTS.—The plan developed under paragraph (1) shall include recommendations to—

(A) identify and designate areas of public land with high potential for wildfires in which public entities may conduct unmanned aircraft system operations beyond visual line of sight as part of wildfire response efforts, including wildfire detection, mitigation, and suppression;

(B) develop a process to facilitate the safe and efficient operation of unmanned aircraft systems beyond the visual line of sight in wildfire response efforts in areas designated under subparagraph (A), including a waiver process under section 91.113 or section 107.31 of title 14, Code of Federal Regulations, for public entities that use unmanned aircraft systems for aerial wildfire detection, mitigation, and suppression; and

(C) improve coordination between the relevant Federal agencies and public entities on the use of unmanned aircraft systems in wildfire response efforts.

(3) PLAN SUBMISSION.—Upon completion of the plan under paragraph (1), the Administrator shall submit such plan to, and provide a briefing for, the appropriate committees of Congress and the Committee on Science, Space, and Technology of the House of Representatives.

(4) PUBLICATION.—Upon submission of the plan under paragraph (1), the Administrator shall publish such plan on a publicly available website of the FAA.

(b) APPLICABILITY.—The plan developed under this section shall cover only unmanned aircraft systems that are—

(1) operated by, or on behalf of, a public entity;

(2) operated in airspace covered by a wildfire-related temporary flight restriction under section 91.137 of title 14, Code of Federal Regulations; and

(3) under the operational control of, or otherwise are being operationally coordinated by, an authorized aviation coordinator responsible for coordinating disaster response aircraft within the airspace covered by such temporary flight restriction.

(c) INTERAGENCY COORDINATION.—Not later than 180 days after the date of enactment of this Act, the Administrator shall seek to enter into the necessary agreements to provide a liaison of the Administration to the National Interagency Fire Center to facilitate the implementation of the plan developed under this section and the use of manned and unmanned aircraft in wildfire response efforts, including wildfire detection, mitigation, and suppression.

(d) SAVINGS CLAUSE.—Nothing in this section shall be construed to confer upon the Administrator the authorities of the Administrator of the Federal Emergency Management Agency under section 611 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5196).

(e) DEFINITIONS.—In this section:

(1) PUBLIC ENTITY.—The term ''public entity'' means—

(A) a Federal agency;

(B) a State government;

(C) a local government;

(D) a Tribal Government; and

(E) a territorial government.

(2) PUBLIC LAND.—The term ''public land'' has the meaning given such term in section 205 of the Sikes Act (16 U.S.C. 670k).

(3) WILDFIRE.—The term ''wildfire'' has the meaning given that term in section 2 of the Emergency Wildfire Suppression Act (42 U.S.C. 1856m).

SEC. 911. PILOT PROGRAM FOR UAS INSPECTIONS OF FAA INFRASTRUCTURE.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Secretary shall initiate a pilot program to supplement inspection and oversight activities of the Department of Transportation with unmanned aircraft systems to increase employee safety, enhance data collection, increase the accuracy of inspections, reduce costs, and for other purposes the Secretary considers to be appropriate.

(b) GROUND-BASED AVIATION INFRASTRUCTURE.—In participating in the program under subsection (a), the Administrator shall evaluate the use of unmanned aircraft systems to inspect ground-based aviation infrastructure that may require visual inspection in hard-to-reach areas, including—

(1) navigational aids;

(2) air traffic control towers;

(3) radar facilities;

(4) communication facilities; and

(5) other air traffic control facilities.

(c) COORDINATION.—In carrying out subsection (b), the Administrator shall consult with the labor union certified under section 7111 of title 5, United States Code, to represent personnel responsible for the inspection of the ground-based aviation infrastructure.

(d) BRIEFING.—Not later than 2 years after the date of enactment of this Act, and annually thereafter until the termination of the pilot program under this section, the Secretary shall provide to the appropriate committees of Congress a briefing on the status and results of the pilot program established under subsection (a), including—

(1) cost savings;

(2) a description of how unmanned aircraft systems were used to supplement existing inspection, data collection, or oversight activities of Department employees, including the number of operations and types of activities performed;

(3) efficiency or safety improvements, if any, associated with the use of unmanned aircraft systems to supplement conventional inspection, data collection, or oversight activities;

(4) the fleet of unmanned aircraft systems maintained by the Department for the program, or an overview of the services used as part of the pilot program; and

(5) recommendations for improving the use or efficacy of unmanned aircraft systems to supplement the Department's inspection, data collection, or oversight activities.

(e) SUNSET AND INCORPORATION INTO STANDARD PRACTICE.—

(1) SUNSET.—The pilot program established under subsection (a) and the briefing requirement under subsection (d) shall terminate on the date that is 4 years after the date of enactment of this Act.

(2) INCORPORATION INTO STANDARD PRACTICE.—Upon termination of the pilot program under this section, the Secretary shall assess the results and determine whether to permanently incorporate the use of unmanned aircraft systems into the regular inspection, data collection, and oversight activities of the Department.

(3) REPORT TO CONGRESS.—Not later than 9 months after the termination of the pilot program under paragraph (1), the Secretary shall submit to the appropriate committees of Congress a report on the final results of the pilot program and the actions taken by the Administrator under paragraph (2).

SEC. 912. DRONE INFRASTRUCTURE INSPECTION GRANT PROGRAM.

(a) AUTHORITY.—Not later than 270 days after the date of enactment of this Act, the Secretary shall establish an unmanned aircraft system infrastructure inspection grant program to provide grants to governmental entities to facilitate the use of small unmanned aircraft systems to support more efficient inspection, operation, construction, maintenance, and repair of an element of critical infrastructure to improve worker safety related to projects.

(b) USE OF GRANT AMOUNTS.—A governmental entity may use a grant provided under this section to—

(1) purchase or lease small unmanned aircraft systems;

(2) support the operational capabilities of small unmanned aircraft systems used by the governmental entity;

(3) contract for services performed using a small unmanned aircraft system in circumstances in which the governmental entity does not have the resources or expertise to safely carry out or assist in carrying out the activities described under subsection (a); and

(4) support the program management capability of the governmental entity to use or contract the use of a small unmanned aircraft system, as described in paragraph (3).

(c) APPLICATION.—To be eligible to receive a grant under this section, a governmental entity shall submit to the Secretary an application at such time, in such form, and containing such information as the Secretary may require, including an assurance that the governmental entity or any contractor of the governmental entity, will comply with relevant Federal regulations.

(d) SELECTION OF APPLICANTS.—In selecting an application for a grant under this section, the Secretary shall prioritize applications that propose to—

(1) carry out a project in a variety of communities, including urban, suburban, rural, Tribal, or any other type of community; and

(2) address a safety risk in the inspection, operation, construction, maintenance, or repair of an element of critical infrastructure.

(e) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to interfere with an agreement between a governmental entity and a labor union, including the requirements of section 5333(b) of title 49, United States Code.

(f) REPORT TO CONGRESS.—Not later than 2 years after the first grant is provided under this section, the Secretary shall submit to the appropriate committees of Congress a report that evaluates the program carried out under this section that includes—

(1) a description of the number of grants provided under this section;

(2) the amount of each grant provided under this section;

(3) the activities carried out with a grant provided under this section; and

(4) the effectiveness of such activities in meeting the objectives described in subsection (a).

(g) FUNDING.—

(1) FEDERAL SHARE.—

(A) IN GENERAL.—Except as provided in subparagraph (B), the Federal share of the cost of a project carried out using a grant provided under this section shall not exceed 50 percent of the total project cost.

(B) WAIVER.—The Secretary may increase the Federal share under subparagraph (A) to up to 75 percent for a project carried out using a grant provided under this section by a governmental entity if such entity—

(i) submits a written application to the Secretary requesting an increase in the Federal share; and

(ii) demonstrates that the additional assistance is necessary to facilitate the acceptance and full use of a grant under this section, such as alleviating economic hardship, meeting additional workforce needs, or any other uses that the Secretary determines to be appropriate.

(2) AUTHORIZATION OF APPROPRIATIONS.—Out of amounts authorized to be appropriated under section 106(k) of title 49, United States Code, the following amounts are authorized to carry out this section:

(A) $12,000,000 for fiscal year 2025.

(B) $12,000,000 for fiscal year 2026.

(C) $12,000,000 for fiscal year 2027.

(D) $12,000,000 for fiscal year 2028.

(h) DEFINITIONS.—In this section:

(1) CRITICAL INFRASTRUCTURE.—The term ''critical infrastructure'' has the meaning given such term in subsection (e) of the Critical Infrastructures Protection Act of 2001 (42 U.S.C. 5195c(e)).

(2) ELEMENT OF CRITICAL INFRASTRUCTURE.—The term ''element of critical infrastructure'' means a critical infrastructure facility or asset, including public bridges, tunnels, roads, highways, dams, electric grid, water infrastructure, communication systems, pipelines, or other related facilities or assets, as determined by the Secretary.

(3) GOVERNMENTAL ENTITY.—The term ''governmental entity'' means—

(A) a State, the District of Columbia, the Commonwealth of Puerto Rico, a territory of the United States, or a political subdivision thereof;

(B) a unit of local government;

(C) a Tribal government;

(D) a metropolitan planning organization; or

(E) a consortia of more than 1 of the entities described in subparagraphs (A) through (D).

(4) PROJECT.—The term ''project'' means a project for the inspection, operation, construction, maintenance, or repair of an element of critical infrastructure, including mitigating environmental hazards to such infrastructure.

SEC. 913. DRONE EDUCATION AND WORKFORCE TRAINING GRANT PROGRAM.

(a) AUTHORITY.—Not later than 180 days after the date of enactment of this Act, the Secretary of Transportation shall establish a drone education and training grant program to make grants to educational institutions for workforce training for small unmanned aircraft systems.

(b) USE OF GRANT AMOUNTS.—Amounts from a grant under this section shall be used in furtherance of activities authorized under section 631 and 632 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note).

(c) ELIGIBILITY.—To be eligible to receive a grant under this section, an educational institution shall submit an application to the Secretary at such time, in such form, and containing such information as the Secretary may require.

(d) AUTHORIZATION OF APPROPRIATIONS.—Out of amounts authorized to be appropriated under section 106(k) of title 49, United States Code, the Secretary shall make available to carry out this section $5,000,000 for each of fiscal years 2025 through 2028.

(e) EDUCATIONAL INSTITUTION DEFINED.—In this section, the term ''educational institution'' means an institution of higher education (as such term is defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)) that participates in a program authorized under sections 631 and 632 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note).

SEC. 914. DRONE WORKFORCE TRAINING PROGRAM STUDY.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Comptroller General shall initiate a study of the effectiveness of the Unmanned Aircraft Systems Collegiate Training Initiative established under section 632 of the FAA Reauthorization Act 2018 (49 U.S.C. 40101 note).

(b) REPORT.—Upon completion of the study under subsection (a), the Comptroller General shall submit to the appropriate committees of Congress a report describing—

(1) the findings of such study; and

(2) any recommendations to improve the Unmanned Aircraft Systems Collegiate Training Initiative.

SEC. 915. TERMINATION OF ADVANCED AVIATION ADVISORY COMMITTEE.

The Secretary may not renew the charter of the Advanced Aviation Advisory Committee (chartered by the Secretary on June 10, 2022).

SEC. 916. UNMANNED AND AUTONOMOUS FLIGHT ADVISORY COMMITTEE.

(a) IN GENERAL.—Not later than 1 year after the termination of the Advanced Aviation Advisory Committee pursuant to section 915, the Administrator shall establish an Unmanned and Autonomous Flight Advisory Committee (in this section referred to as the ''Advisory Committee'').

(b) DUTIES.—The Advisory Committee shall provide the Administrator advice on policy- and technical-level issues related to unmanned and autonomous aviation operations and activities, including, at a minimum, the following:

(1) The safe integration of unmanned aircraft systems and autonomous flight operations into the national airspace system, including feedback on—

(A) the certification and operational standards of highly automated aircraft, unmanned aircraft, and associated elements of such aircraft;

(B) coordination of procedures for operations in controlled and uncontrolled airspace; and

(C) communication protocols.

(2) The use cases of unmanned aircraft systems, including evaluating and assessing the potential benefits of using unmanned aircraft systems.

(3) The development of processes and methodologies to address safety concerns related to the operation of unmanned aircraft systems, including risk assessments and mitigation strategies.

(4) Unmanned aircraft system training, education, and workforce development programs, including evaluating aeronautical knowledge gaps in the unmanned aircraft system workforce, assessing the workforce needs of unmanned aircraft system operations, and establishing a strong pipeline to ensure a robust unmanned aircraft system workforce.

(5) The analysis of unmanned aircraft system data and trends.

(6) Unmanned aircraft system infrastructure, including the use of existing aviation infrastructure and the development of necessary infrastructure.

(c) MEMBERSHIP.—

(1) IN GENERAL.—The Advisory Committee shall be composed of not more than 12 members.

(2) REPRESENTATIVES.—The Advisory Committee shall include at least 1 representative of each of the following:

(A) Commercial operators of unmanned aircraft systems.

(B) Unmanned aircraft system manufacturers.

(C) Counter-UAS manufacturers.

(D) FAA-approved unmanned aircraft system service suppliers.

(E) Unmanned aircraft system test ranges under section 44803 of title 49, United States Code.

(F) An unmanned aircraft system physical infrastructure network provider.

(G) Community advocates.

(H) Certified labor organizations representing commercial airline pilots, air traffic control specialists employed by the Administration, certified aircraft maintenance technicians, certified aircraft dispatchers, or aviation safety inspectors.

(I) Academia or a relevant research organization.

(3) OBSERVERS.—The Administrator may invite appropriate representatives of other Federal agencies to observe or provide input on the work of the Advisory Committee, but shall not allow such representatives to participate in any decision-making of the Advisory Committee.

(d) REPORTING.—

(1) IN GENERAL.—The Advisory Committee shall submit to the Administrator an annual report of the activities, findings, and recommendations of the Committee.

(2) CONGRESSIONAL REPORTING.—The Administrator shall submit to the appropriate committees of Congress the reports required under paragraph (1).

(e) PROHIBITION.—The Administrator may not task the Advisory Committee established under this section with a review or the development of recommendations relating to operations conducted under part 121 of title 14, Code of Federal Regulations.

SEC. 917. NEXTGEN ADVISORY COMMITTEE MEMBERSHIP EXPANSION.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary shall take such actions as may be necessary to expand the membership of the NextGen Advisory Committee (chartered by the Secretary on June 15, 2022) to include 1 representative from the unmanned aircraft system industry and 1 representative from the powered-lift industry.

(b) QUALIFICATIONS.—The representatives required under subsection (a) shall have the following qualifications, as applicable:

(1) Demonstrated expertise in the design, manufacturing, or operation of unmanned aircraft systems and powered-lift aircraft.

(2) Demonstrated experience in the development or implementation of unmanned aircraft system and powered-lift aircraft policies and procedures.

(3) Demonstrated commitment to advancing the safe integration of unmanned aircraft systems and powered-lift aircraft into the national airspace system.

SEC. 918. INTERAGENCY COORDINATION.

(a) SENSE OF CONGRESS.—It is the sense of Congress that—

(1) the purpose of the joint Department of Defense-Federal Aviation Administration executive committee (in this section referred to as the ''Executive Committee'') on conflict and dispute resolution as described in section 1036(b) of the Duncan Hunter National Defense Authorization Act for Fiscal Year 2009 (Public Law 110–417) is to resolve disputes on the matters of policy and procedures between the Department of Defense

and the Federal Aviation Administration relating to airspace, aircraft certifications, aircrew training, and other issues, including the access of unmanned aerial systems of the Department of Defense to the national airspace system;

(2) by mutual agreement of Executive Committee leadership, operating with the best of intentions, the current scope of activities and membership of the Executive Committee has exceeded the original intent of, and tasking to, the Executive Committee; and

(3) the expansion described in paragraph (2) has resulted in an imbalance in the oversight of certain Federal entities in matters concerning civil aviation safety and security.

(b) CHARTER.—

(1) CHARTER REVISION.—Not later than 45 days after the date of enactment of this Act, the Administrator shall seek to revise the charter of the Executive Committee to reflect the scope, objectives, membership, and activities described in section 1036(b) of the Duncan Hunter National Defense Authorization Act for Fiscal Year 2009 (Public Law 110–417) in order to achieve the increasing, and ultimately routine, access of unmanned aircraft systems of the Department of Defense into the national airspace system.

(2) SUNSET.—Not earlier than 2 years after the date of enactment of this Act, the Administrator shall seek to sunset the activities of the Executive Committee by joint agreement of the Administrator and the Secretary of Defense.

SEC. 919. REVIEW OF REGULATIONS TO ENABLE UNESCORTED UAS OPERATIONS.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Administrator shall, in coordination with the Secretary of Defense, conduct a review of the requirements necessary to permit unmanned aircraft systems (excluding small unmanned aircraft systems) operated by a Federal agency or armed forces (as such term is defined in section 101 of title 10, United States Code) to be operated in the national airspace system, including outside of restricted airspace, without being escorted by a manned aircraft.

(b) REPORT.—Not later than 2 years after the completion of the review under subsection (a), the Administrator shall submit to the appropriate committees of Congress a report on the results of the review, including any recommended regulatory and statutory changes to enable the operations described under subsection (a).

SEC. 920. EXTENSION OF BEYOND PROGRAM.

(a) FAA BEYOND PROGRAM EXTENSION.—The Administrator shall extend the BEYOND program of the FAA as in effect on the day before the date of enactment of this Act (in this section referred to as the ''Program'') and the existing agreements with State, local, and Tribal governments entered into under the Program until the date on which the Administrator determines the Program is no longer necessary or useful.

(b) FAA BEYOND PROGRAM EXPANSION.—

(1) IN GENERAL.—The Administrator shall consider expanding the Program to include additional State, local, and Tribal governments to test and evaluate the use of new and emerging aviation concepts and technologies to evaluate and inform FAA policies, rulemaking, and guidance related to the safe integration of such concepts and technologies into the national airspace system.

(2) SCOPE.—If the Administrator determines the Program should be expanded, the Administrator shall address additional factors in the Program, including—

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

(B) operations of such systems and technologies, including beyond visual line of sight; and

(C) the societal and economic impacts of such operations.

(3) ADDITIONAL WAIVER AUTHORITY.—In carrying out an expansion of the Program, the Administrator may waive the requirements of section 44711 of title 49, United States Code, including related regulations, under any BEYOND program agreement to the extent consistent with aviation safety.

SEC. 921. UAS INTEGRATION STRATEGY.

(a) IN GENERAL.—The Administrator shall implement the recommendations made by—

(1) the Comptroller General to the Secretary contained in the report of the Government Accountability Office titled ''Drones: FAA Should Improve Its Approach to Integrating Drones into the National Airspace System'', issued in January 2023 (GAO–23–105189); and

(2) the inspector general of the Department of Transportation to the Administrator contained in the audit report of the inspector general titled ''FAA Made Progress Through Its UAS Integration Pilot Program, but FAA and Industry Challenges Remain To Achieve Full UAS Integration'', issued in April 2022 (Project ID: AV2022027).

(b) BRIEFING.—Not later than 12 months after the date of enactment of this Act, and annually thereafter through 2028, the Administrator shall provide a briefing to the appropriate committees of Congress that—

(1) provides a status update on the—

(A) implementation of the recommendations described in subsection (a);

(B) implementation of statutory provisions related to unmanned aircraft system integration under subtitle B of title III of division B of the FAA Reauthorization Act of 2018 (Public Law 115–254); and

(C) actions taken by the Administrator to implement recommendations related to safe integration of unmanned aircraft systems into the national airspace system included in aviation rulemaking committee reports published after the date of enactment of the FAA Reauthorization Act of 2018 (Public Law 115–254);

(2) provides a description of steps taken to achieve the safe integration of such systems into the national airspace system, including milestones and performance metrics to track results;

(3) provides the costs of executing the integration described in paragraph (2), including any estimates of future Federal resources or investments required to complete such integration; and

(4) identifies any regulatory or policy changes required to execute the integration described in paragraph (2).

SEC. 922. EXTENSION OF KNOW BEFORE YOU FLY CAMPAIGN.

Section 356 of the FAA Reauthorization Act of 2018 (Public Law 115–254) is amended by striking ''2019 through 2023'' and inserting ''2024 through 2028''.

SEC. 923. PUBLIC AIRCRAFT DEFINITION.

Section 40125(a)(2) of title 49, United States Code, is amended—

(1) by striking ''research, or'' and inserting ''research,''; and

(2) by inserting ''(including data collection on civil aviation systems undergoing research, development, test, or evaluation at a test range (as such term is defined in section 44801)), infrastructure inspections, or any other activity undertaken by a governmental entity that the Administrator determines is inherently governmental'' after ''biological or geological resource management''.

SEC. 924. FAA COMPREHENSIVE PLAN ON UAS AUTOMATION.

(a) COMPREHENSIVE PLAN.—The Administrator shall establish a comprehensive plan for the integration of autonomous unmanned aircraft systems into the national airspace system.

(b) COMPREHENSIVE PLAN CONTENTS.—In establishing the comprehensive plan under subsection (a), the Administrator shall—

(1) identify FAA processes and regulations that need to change to accommodate the increasingly automated role of a remote operator of an unmanned aircraft system; and

(2) identify how the Administrator intends to authorize operations ranging from low risk automated operations to increasingly complex automated operations of such systems.

(c) COORDINATION.—In establishing the comprehensive plan under subsection (a), the Administrator shall consult with—

(1) the National Aeronautics and Space Administration;

(2) the Department of Defense;

(3) manufacturers of autonomous unmanned aircraft systems;

(4) operators of autonomous unmanned aircraft systems; and

(5) other stakeholders with knowledge of automation in aviation, the human-computer interface, and aviation safety, as determined appropriate by the Administrator.

(d) SUBMISSION.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the appropriate committees of Congress, the subcommittee on Transportation, Housing and Urban Development, and Related Agencies of the Committee on Appropriations of the Senate and the subcommittee on Transportation, Housing and Urban Development, and Related Agencies of the Committee on Appropriations of the House of Representatives the plan established under subsection (a).

SEC. 925. UAS TEST RANGES.

(a) IN GENERAL.—Chapter 448 of title 49, United States Code, is amended by striking section 44803 and inserting the following:

''§ 44803. Unmanned aircraft system test ranges

''(a) TEST RANGES.—

''(1) IN GENERAL.—The Administrator of the Federal Aviation Administration shall carry out and update, as appropriate, a program for the use of unmanned aircraft system (in this section referred to as UAS) test ranges to—

''(A) enable a broad variety of development, testing, and evaluation activities related to UAS and associated technologies; and

''(B) the extent consistent with aviation safety and efficiency, support the safe integration of unmanned aircraft systems into the national airspace system.

''(2) DESIGNATIONS.—

''(A) EXISTING TEST RANGES.—Test ranges designated under this section shall include the 7 test ranges established under the following:

''(i) Section 332(c) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note), as in effect on the day before the date of enactment of the FAA Reauthorization Act of 2018 (Public Law 115–254).

''(ii) Any other test ranges designated pursuant to the amendment made by section 2201(b) of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 40101 note) after the date of enactment of such Act.

''(B) NEW TEST RANGES.—If the Administrator finds that it is in the best interest of enabling safe UAS integration into the national airspace system, the Administrator may select and designate as a test range under this section up to 2 additional test

ranges in accordance with the requirements of this section through a competitive selection process.

''(C) LIMITATION.—Not more than 9 test ranges designated under this section shall be part of the program established under this section at any given time.

''(3) ELIGIBILITY.—Test ranges selected by the Administrator pursuant to (2)(B) shall—

''(A) be an instrumentality of a State, local, Tribal, or territorial government or other public entity;

''(B) be approved by the chief executive officer of the State, local, territorial, or Tribal government for the principal place of business of the applicant, prior to seeking designation by the Administrator;

''(C) undertake and ensure testing and evaluation of innovative concepts, technologies, and operations that will offer new safety benefits, including developing and retaining an advanced aviation industrial base within the United States; and

''(D) meet any other requirements established by the Administrator.

''(b) AIRSPACE REQUIREMENTS.—

''(1) IN GENERAL.—In carrying out the program under subsection (a), the Administrator may establish, upon the request of a test range sponsor designated by the Administrator under subsection (a), a restricted area, special use airspace, or other similar type of airspace pursuant to part 73 of title 14, Code of Federal Regulations, for purposes of—

''(A) accommodating hazardous development, testing, and evaluation activities to inform the safe integration of unmanned aircraft systems into the national airspace system; or

''(B) other activities authorized by the Administrator pursuant to subsection (f).

''(2) NEPA REVIEW.—The Administrator may require that each test range sponsor designated by the Administrator under subsection (a) provide a draft environmental review consistent with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), subject to the supervision of and adoption by the Administrator, with respect to any request for the establishment of a restricted area, special use airspace, or other similar type of airspace under this subsection.

''(3) INACTIVE RESTRICTED AREA OR SPECIAL USE AIRSPACE.—

''(A) IN GENERAL.—In the event a restricted area, special use airspace, or other similar type of airspace established under paragraph (1) is not needed to meet the needs of the using agency (as described in subparagraph (B)), any related airspace restrictions, limitations, or designations shall be inactive.

''(B) USING AGENCY.—For purposes of this subsection, a test range sponsor designated by the Administrator under subsection (a) shall be considered the using agency with respect to a restricted area established by the Administrator under this subsection.

''(4) APPROVAL AUTHORITY.—The Administrator shall have the authority to approve access by a participating or nonparticipating operator to a test range or restricted area, special use airspace, or other similar type of airspace established by the Administrator under this subsection.

''(c) PROGRAM REQUIREMENTS.—In carrying out the program under subsection (a), the Administrator—

''(1) may develop operational standards and air traffic requirements for flight operations at test ranges;

''(2) shall coordinate with, and leverage the resources of, the Administrator of the National Aeronautics and Space Administration and other relevant Federal agencies, as determined appropriate by the Administrator;

''(3) shall address both civil and public aircraft operations;

''(4) shall provide for verification of the safety of flight systems and related navigation procedures as such systems and procedures relate to the continued development of regulations and standards for integration of unmanned aircraft systems into the national airspace system;

''(5) shall engage test range sponsors, as necessary and with available resources, in projects for development, testing, and evaluation of flight systems, including activities conducted pursuant to section 1042 of the FAA Reauthorization Act of 2024, to facilitate the development of regulations and the validation of standards by the Administrator for the safe integration of unmanned aircraft systems into the national airspace system, which may include activities related to—

''(A) developing and enforcing geographic and altitude limitations;

''(B) providing for alerts regarding any hazards or limitations on flight, including prohibition on flight, as necessary;

''(C) developing or validating sense and avoid capabilities;

''(D) developing or validating technology to support communications, navigation, and surveillance;

''(E) testing or validating operational concepts and technologies related to beyond visual line of sight operations, autonomous operations, nighttime operations, operations over people, operations involving multiple unmanned aircraft systems by a single pilot or operator, and unmanned aircraft systems traffic management capabilities or services;

''(F) improving privacy protections through the use of advances in unmanned aircraft systems;

''(G) conducting counter-UAS testing capabilities, with the approval of the Administrator; and

''(H) other relevant topics for which development, testing or evaluation are needed;

''(6) shall develop data sharing and collection requirements for test ranges to support the unmanned aircraft systems integration efforts of the Administration and coordinate periodically with all test range sponsors to ensure the test range sponsors know—

''(A) what data should be collected;

''(B) how data can be de-identified to flow more readily to the Administration;

''(C) what procedures should be followed; and

''(D) what development, testing, and evaluation would advance efforts to safely integrate unmanned aircraft systems into the national airspace system;

''(7) shall allow test range sponsors to receive Federal funding, including in-kind contributions, other than from the Federal Aviation Administration, in furtherance of research, development, testing, and evaluation objectives; and

''(8) shall use modeling and simulation tools to assist in the testing, evaluation, verification, and validation of unmanned aircraft systems.

''(d) EXEMPTION.—Except as provided in subsection (f), the requirements of section 44711, including any related implementing regulations, shall not apply to persons approved by the test range sponsor for operation at a test range designated by the Administrator under this section.

''(e) RESPONSIBILITIES OF TEST RANGE SPONSORS.—The sponsor of each test range designated by the Administrator under subsection (a) shall—

''(1) provide access to all interested private and public entities seeking to carry out research, development, testing and evaluation activities at the test range designated pursuant to this section, to the greatest extent practicable, consistent with safety and any operating procedures established by the test range sponsor, including access by small business concerns (as such term is defined in section 3 of the Small Business Act (15 U.S.C. 632));

''(2) ensure all activities remain within the geographical boundaries and altitude limitations established for any restricted area, special use airspace, or other similar type of airspace covering the test range;

''(3) ensure no activity is conducted at the designated test range in a careless or reckless manner;

''(4) establish safe operating procedures for all operators approved for activities at the test range, including provisions for maintaining operational control and ensuring protection of persons and property on the ground, subject to approval by the Administrator;

''(5) exercise direct oversight of all operations conducted at the test range;

''(6) consult with the Administrator on the nature of planned activities at the test range and whether temporary segregation of the airspace is required to contain such activities consistent with aviation safety;

''(7) protect proprietary technology, sensitive data, or sensitive research of any civil or private entity when using the test range;

''(8) maintain detailed records of all ongoing and completed activities conducted at the test range and all operators conducting such activities, for inspection by, and reporting to, the Administrator, as required by agreement between the Administrator and the test range sponsor;

''(9) make all original records available for inspection upon request by the Administrator; and

''(10) provide recommendations, on a quarterly basis until the program terminates, to the Administrator to further enable public and private development, testing, and evaluation activities at the test ranges to contribute to the safe integration of unmanned aircraft systems into the national airspace system.

''(f) TESTING.—

''(1) IN GENERAL.—The Administrator may authorize a sponsor of a test range designated under subsection (a) to host research, development, testing, and evaluation activities, including activities conducted pursuant to section 1042 of the FAA Reauthorization Act of 2024, as appropriate, other than activities directly related to the integration of unmanned aircraft systems into the national airspace system, so long as the activity is necessary to inform the development of regulations, standards, or policy for integrating new types of flight systems into the national airspace system.

''(2) WAIVER.— In carrying out this section, the Administrator may waive the requirements of section 44711 (including any related implementing regulations) to the extent the Administrator determines such waiver is consistent with aviation safety.

''(g) COLLABORATIVE RESEARCH AND DEVELOPMENT AGREEMENTS.—The Administrator may use the transaction authority under section 106(l)(6), including in coordination with the Center of Excellence for Unmanned Aircraft Systems, to enter into collaborative research and development agreements or to direct research, development, testing, and evaluation related to unmanned aircraft systems, including activities conducted pursuant to section 1042 of the FAA Reauthorization Act of 2024, as appropriate, at any test range designated under subsection (a).

''(h) AUTHORIZATION OF APPROPRIATIONS.—

''(1) ESTABLISHMENT.—Out of amounts authorized to be appropriated under section 106(k), $6,000,000 for each of fiscal years 2025 through 2028, shall be available to the Administrator for the purposes of—

''(A) providing matching funds to commercial entities that contract with a UAS test range to demonstrate or validate technologies that the FAA considers essential to the safe integration of UAS into the national airspace system; and

''(B) supporting or performing such demonstration and validation activities described in subparagraph (A) at a test range designated under the section.

''(2) DISBURSEMENT.—Funding provided under this subsection shall be divided evenly among all UAS test ranges designated under this section, for the purpose of providing matching funds to commercial entities described in paragraph (1) and available until expended.

''(i) TERMINATION.—The program under this section shall terminate on September 30, 2028.''.

(b) CONFORMING AMENDMENTS.—

(1) CONFORMING AMENDMENT.—Section 44801(10) of title 49, United States Code, is amended by striking ''any of the 6 test ranges established by the Administrator under section 332(c) of the FAA Modernization and Reform Act of 2012 (49 U.S.C. 40101 note), as in effect on the day before the date of enactment of the FAA Reauthorization Act of 2018, and any public entity authorized by the Federal Aviation Administration as an unmanned aircraft system flight test center before January 1, 2009'' and inserting ''the test ranges designated by the Administrator under section 44803''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 448 of title 49, United States Code, is amended by striking the item relating to section 44803 and inserting the following:

''44803. Unmanned aircraft system test ranges.''.

(c) SENSE OF CONGRESS.—It is the sense of Congress that the test ranges designated under section 44803 of title 49, United States Code, shall—

(1) provide fair and accessible services to a broad variety of unmanned aircraft technology developers, to the extent practicable;

(2) operate in the best interest of domestic technology developers in terms of intellectual property and proprietary data protections; and

(3) comply with data sharing and collection requirements prescribed by the FAA.

SEC. 926. PUBLIC SAFETY USE OF TETHERED UAS.

(a) IN GENERAL.—Section 44806 of title 49, United States Code, is amended—

(1) in the section heading by inserting ''**AND PUBLIC SAFETY USE OF TETHERED UNMANNED AIRCRAFT SYSTEMS**'' after ''**SYSTEMS**'';

(2) in subsection (c)—

(A) in the subsection heading by inserting ''**SAFETY USE OF**'' after ''**PUBLIC**''; and

(B) in paragraph (1)—

(i) in the matter preceding subparagraph (A)—

(I) by striking ''Not later than 180 days after the date of enactment of this Act, the'' and inserting ''The'';

(II) by striking ''permit the use of'' and inserting ''permit'';

(III) by striking ''public''; and

(IV) by inserting ''by a public safety organization for such systems'' after ''systems'';

(ii) by striking subparagraph (A) and inserting the following:

''(A) operated—

''(i) at or below an altitude of 150 feet above ground level within class B, C, D, E, or G airspace, but not at a greater altitude than the ceiling depicted on the UAS Facility Maps published by the Federal Aviation Administration, where applicable;

''(ii) within zero-grid airspaces as depicted on such UAS Facility Maps, only if operated in life-saving or emergency situations and with prior notification to the Administration in a manner determined by the Administrator; or

''(iii) above 150 feet above ground level within class B, C, D, E, or G airspace only with prior authorization from the Administrator;'';

(iii) by striking subparagraph (B); and

(iv) by redesignating subparagraphs (C), (D), and (E) as subparagraphs (B), (C), and (D), respectively; and

(C) in paragraph (3) by striking ''Public actively'' and inserting ''Actively''; and

(3) by adding at the end the following:

''(e) DEFINITION.—In this section, the term 'public safety organization' means an entity that primarily engages in activities related to the safety and well-being of the general public, including law enforcement, fire departments, emergency medical services, and other organizations that protect and serve the public in matters of safety and security.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 448 of title 49, United States Code, is amended by striking the item relating to section 44806 and inserting the following:

''44806. Public unmanned aircraft systems and public safety use of tethered unmanned aircraft systems.''.

(c) DEFINITION.—Section 44801(1) of title 49, United States Code, is amended—

(1) by striking subparagraph (A) and inserting:

''(A) weighs 55 pounds or less, including payload but not including the tether;'';

(2) in subparagraph (B) by striking ''and'' at the end;

(3) in subparagraph (C) by striking the period at the end and inserting a semicolon; and

(4) by adding at the end the following:

''(D) is able to maintain safe flight control in the event of a power or flight control failure during flight; and

''(E) is programmed to initiate a controlled landing in the event of a tether separation.''.

SEC. 927. EXTENDING SPECIAL AUTHORITY FOR CERTAIN UNMANNED AIRCRAFT SYSTEMS.

(a) EXTENSION.—Section 44807(d) of title 49, United States Code, is amended by striking ''May 10, 2024'' and inserting ''September 30, 2033''.

(b) CLARIFICATION.—Section 44807 of title 49, United States Code, is amended—

(1) in subsection (a)—

(A) by inserting ''or chapter 447'' after ''Notwithstanding any other requirement of this chapter'';

(B) by striking ''the Secretary of Transportation'' and inserting ''the Administrator of the Federal Aviation Administration''; and

(C) by striking ''if certain'' and inserting ''how'';

(2) in subsection (b)—

(A) by striking ''Secretary'' and inserting ''Administrator''; and

(B) by striking ''which types of'' and inserting ''how such''.

(3) by striking subsection (c) and inserting the following:

''(c) REQUIREMENTS FOR SAFE OPERATION.—

''(1) IN GENERAL.—In carrying out this section, the Administrator shall establish requirements, or a process to accept proposed requirements, for the safe and efficient operation of unmanned aircraft systems in the national airspace system, including operations related to testing and evaluation of proprietary systems.

''(2) EXPEDITED EXEMPTIONS AND APPROVALS.—The Administrator shall, taking into account the statutory mandate to ensure safe and efficient use of the national airspace system, issue approvals—

''(A) to enable low-risk beyond visual line of sight operations, including, at a minimum, package delivery operations, extended visual line of sight operations, or shielded operations within 100 feet of the ground or a structure; or

''(B) that are aligned with Administration exemptions or approvals that enable beyond visual line of sight operations with the use of acoustics, ground based radar, automatic dependent surveillance–broadcast, and other technological solutions.

''(3) TREATMENT OF MITIGATION MEASURES.—To the extent that an operation under this section will be conducted exclusively within the airspace of a Mode C Veil, such operation shall be treated as satisfying the requirements of section 91.113(b) of title 14, Code of Federal Regulations, if the operation employs—

''(A) automatic dependent surveillance–broadcast in-based detect and avoid capabilities;

''(B) air traffic control communication and coordination;

''(C) aeronautical information management systems acceptable to the Administrator, such as notices to air missions, to notify other airspace users of such operations; or

''(D) any other risk mitigations as set by the Administrator.

''(4) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed to—

''(A) provide an unmanned aircraft operating pursuant to this section the right of way over a manned aircraft; or

''(B) limit the authority of the Administrator to impose requirements, conditions, or limitations on operations conducted under this section in order to address safety concerns.''; and

(4) by adding at the end the following:

''(e) AUTHORITY.—The Administrator may exercise the authorities described in this section, including waiving applicable parts of title 14, Code of Federal Regulations, without initiating a rulemaking or imposing the requirements of part 11 of title 14, Code of Federal Regulations, to the extent consistent with aviation safety.''.

(c) CLARIFICATION OF STATUS OF PREVIOUSLY ISSUED RULEMAKINGS AND EXEMPTIONS.—

(1) RULEMAKINGS.—Any rule issued pursuant to section 44807 of title 49, United States Code, shall continue to be in effect following the expiration of such authority.

(2) EXEMPTIONS.—Any exemption granted under the authority described in section 44807 of title 49, United States Code, and in effect as of the expiration of such authority, shall continue to be in effect until the date that is 3 years after the date of termination described in such exemption, provided the Administrator does not determine there is a safety risk.

(3) RULES OF CONSTRUCTION.—Nothing in this section shall be construed to interfere with the Administrator's—

(A) authority to rescind or amend an exemption for reasons such as unsafe conditions or operator oversight; or

(B) ability to grant an exemption based on a determination made pursuant to section 44807 of title 49, United States Code, prior to the date described in subsection (d) of such section.

SEC. 928. RECREATIONAL OPERATIONS OF DRONE SYSTEMS.

(a) SPECIFIED EXCEPTION FOR LIMITED RECREATIONAL OPERATIONS OF UNMANNED AIRCRAFT.—Section 44809 of title 49, United States Code, is amended—

(1) in subsection (a) by striking paragraph (6) and inserting the following:

''(6) Except for circumstances when the Administrator establishes alternative altitude

ceilings or as otherwise authorized in section (c), in Class G airspace, the aircraft is flown from the surface to not more than 400 feet above ground level and complies with all airspace and flight restrictions and prohibitions established under this subtitle, such as special use airspace designations and temporary flight restrictions.'';

(2) by striking subsection (c) and inserting the following:

''(c) OPERATIONS AT FIXED SITES.—

''(1) IN GENERAL.—The Administrator shall establish a process to approve, and publicly disseminate the location of, fixed sites at which a person may carry out recreational unmanned aircraft system operations.

''(2) OPERATING PROCEDURES.—

''(A) CONTROLLED AIRSPACE.—Persons operating unmanned aircraft under paragraph (1) from a fixed site within Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport, or a community-based organization sponsoring operations within such airspace, shall make the location of the fixed site known to the Administrator and shall establish a mutually agreed upon operating procedure with the air traffic control facility.

''(B) ALTITUDE.—The Administrator, in coordination with community-based organizations sponsoring operations at fixed sites, shall develop a process to approve requests for recreational unmanned aircraft systems operations at fixed sites that exceed the maximum altitude contained in a UAS Facility Map published by the Federal Aviation Administration.

''(C) UNCONTROLLED AIRSPACE.—Subject to compliance with all airspace and flight restrictions and prohibitions established under this subtitle, including special use airspace designations and temporary flight restrictions, persons operating unmanned aircraft systems from a fixed site designated under the process described in paragraph (1) may operate within Class G airspace—

''(i) up to 400 feet above ground level, without prior authorization from the Administrator; and

''(ii) above 400 feet above ground level, with prior authorization from the Administrator.

''(3) UNMANNED AIRCRAFT WEIGHING 55 POUNDS OR GREATER.—A person may operate an unmanned aircraft weighing 55 pounds or greater, including the weight of anything attached to or carried by the aircraft, if—

''(A) the unmanned aircraft complies with standards and limitations developed by a community-based organization and approved by the Administrator; and

''(B) the aircraft is operated from a fixed site as described in paragraph (1).

''(4) FAA-RECOGNIZED IDENTIFICATION AREAS.—In implementing subpart C of part 89 of title 14, Code of Federal Regulations, the Administrator shall prioritize the review and adjudication of requests to establish FAA Recognized Identification Areas at fixed sites established under this section.'';

(3) in subsection (d)—

(A) in paragraph (3) by striking ''subsection (a) of''; and

(B) by striking the subsection designation and heading and all that follows through ''(3) SAVINGS CLAUSE.—'' and inserting ''(d) SAVINGS CLAUSE.—'';

(4) in subsection (f)(1) by striking ''updates to'';

(5) by striking subsection (g)(1) and inserting the following:

''(1) IN GENERAL.—The Administrator, in consultation with manufacturers of unmanned aircraft systems, community-based organizations, and other industry stakeholders, shall develop, maintain, and update, as necessary, an aeronautical knowledge and safety test. Such test shall be administered electronically by the Administrator or a person designated by the Administrator.''; and

(6) in subsection (h)—

(A) by redesignating paragraphs (1) through (6) as paragraphs (2) through (7), respectively; and

(B) by inserting before paragraph (2) (as so redesignated) the following:

''(1) is recognized by the Administrator of the Federal Aviation Administration;''.

(b) USE OF UNMANNED AIRCRAFT SYSTEMS FOR EDUCATIONAL PURPOSES.—Section 350 of the FAA Reauthorization Act of 2018 (49 U.S.C. 44809 note) is amended—

(1) in subsection (a)—

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

(B) by inserting before paragraph (3) (as so redesignated) the following:

''(2) operated by an elementary school, a secondary school, or an institution of higher education for educational or research purposes;''; and

(2) in subsection (d)—

(A) in paragraph (2) by inserting ''an elementary school, or a secondary school'' after ''with respect to the operation of an unmanned aircraft system by an institution of higher education,''; and

(B) by adding at the end the following:

''(3) ELEMENTARY SCHOOL.—The term 'elementary school' has the meaning given to that term by section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801(19)).

''(4) SECONDARY SCHOOL.—The term 'secondary school' has the meaning given to that term by section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801(45)).''.

SEC. 929. APPLICATIONS FOR DESIGNATION.

(a) IN GENERAL.—Section 2209 of the FAA Extension, Safety, and Security Act of 2016 (49 U.S.C. 44802 note) is amended—

(1) in subsection (a) by inserting '', including temporarily,'' after ''restrict'';

(2) in subsection (b)(1)(C)(iv) by striking ''Other locations that warrant such restrictions'' and inserting ''State prisons''; and

(3) by adding at the end the following:

''(f) DEADLINES.—

''(1) Not later than 90 days after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator shall publish a notice of proposed rulemaking to carry out the requirements of this section.

''(2) Not later than 16 months after publishing the notice of proposed rulemaking under paragraph (1), the Administrator shall issue a final rule based on the notice of proposed rulemaking published under paragraph (1).

''(g) DEFINITION OF STATE PRISON.—In this section, the term 'State prison' means an institution under State jurisdiction, including a State Department of Corrections, the primary use of which is for the confinement of individuals convicted of a felony.''.

SEC. 930. BEYOND VISUAL LINE OF SIGHT OPERATIONS FOR UNMANNED AIRCRAFT SYSTEMS.

(a) IN GENERAL.—Chapter 448 of title 49, United States Code, is amended by adding at the end the following:

''§ 44811. Beyond visual line of sight operations for unmanned aircraft systems

''(a) PROPOSED RULE.—Not later than 4 months after the date of enactment of the FAA Reauthorization Act of 2024, the Administrator shall issue a notice of proposed rulemaking establishing a performance-based regulatory pathway for unmanned aircraft systems (in this section referred to as 'UAS') to operate beyond visual line of sight (in this section referred to as 'BVLOS').

''(b) REQUIREMENTS.—The proposed rule required under subsection (a) shall, at a minimum, establish the following:

''(1) Acceptable levels of risk for BVLOS UAS operations, including the levels developed pursuant to section 931 of the FAA Reauthorization Act of 2024.

''(2) Standards for remote pilots or UAS operators for BVLOS operations, taking into account varying levels of automated control and management of UAS flights.

''(3) An approval or acceptance process for UAS and associated elements (as defined by the Administrator), which may leverage the creation of a special airworthiness certificate or a manufacturer's declaration of compliance to a Federal Aviation Administration accepted means of compliance. Such process—

''(A) shall not require, but may allow for, the use of type or production certification;

''(B) shall consider the airworthiness of any UAS that—

''(i) is within a maximum gross weight or kinetic energy, as determined by the Administrator; and

''(ii) operates within a maximum speed limit as determined by the Administrator;

''(C) may require such systems to operate in the national airspace system at altitude limits determined by the Administrator; and

''(D) may require such systems to operate at standoff distances from the radius of a structure or the structure's immediate uppermost limit, as determined by the Administrator.

''(4) Operating rules for UAS that have been approved or accepted as described in paragraph (3).

''(5) Protocols, if appropriate, for networked information exchange, such as network-based remote identification, in support of BVLOS operations.

''(6) The safety of manned aircraft operating in the national airspace system and consider the maneuverability and technology limitations of certain aircraft, including hot air balloons.

''(c) FINAL RULE.—Not later than 16 months after publishing the proposed rule under subsection (a), the Administrator shall issue a final rule based on such proposed rule.

''(d) SAVINGS CLAUSE.—Nothing in this section shall be construed to require the agency to rescope any rulemaking efforts related to UAS BVLOS operations that are ongoing as of the date of enactment of the FAA Reauthorization Act of 2024.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 448 of title 49, United States Code, is amended by adding at the end the following:

''44811. Beyond visual line of sight operations for unmanned aircraft systems.''.

SEC. 931. ACCEPTABLE LEVELS OF RISK AND RISK ASSESSMENT METHODOLOGY.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall develop a risk assessment methodology that allows for the determination of acceptable levels of risk for unmanned aircraft system operations, including operations beyond visual line of sight, conducted—

(1) under waivers issued to part 107 of title 14, Code of Federal Regulations;

(2) pursuant to section 44807 of title 49, United States Code; or

(3) pursuant to other applicable regulations, as appropriate.

(b) RISK ASSESSMENT METHODOLOGY CONSIDERATIONS.—In establishing the risk assessment methodology under this section, the Administrator shall ensure alignment with the considerations included in the order

issued by the FAA titled ''UAS Safety Risk Management Policy'' (FAA Order 8040.6A), and any subsequent amendments to such order, as the Administrator considers appropriate.

(c) PUBLICATION.—The Administrator shall make the risk assessment methodology established under this section available to the public on an appropriate website of the Administration and update such methodology as necessary.

SEC. 932. THIRD-PARTY SERVICE APPROVALS.

(a) APPROVAL PROCESS.—Not later than 1 year after the date of enactment of this Act, the Administrator shall establish procedures, which may include a rulemaking, to approve third-party service suppliers, including third-party service suppliers of unmanned aircraft system traffic management, to support the safe integration and commercial operation of unmanned aircraft systems.

(b) ACCEPTANCE OF STANDARDS.—In establishing the approval process required under subsection (a), the Administrator shall ensure that, to the maximum extent practicable, industry consensus standards, such as ASTM International Standard F3548–21, titled ''UAS Traffic Management (UTM) UAS Service Supplier (USS) Interoperability'', are included as an acceptable means of compliance for third-party services.

(c) APPROVALS.—In establishing the approval process required under subsection (a), the Administrator shall—

(1) define and implement criteria and conditions for the approval and oversight of third-party service suppliers that—

(A) could have a direct or indirect impact on air traffic services in the national airspace system; and

(B) require FAA oversight; and

(2) establish procedures by which unmanned aircraft systems can use the capabilities and services of third-party service suppliers to support operations.

(d) HARMONIZATION.—In carrying out this section, the Administrator shall seek to harmonize, to the extent practicable and advisable, any requirements and guidance for the development, use, and operation of third-party capabilities and services, including UTM, with similar requirements and guidance of other civil aviation authorities.

(e) COORDINATION.—In carrying out this section, the Administrator shall consider any relevant information provided by the Administrator of the National Aeronautics and Space Administration regarding research and development efforts the National Aeronautics and Space Administration may have conducted related to the use of UTM providers.

(f) THIRD-PARTY SERVICE SUPPLIER DEFINED.—In this section, the term ''third-party service supplier'' means an entity other than the FAA that provides a distributed service that affects the safety or efficiency of the national airspace system, including UAS service suppliers, supplemental data service providers, and infrastructure providers, such as providers of ground-based surveillance, command-and-control, and information exchange to another party.

(g) RULES OF CONSTRUCTION.—

(1) BEYOND VISUAL LINE OF SIGHT OPERATIONS.—Nothing in this section shall be construed to prevent or prohibit beyond visual line of sight operations of unmanned aircraft systems, or other types of operations, through the use of technologies other than third-party capabilities and services.

(2) AIRSPACE.—Nothing in this section shall be construed to alter the authorities provided under section 40103 of title 49, United States Code.

SEC. 933. SPECIAL AUTHORITY FOR TRANSPORT OF HAZARDOUS MATERIALS BY COMMERCIAL PACKAGE DELIVERY UNMANNED AIRCRAFT SYSTEMS.

(a) IN GENERAL.—Notwithstanding any other Federal requirement or restriction related to the transportation of hazardous materials on aircraft, the Secretary shall, beginning not later than 180 days after enactment of this section, use a risk-based approach to establish the operational requirements, standards, or special permits necessary to approve or authorize an air carrier to transport hazardous materials by unmanned aircraft systems providing common carriage under part 135 of title 14, Code of Federal Regulations, or under successor authorities, as applicable, based on the weight, amount, and type of hazardous material being transported and the characteristics of the operations subject to such requirements, standards, or special purposes.

(b) REQUIREMENTS.—In carrying out subsection (a), the Secretary shall consider, at a minimum—

(1) the safety of the public and users of the national airspace system;

(2) efficiencies of allowing the safe transportation of hazardous materials by unmanned aircraft systems and whether such transportation complies with the hazardous materials regulations under subchapter C of chapter I of title 49, Code of Federal Regulations, including any changes to such regulations issued pursuant to this section;

(3) the risk profile of the transportation of hazardous materials by unmanned aircraft systems, taking into consideration the risk associated with differing weights, quantities, and packing group classifications of hazardous materials;

(4) mitigations to the risk of the hazardous materials being transported, based on the weight, amount, and type of materials being transported and the characteristics of the operation, including operational and aircraft-based mitigations; and

(5) the altitude at which unmanned aircraft operations are conducted.

(c) SAFETY RISK ASSESSMENTS.—The Secretary may require unmanned aircraft systems operators to submit a safety risk assessment acceptable to the Administrator, as part of the operator certification process, in order for such operators to perform the carriage of hazardous materials as authorized under this section.

(d) CONFORMITY OF HAZARDOUS MATERIALS REGULATIONS.—The Secretary shall make such changes as are necessary to conform the hazardous materials regulations under parts 173 and 175 of title 49, Code of Federal Regulations, to this section. Such changes shall be made concurrently with the activities described in subsection (a).

(e) STAKEHOLDER INPUT ON CHANGES TO THE HAZARDOUS MATERIALS REGULATIONS.—

(1) IMPLEMENTATION.—Not later than 180 days of the date of enactment of this Act, the Secretary shall hold a public meeting to obtain input on changes necessary to implement this section.

(2) PERIODIC UPDATES.—The Secretary shall—

(A) periodically review, as necessary, amounts of hazardous materials allowed to be carried by unmanned aircraft systems pursuant to this section; and

(B) determine whether such amounts should be revised, based on operational and safety data, without negatively impacting overall aviation safety.

(f) SAVINGS CLAUSE.—Nothing in this section shall be construed to—

(1) limit the authority of the Secretary, the Administrator, or the Administrator of the Pipeline and Hazardous Materials Safety Administration from implementing requirements to ensure the safe carriage of hazardous materials by aircraft; and

(2) confer upon the Administrator the authorities of the Administrator of the Pipeline and Hazardous Materials Safety Administration under part 175 of title 49, Code of Federal Regulations, and chapter 51 of title 49, United States Code.

(g) DEFINITION OF HAZARDOUS MATERIALS.—In this section, the term ''hazardous materials'' has the meaning given such term in section 5102 of title 49, United States Code.

SEC. 934. OPERATIONS OVER HIGH SEAS.

(a) IN GENERAL.—To the extent permitted by treaty obligations of the United States, including the Convention on International Civil Aviation (in this section referred to as ''ICAO''), the Administrator shall work with other civil aviation authorities to establish and implement operational approval processes to permit unmanned aircraft systems to operate over the high seas within flight information regions for which the United States is responsible for operational control.

(b) CONSULTATION.—In establishing and implementing the operational approval process under subsection (a), the Administrator shall consult with appropriate stakeholders, including industry stakeholders.

(c) ICAO ACTIVITIES.—Not later than 6 months after the date of enactment of this Act, the Administrator shall engage ICAO through the submission of a working paper, panel proposal, or other appropriate mechanism to clarify the permissibility of unmanned aircraft systems to operate over the high seas.

(d) REVIEW.—Not later than 6 months after the date of enactment of this Act, the Administrator shall review whether, and to what extent, ICAO member states are approving the operation of unmanned aircraft systems over the high seas and brief the appropriate committees of Congress regarding the findings of such review.

SEC. 935. PROTECTION OF PUBLIC GATHERINGS.

(a) IN GENERAL.—Chapter 448 of title 49, United States Code, is further amended by adding at the end the following:

''§ 44812. Temporary flight restrictions for unmanned aircraft

''(a) IN GENERAL.—

''(1) TEMPORARY FLIGHT RESTRICTIONS.—The Administrator of the Federal Aviation Administration shall, upon the request by an eligible entity, temporarily restrict unmanned aircraft operations over eligible large public gatherings.

''(2) DENIAL.—Notwithstanding paragraph (1), the Administrator may deny a request for a temporary flight restriction sought under paragraph (1) if—

''(A) the temporary flight restriction would be inconsistent with aviation safety or security, would create a hazard to people or property on the ground, or would unnecessarily interfere with the efficient use of the airspace;

''(B) the entity seeking the temporary flight restriction does not comply with the requirements in subsection (b);

''(C) the eligibility requirements in subsections (c) and (d) have not been met;

''(D) a flight restriction exists to the airspace overlying the same location as the temporary flight restriction sought under this section; or

''(E) the Administrator determines appropriate for any other reason.

''(b) REQUIREMENTS.—

''(1) ADVANCE NOTICE.—Eligible entities may only request a temporary flight restriction under subsection (a) not less than 30 calendar days prior to the eligible large public gathering.

''(2) REQUIRED INFORMATION.—Eligible entities seeking a temporary flight restriction

under this section shall provide the Administrator with all relevant information, including the following:

''(A) Geographic boundaries of the stadium or other venue hosting the eligible large public gathering, as applicable.

''(B) The dates and anticipated starting and ending times for the large public gathering.

''(C) Points of contact for the requesting eligible entity and the on-scene incident command responsible for securing the large public gathering.

''(D) Any other information the Administrator considers necessary to establish the restriction.

''(c) ELIGIBLE LARGE PUBLIC GATHERINGS.—

''(1) IN GENERAL.—To be eligible for a temporary flight restriction under this section, large public gatherings hosted in a stadium or other venue shall—

''(A) be hosted in a stadium or other venue that—

''(i) has previously hosted events qualifying for the application of special security instructions in accordance with section 521 of the Transportation, Treasury, and Independent Agencies Appropriations Act, 2004 (Public Law 108–199); and

''(ii) is not enclosed;

''(B) have an estimated attendance of at least 30,000 people; and

''(C) be advertised in the public domain.

''(2) ADDITIONAL GATHERINGS.—To be eligible for a temporary flight restriction under this section, large public gatherings hosted in a venue other than a stadium or other venue described in paragraph (1)(A) shall—

''(A) have an estimated attendance of at least 100,000 people;

''(B) be primarily outdoors;

''(C) have a defined and static geographical boundary; and

''(D) be advertised in the public domain.

''(d) ELIGIBLE ENTITIES.—An entity eligible to request a temporary flight restriction under subsection (a) shall be a credentialed law enforcement organization of the Federal Government or a State, local, Tribal, or territorial government.

''(e) TIMELINESS.—The Administrator shall make every practicable effort to assess eligibility and establish temporary flight restrictions under subsection (a) in a timely fashion.

''(f) PUBLIC INFORMATION.—Any temporary flight restriction designated under this section shall be published by the Administrator in a publicly accessible manner at least 2 days prior to the start of the eligible large public gathering.

''(g) PROHIBITION ON OPERATIONS.—No person may operate an unmanned aircraft within a temporary flight restriction established under this section unless—

''(1) the Administrator authorizes the operation for operational or safety purposes;

''(2) the operation is being conducted for safety, security, or compliance oversight purposes and is authorized by the Administrator; or

''(3) the aircraft operation is conducted with the approval of the eligible entity.

''(h) SAVINGS CLAUSE.—Nothing in this section may be construed as prohibiting the Administrator from authorizing the operation of an aircraft, including an unmanned aircraft system, over, under, or within a specified distance from an eligible large public gathering for which a temporary flight restriction has been established under this section or cancelling a temporary flight restriction established under this section.

''(i) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to prevent the Administrator from using existing processes or procedures to meet the intent of this section.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 448 of title 49, United States Code, is further amended by adding at the end the following:

''44812. Temporary flight restrictions for unmanned aircraft.''.

SEC. 936. COVERED DRONE PROHIBITION.

(a) PROHIBITIONS.—The Secretary is prohibited from—

(1) entering into, extending, or renewing a contract or awarding a grant—

(A) for the operation, procurement, or contracting action with respect to a covered unmanned aircraft system; or

(B) to an entity that operates (as determined by the Administrator) a covered unmanned aircraft system in the performance of such contract;

(2) issuing a grant to a covered foreign entity for any project related to covered unmanned aircraft systems; and

(3) operating a covered unmanned aircraft system.

(b) EXEMPTIONS.—The Secretary is exempt from any prohibitions under subsection (a) if the grant, operation, procurement, or contracting action is for the purposes of testing, researching, evaluating, analyzing, or training related to—

(1) unmanned aircraft detection systems and counter-UAS systems, including activities conducted—

(A) under the Alliance for System Safety of UAS through Research Excellence Center of Excellence of the FAA; or

(B) by the unmanned aircraft system test ranges designated under section 44803 of title 49, United States Code;

(2) the safe, secure, or efficient operation of the national airspace system or maintenance of public safety;

(3) the safe integration of advanced aviation technologies into the national airspace system, including activities carried out under the Alliance for System Safety of UAS through Research Excellence Center of Excellence of the FAA;

(4) in coordination with other relevant Federal agencies, determining security threats of covered unmanned aircraft systems; and

(5) intelligence, electronic warfare, and information warfare operations.

(c) WAIVERS.—The Secretary may waive any restrictions under subsection (a) on a case-by-case basis by notifying the appropriate committees of Congress in writing, not later than 15 days after waiving such restrictions, that the procurement or other activity is in the public interest.

(d) REPLACEMENT OF CERTAIN UNMANNED AIRCRAFT SYSTEMS.—

(1) IN GENERAL.—The Secretary shall take such actions as are necessary to replace any covered unmanned aircraft system that is owned or operated by the Department of Transportation as of the date of enactment of this Act with an unmanned aircraft system manufactured in the United States or an allied country (as such term is defined in section 2350f(d)(1) of title 10, United States Code) if the capabilities of such covered unmanned aircraft system are consequential to the work of the Department or the mission of the Department.

(2) FUNDING.—There is authorized to be appropriated to the Secretary $5,000,000 to carry out this subsection.

(e) EFFECTIVE DATES.—

(1) OPERATIONS.—The prohibitions under paragraphs (1) and (3) of subsection (a) shall be in effect on the date of enactment of this Act.

(2) GRANTS.—The prohibitions under paragraphs (1) and (2) of subsection (a) shall—

(A) not apply to grants awarded before the date of enactment of this Act; and

(B) apply to grants awarded after the date of enactment of this Act.

(f) APPLICATION OF PROHIBITIONS.—The prohibitions under subsection (a) are applicable to all offices and programs of the Department of Transportation, including—

(1) aviation research grant programs;

(2) aviation workforce development programs established under section 625 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note);

(3) FAA Air Transportation Centers of Excellence;

(4) programs established under sections 631 and 632 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note); and

(5) the airport improvement program under subchapter I of chapter 471 of title 49, United States Code.

(g) RULE OF CONSTRUCTION.—Nothing in this section shall prevent a State, local, Tribal, or territorial governmental agency from procuring or operating a covered unmanned aircraft system purchased with non-Federal funding.

(h) DEFINITIONS.—In this section:

(1) COVERED FOREIGN COUNTRY.—The term ''covered foreign country'' means any of the following:

(A) The People's Republic of China.

(B) The Russian Federation.

(C) The Islamic Republic of Iran.

(D) The Democratic People's Republic of Korea.

(E) The Bolivarian Republic of Venezuela.

(F) The Republic of Cuba.

(G) Any other country the Secretary determines necessary.

(2) COVERED FOREIGN ENTITY.—The term ''covered foreign entity'' means—

(A) an entity included on the list developed and maintained by the Federal Acquisition Security Council and published in the System for Award Management;

(B) an entity included on the Consolidated Screening List or Entity List as designated by the Secretary of Commerce;

(C) an entity that is domiciled in, or under the influence or control of, a covered foreign country; or

(D) an entity that is a subsidiary or affiliate of an entity described under subparagraphs (A) through (C).

(3) COVERED UNMANNED AIRCRAFT SYSTEM.—The term ''covered unmanned aircraft system'' means—

(A) a small unmanned aircraft, an unmanned aircraft, and unmanned aircraft system, or the associated elements of such aircraft and aircraft systems related to the collection and transmission of sensitive information (consisting of communication links and the components that control the unmanned aircraft) that enable the operator to operate the aircraft in the National Airspace System which is manufactured or assembled by a covered foreign entity; and

(B) an unmanned aircraft detection system or counter-UAS system that is manufactured or assembled by a covered foreign entity.

SEC. 937. EXPANDING USE OF INNOVATIVE TECHNOLOGIES IN THE GULF OF MEXICO.

(a) IN GENERAL.—The Administrator shall prioritize the authorization of an eligible UAS test range sponsor partnering with an eligible airport authority to achieve the goals specified in subsection (b).

(b) GOALS.—The goals of a partnership authorized pursuant to subsection (a) shall be to test the operations of innovative technologies in both commercial and non-commercial applications, consistent with existing law, to—

(1) identify challenges associated with aviation operations over large bodies of water;

(2) provide transportation of cargo and passengers to offshore energy infrastructure;

(3) assess the impacts of operations in saltwater environments;

(4) identify the challenges of integrating such technologies in complex airspace, including with commercial rotorcraft; and

(5) identify the differences between coordinating with Federal air traffic control towers and towers operated under the FAA Contract Tower Program.

(c) BRIEFING TO CONGRESS.—The Administrator shall provide an annual briefing to the appropriate committees of Congress on the status of the partnership authorized under this section, including detailing any barriers to the commercialization of innovative technologies in the Gulf of Mexico.

(d) DEFINITIONS.—In this section:

(1) ELIGIBLE AIRPORT AUTHORITY.—The term ''eligible airport authority'' means an AIP-eligible airport authority that is—

(A) located in a state bordering the Gulf of Mexico which does not already contain a UAS Test Range;

(B) has an air traffic control tower operated under the FAA Contract Tower Program;

(C) is located within 60 miles of a port; and

(D) does not have any scheduled passenger airline service as of the date of the enactment of this Act.

(2) INNOVATIVE TECHNOLOGIES.—The term ''innovative technologies'' means unmanned aircraft systems and powered-lift aircraft.

(3) UAS.—The term ''UAS'' means an unmanned aircraft system.

Subtitle B—Advanced Air Mobility

SEC. 951. DEFINITIONS.

In this subtitle:

(1) ADVANCED AIR MOBILITY.—The terms ''advanced air mobility'' and ''AAM'' mean a transportation system that is comprised of urban air mobility and regional air mobility using manned or unmanned aircraft.

(2) POWERED-LIFT AIRCRAFT.—The term ''powered-lift aircraft'' has the meaning given the term ''powered-lift'' in section 1.1 of title 14, Code of Federal Regulations.

(3) REGIONAL AIR MOBILITY.—The term ''regional air mobility'' means the movement of passengers or property by air between 2 points using an airworthy aircraft that—

(A) has advanced technologies, such as distributed propulsion, vertical takeoff and landing, powered lift, nontraditional power systems, or autonomous technologies;

(B) has a maximum takeoff weight of greater than 1,320 pounds; and

(C) is not urban air mobility.

(4) URBAN AIR MOBILITY.—The term ''urban air mobility'' means the movement of passengers or property by air between 2 points in different cities or 2 points within the same city using an airworthy aircraft that—

(A) has advanced technologies, such as distributed propulsion, vertical takeoff and landing, powered lift, nontraditional power systems, or autonomous technologies; and

(B) has a maximum takeoff weight of greater than 1,320 pounds.

(5) VERTIPORT.—The term ''vertiport'' means an area of land, water, or a structure used or intended to be used to support the landing, takeoff, taxiing, parking, and storage of powered-lift aircraft or other aircraft that vertiport design and performance standards established by the Administrator can accommodate.

SEC. 952. SENSE OF CONGRESS ON FAA LEADERSHIP IN ADVANCED AIR MOBILITY.

It is the sense of Congress that—

(1) the United States should take actions to become a global leader in advanced air mobility;

(2) as such a global leader, the FAA should—

(A) prioritize work on the type certification of powered-lift aircraft;

(B) publish, in line with stated deadlines, rulemakings and policy necessary to enable commercial operations, such as the Special Federal Aviation Regulation of the FAA titled ''Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes'', issued on June 14, 2023 (2120-AL72);

(C) work with global partners to promote acceptance of advanced air mobility products; and

(D) leverage the existing aviation system to the greatest extent possible to support advanced air mobility operations; and

(3) the FAA should work with manufacturers, prospective operators of powered-lift aircraft, and other relevant stakeholders to enable the safe entry of such aircraft into the national airspace system.

SEC. 953. APPLICATION OF NATIONAL ENVIRONMENTAL POLICY ACT CATEGORICAL EXCLUSIONS FOR VERTIPORT PROJECTS.

In considering the environmental impacts of a proposed vertiport project on an airport for purposes of compliance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), the Administrator shall—

(1) apply any applicable categorical exclusions in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and subchapter A of chapter V of title 40, Code of Federal Regulations; and

(2) after consultation with the Council on Environmental Quality, take steps to establish additional categorical exclusions, as appropriate, for vertiports on an airport, in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and subchapter A of chapter V of title 40, Code of Federal Regulations.

SEC. 954. ADVANCED AIR MOBILITY WORKING GROUP AMENDMENTS.

Section 2 of the Advanced Air Mobility Coordination and Leadership Act (49 U.S.C. 40101 note) is amended—

(1) in subsection (b) by striking '', particularly passenger-carrying aircraft,'';

(2) in subsection (d)(1) by striking subparagraph (D) and inserting the following:

''(D) operators of airports, heliports, and vertiports, and fixed-base operators;'';

(3) in subsection (e)—

(A) in the matter preceding paragraph (1) by striking ''1 year'' and inserting ''18 months'';

(B) in paragraph (3) by inserting ''or that may impede such maturation'' after ''AAM industry'';

(C) in paragraph (7) by striking ''and'' at the end;

(D) in paragraph (8) by striking the period at the end and inserting ''; and''; and

(E) by adding at the end the following:

''(9) processes and programs that can be leveraged to improve the efficiency of Federal reviews required for infrastructure development, including for electrical capacity projects.'';

(4) in subsection (f)—

(A) in paragraph (1) by striking ''and'' at the end;

(B) by redesignating paragraph (2) as paragraph (3);

(C) by inserting after paragraph (1) the following new paragraph:

''(2) recommendations for sharing expertise and data on critical items, including long-term electrification requirements and the needs of cities (from a macro-electrification standpoint) to enable the deployment of AAM; and''; and

(D) in paragraph (3), as redesignated by paragraph (2) of this section, by striking ''paragraph (1)'' and inserting ''paragraphs (1) and (2)''.

(5) in subsection (g)—

(A) in the matter preceding paragraph (1) by striking ''working group'' and inserting ''Secretary of Transportation'';

(B) in paragraph (1) by striking ''and'' at the end;

(C) by redesignating paragraph (2) as paragraph (3); and

(D) by inserting after paragraph (1) the following:

''(2) summarizing any dissenting views and opinions of a participant of the working group described in subsection (c)(3); and'';

(6) in subsection (h)—

(A) by striking ''Not later than 30 days'' and inserting the following:

''(1) IN GENERAL.—Not later than 30 days''; and

(B) by adding at the end the following:

''(2) CONSIDERATIONS FOR TERMINATION OF WORKING GROUP.—In deciding whether to terminate the working group under this subsection, the Secretary, in consultation with the Administrator of the Federal Aviation Administration, shall consider other interagency coordination activities associated with AAM, or other new or novel users of the national airspace system, that could benefit from continued wider interagency coordination.''; and

(7) in subsection (i)—

(A) in paragraph (1) by striking ''transports people and property by air between two points in the United States using aircraft with advanced technologies, including electric aircraft or electric vertical take-off and landing aircraft,'' and inserting ''is comprised of urban air mobility and regional air mobility using manned or unmanned aircraft'';

(B) by redesignating paragraph (5) as paragraph (7);

(C) by redesignating paragraph (6) as paragraph (9);

(D) by inserting after paragraph (4) the following:

''(5) POWERED-LIFT AIRCRAFT.—The term 'powered-lift aircraft' has the meaning given the term 'powered-lift' in section 1.1 of title 14, Code of Federal Regulations.

''(6) REGIONAL AIR MOBILITY.—The term 'regional air mobility' means the movement of passengers or property by air between 2 points using an airworthy aircraft that—

''(A) has advanced technologies, such as distributed propulsion, vertical take-off and landing, powered-lift, non-traditional power systems, or autonomous technologies;

''(B) has a maximum takeoff weight of greater than 1,320 pounds; and

''(C) is not urban air mobility.'';

(E) by inserting after paragraph (7), as so redesignated, the following:

''(8) URBAN AIR MOBILITY.—The term 'urban air mobility' means the movement of passengers or property by air between 2 points in different cities or 2 points within the same city using an airworthy aircraft that—

''(A) has advanced technologies, such as distributed propulsion, vertical takeoff and landing, powered lift, nontraditional power systems, or autonomous technologies; and

''(B) has a maximum takeoff weight of greater than 1,320 pounds.''; and

(F) by adding at the end the following:

''(10) VERTIPORT.—The term 'vertiport' means an area of land, water, or a structure, used or intended to be used to support the landing, take-off, taxiing, parking, and storage of powered lift or other aircraft that vertiport design and performance standards established by the Administrator can accommodate.''.

SEC. 955. RULES FOR OPERATION OF POWERED-LIFT AIRCRAFT.

(a) SFAR RULEMAKING.—

(1) IN GENERAL.—Not later than 7 months after the date of enactment of this Act, the Administrator shall publish a final rule for

the Special Federal Aviation Regulation of the FAA titled ''Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes'', issued on June 14, 2023 (2120-AL72), establishing procedures for certifying pilots of powered-lift aircraft and providing operational rules for powered-lift aircraft capable of transporting passengers and cargo.

(2) REQUIREMENTS.—With respect to any powered-lift aircraft type certificated by the Administrator, the regulations established under paragraph (1) shall—

(A) provide a practical pathway for pilot qualification and operations;

(B) establish performance-based requirements for energy reserves and other range- and endurance-related requirements that reflect the capabilities and intended operations of the aircraft;

(C) provide for a combination of pilot training requirements, including simulators, to ensure the safe operation of powered-lift aircraft; and

(D) to the maximum extent practicable, align powered-lift pilot qualifications with section 2.1.1.4 of Annex 1 to the Convention on International Civil Aviation published by the International Civil Aviation Organization.

(3) CONSIDERATIONS.—In developing the regulations required under paragraph (1), the Administrator shall—

(A) consider whether to grant an individual with an existing commercial airplane (single- or multi-engine) or helicopter pilot certificate the authority to serve as pilot-in-command of a powered-lift aircraft in commercial operation following the completion of an FAA-approved pilot type rating for such type of aircraft;

(B) consult with the Secretary of Defense with regard to—

(i) the Agility Prime program of the United States Air Force;

(ii) powered-lift aircraft evaluated and deployed for military purposes, including the F–35B program; and

(iii) the commonalities and differences between powered-lift aircraft types and the handling qualities of such aircraft; and

(C) consider the adoption of the recommendations for powered-lift operations, as appropriate, contained in document 10103 of the International Civil Aviation Organization titled ''Guidance on the Implementation of ICAO Standards and Recommended Practices for Tilt-rotors'', published in 2019.

(b) INTERIM APPLICATION OF RULES AND PRIVILEGES IN LIEU OF RULEMAKING.—

(1) IN GENERAL.—Beginning 16 months after the date of enactment of this Act, if a final rule has not been published pursuant to subsection (a)—

(A) the rules in effect on the date that is 16 months after the date of enactment of this Act that apply to the operation and the operator of rotorcraft or fixed-wing aircraft under subchapters F, G, H, and I of chapter 1 of title 14, Code of Federal Regulations, shall be—

(i) deemed to apply to—

(I) the operation of a powered-lift aircraft in the national airspace system; and

(II) the operator of such a powered-lift aircraft; and

(ii) applicable, as determined by the operator of an airworthy powered-lift aircraft in consultation with the Administrator, and consistent with sections 91.3 and 91.13 of title 14, Code of Federal Regulations; and

(B) upon the completion of a type rating for a specific powered-lift aircraft, airmen that hold a pilot or instructor certification with airplane category ratings in any class or rotorcraft category ratings in the helicopter class shall be deemed to have privileges of a powered-lift rating for such specific powered-lift aircraft.

(2) TERMINATION OF INTERIM RULES AND PRIVILEGES.—This subsection shall cease to have effect 1 month after the effective date of a final rule issued pursuant to subsection (a).

(c) POWERED-LIFT AIRCRAFT AVIATION RULEMAKING COMMITTEE.—

(1) IN GENERAL.—Not later than 3 years after the date on which the Administrator issues the first certificate to commercially operate a powered-lift aircraft, the Administrator shall establish an aviation rulemaking committee (in this section referred to as the ''Committee'') to provide the Administrator with specific findings and recommendations for, at a minimum, the creation of a standard pathway for the—

(A) performance-based certification of powered-lift aircraft;

(B) certification of airmen capable of serving as pilot-in-command of a powered-lift aircraft; and

(C) operation of powered-lift aircraft in commercial service and air transportation.

(2) CONSIDERATIONS.—In providing findings and recommendations under paragraph (1), the Committee shall consider the following:

(A) Outcome-driven safety objectives to spur innovation and technology adoption and promote the development of performance-based regulations.

(B) Lessons and insights learned from previously published special conditions and other Federal Register notices of airworthiness criteria for powered-lift aircraft.

(C) To the maximum extent practicable, aligning powered-lift pilot qualifications with section 2.1.1.4 of Annex 1 to the Convention on International Civil Aviation published by the International Civil Aviation Organization.

(D) The adoption of the recommendations contained in document 10103 of the International Civil Aviation Organization titled ''Guidance on the Implementation of ICAO Standards and Recommended Practices for Tilt-rotors'', published in 2019, as appropriate.

(E) Practical pathways for pilot qualification and operations.

(F) Performance-based requirements for energy reserves and other range- and endurance-related designs and technologies that reflect the capabilities and intended operations of the aircraft.

(G) A combination of pilot training requirements, including simulators, to ensure the safe operation of powered-lift aircraft.

(3) REPORT.—The Committee shall submit to the Administrator a report detailing the findings and recommendations of the Committee.

(d) POWERED-LIFT AIRCRAFT RULEMAKING.—

(1) IN GENERAL.—Not later than 270 days after the date on which the Committee submits the report under subsection (c)(3), the Administrator shall initiate a rulemaking to implement the findings and recommendations of the Committee, as determined appropriate by the Administrator.

(2) REQUIREMENTS.—In developing the rulemaking under paragraph (1), the Administrator shall—

(A) consult with the Secretary of Defense with regard to methods for pilots to gain proficiency and earn the necessary ratings required to act as a pilot-in-command of powered-lift aircraft;

(B) consider and plan for unmanned and remotely piloted powered-lift aircraft, and the associated elements of such aircraft, through the promulgation of performance-based regulations;

(C) consider any information and experience gained from operations and efforts that occur as a result of the Special Federal Aviation Regulation of the FAA titled ''Integration of Powered-Lift: Pilot Certification and Operations; Miscellaneous Amendments Related to Rotorcraft and Airplanes'', issued on June 14, 2023 (2120-AL72);

(D) consider whether to grant an individual with an existing commercial airplane (single- or multi-engine) or helicopter pilot certificate the authority to serve as pilot-in-command of a powered-lift aircraft in commercial operation following the completion of an FAA-approved pilot type rating for such type of aircraft;

(E) work to harmonize the certification and operational requirements of the FAA with those of civil aviation authorities with bilateral safety agreements in place with the United States, to the extent such harmonization does not negatively impact domestic manufacturers and operators; and

(F) consider and plan for the use of alternative fuel types and propulsion methods, including reviewing the performance-based nature of parts 33 and 35 of title 14, Code of Federal Regulations, and any related recommendations provided to the Administrator by the aviation rulemaking advisory committee described in section 956.

SEC. 956. ADVANCED PROPULSION SYSTEMS REGULATIONS.

(a) IN GENERAL.—Not later than 3 years after the date of enactment of this Act, the Administrator shall task the Aviation Rulemaking Advisory Committee (in this section referred to as the ''Committee'') to provide the Administrator with specific findings and recommendations for regulations related to the certification and installation of—

(1) electric engines and propellers;

(2) hybrid electric engines and propulsion systems;

(3) hydrogen fuel cells;

(4) hydrogen combustion engines or propulsion systems; and

(5) other new or novel propulsion mechanisms and methods as determined appropriate by the Administrator.

(b) CONSIDERATIONS.—In carrying out subsection (a), the Committee shall consider, at a minimum, the following:

(1) Outcome-driven safety objectives to spur innovation and technology adoption, and promote the development of performance-based regulations.

(2) Lessons and insights learned from previously published special conditions and other published airworthiness criteria for novel engines, propellers, and aircraft.

(3) The requirements of part 33 and part 35 of title 14, Code of Federal Regulations, any boundaries of applicability for standalone engine type certificates (including highly integrated systems), and the use of technical standards order authorizations.

(c) REPORT.—Not later than 1 year after providing findings and recommendations under subsection (a), the Committee shall submit to the Administrator and the appropriate committees of Congress a report containing such findings and recommendations.

(d) BRIEFING.—Not later than 180 days after the date on which the Committee submits the report under subsection (c), the Administrator shall brief the appropriate committees of Congress regarding plans of the FAA in response to the findings and recommendations contained in the report.

SEC. 957. POWERED-LIFT AIRCRAFT ENTRY INTO SERVICE.

(a) IN GENERAL.—The Administrator shall, in consultation with exclusive bargaining representatives of air traffic controllers certified under section 7111 of title 5, United States Code, and any relevant stakeholder as determined appropriate by the Administrator, take such actions as may be necessary to safely integrate powered-lift aircraft into the national airspace system, including in controlled airspace, and learn

from any efforts to adopt and update related policy and guidance.

(b) AIR TRAFFIC POLICIES FOR ENTRY INTO SERVICE.—Not later than 40 months after the date of enactment of this Act, the Administrator shall update air traffic orders and policies, to the extent necessary, and address air traffic control system challenges in order to allow for—

(1) the use of existing air traffic procedures, where determined to be safe by the Administrator, by powered-lift aircraft; and

(2) the approval of letters of agreement between air traffic control system facilities and powered-lift operators and infrastructure operators to minimize the amount of active coordination required for safe recurring powered-lift aircraft operations, as appropriate.

(c) LONG-TERM AIR TRAFFIC POLICIES.—Beginning 40 months after the date of enactment of this Act, the Administrator shall—

(1) continue to update air traffic orders and policies to support the operation of powered-lift aircraft;

(2) to the extent necessary, develop powered-lift specific procedures for airports, heliports, and vertiports;

(3) evaluate the human factors impacts on controllers associated with managing powered-lift aircraft operations, consider the impact of additional operations on air traffic controller staffing, and make necessary changes to staffing, procedures, regulations, and orders; and

(4) consider the use of third-party service providers to manage increased operations in controlled airspace to support, supplement, and enhance the work of air traffic controllers.

SEC. 958. INFRASTRUCTURE SUPPORTING VERTICAL FLIGHT.

(a) UPDATE TO DESIGN STANDARDS.—The Administrator shall—

(1) not later than December 31, 2024, publish an update to the memorandum of the FAA titled ''Engineering Brief No. 105, Vertiport Design'', issued on September 21, 2022 (EB No. 105);

(2) not later than December 31, 2025, publish a performance-based vertiport design advisory circular; and

(3) begin the work necessary to update the advisory circular of the FAA titled ''Heliport Design'' (Advisory Circular 150/5390) in order to provide performance-based guidance for heliport design, including consideration of alternative fuel and propulsion mechanisms.

(b) ENGINEERING BRIEF SUNSET.—Upon the publication of an advisory circular pursuant to subsection (a)(2), the Administrator shall cancel the memorandum described in subsection (a)(1).

(c) DUAL USE FACILITIES.—The Administrator shall establish a mechanism by which owners and operators of aviation infrastructure can safely accommodate, or file a notice to accommodate, powered-lift aircraft if such infrastructure meets the safety requirements or guidance of the FAA for such aircraft.

(d) GUIDANCE, FORMS, AND PLANNING.—The Administrator shall—

(1) not later than 18 months after the date of enactment of this Act, ensure airport district offices of the FAA have sufficient guidance and policy direction regarding the use and applicability of heliport and vertiport design standards of the FAA, and update such guidance routinely;

(2) determine if updates to FAA Form 7460 and Form 7480 are necessary and update such forms, as appropriate; and

(3) ensure that the methodology and underlying data sources of the Terminal Area Forecast of the FAA include commercial operations conducted by aircraft regardless of propulsion type or fuel type.

SEC. 959. CHARTING OF AVIATION INFRASTRUCTURE.

The Administrator shall increase efforts to update and keep current the Airport Master Record of the FAA, including by establishing a streamlined process by which the owners and operators of public and private aviation facilities with nontemporary, nonintermittent operations are encouraged to keep the information on such facilities current.

SEC. 960. ADVANCED AIR MOBILITY INFRASTRUCTURE PILOT PROGRAM EXTENSION.

Section 101 of division Q of the Consolidated Appropriations Act, 2023 (49 U.S.C. 40101 note) is amended—

(1) in subsection (b)—

(A) in paragraph (2)—

(i) in subparagraph (A) by inserting '', as well as the use of existing airport and heliport infrastructure that may require modifications to safely accommodate AAM operations,'' after ''vertiport infrastructure''; and

(ii) in subparagraph (B)—

(I) in clause (iii) by striking ''vertiport'' and inserting ''locations for'';

(II) in clause (iv) by inserting ''and guidance'' after ''any standards'';

(III) in clause (v) by striking ''vertiport infrastructure'' and inserting ''urban air mobility and regional air mobility operations''; and

(IV) in clause (x) by inserting ''or the modification of aviation infrastructure'' after ''operation of a vertiport'';

(B) in paragraph (4)(B) by inserting ''the Department of Defense, the National Guard,'' before ''or''; and

(C) in paragraph (6)—

(i) in subparagraph (A) by striking ''September 30, 2025'' and inserting ''September 30, 2027''; and

(ii) in subparagraph (B)—

(I) in clause (i) by striking ''and'' at the end;

(II) in clause (ii) by striking the period at the end and inserting ''; and''; and

(III) by adding at the end the following:

''(iii) a description of—

''(I) initial community engagement efforts and responses from the public on the planning and development efforts of eligible entities related to urban air mobility and regional air mobility operations;

''(II) how eligible entities are planning for and encouraging early adoption of urban air mobility and regional air mobility operations;

''(III) what role each level of government plays in the process; and

''(IV) whether such entities recommend specific regulatory or guidance actions be taken by the Secretary or any other head of a Federal agency in order to support such early adoption.'';

(2) by striking subsection (c)(1) and inserting the following:

''(1) AUTHORIZATION.—Out of amounts made available under section 106(k) of title 49, United States Code, there are authorized to carry out this section $12,500,000 for each of fiscal years 2023 through 2026, to remain available until expended.'';

(3) in subsection (d) by striking ''2024'' and inserting ''2026'' each place it appears; and

(4) in subsection (e)—

(A) by striking paragraph (1) and inserting the following:

''(1) ADVANCED AIR MOBILITY; AAM; REGIONAL AIR MOBILITY; URBAN AIR MOBILITY; VERTIPORT.—The terms 'advanced air mobility', 'AAM', 'regional air mobility', 'urban air mobility', and 'vertiport' have the meaning given such terms in section 2(i) of the Advanced Air Mobility Coordination and Leadership Act (49 U.S.C. 40101 note).''; and

(B) by striking paragraphs (9) and (10).

SEC. 961. CENTER FOR ADVANCED AVIATION TECHNOLOGIES.

(a) PLAN.—Not later than 90 days after the date of enactment of this Act, the Administrator shall develop a plan to establish a Center for Advanced Aviation Technologies to support the testing and advancement of new and emerging aviation technologies.

(b) CONSULTATION.—In developing the plan under subsection (a), the Administrator may consult with the Advanced Air Mobility Working Group established in the Advanced Air Mobility Coordination and Leadership Act (Public Law 117–203), as amended by this Act, and the interagency working group established in section 1042 of this Act.

(c) CONSIDERATIONS.—In developing the plan under subsection (a), the Administrator shall consider as roles and responsibilities for the Center for Advanced Aviation Technologies—

(1) developing an airspace laboratory and flight demonstration zones to facilitate the safe integration of advanced air mobility aircraft into the national airspace system, with at least 1 such zone to be established within the same geographic region as the Center for Advanced Aviation Technologies and that also has aviation manufacturers with relevant expertise, such as powered-lift;

(2) establishing testing corridors for the purposes of validating air traffic requirements for advanced air mobility operations, operational procedures, and performance requirements, with at least 1 such corridor to be established within the same geographic region as the Center for Advanced Aviation Technologies;

(3) developing and facilitating technology partnerships with, and between, industry, academia, and other government agencies, and supporting such partnerships;

(4) identifying new and emerging aviation technologies, innovative aviation concepts, and relevant aviation services, including advanced air mobility, powered-lift aircraft, and other advanced aviation technologies, as determined appropriate by the Administrator; and

(5) any other duties, as determined appropriate by the Administrator.

(d) SUBMISSION TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the Committee on Transportation and Infrastructure and the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate the plan developed under subsection (a).

(e) CENTER.—Not later than September 30, 2026, the Administrator shall establish the Center for Advanced Aviation Technologies in accordance with the plan developed under subsection (a). In choosing the location for the Center for Advanced Aviation Technologies, the Administrator shall give preference to a community or region with a strong aeronautical presence, specifically the presence of—

(1) a large commercial airport or large air logistics center;

(2) aviation manufacturing with expertise in advanced aviation technologies, such as powered-lift;

(3) existing FAA facilities or offices, such as a Center, Institute, certificate management office, or a regional headquarters;

(4) airspace utilized for advanced aviation technology testing activity, and capable of supporting a wide range of use cases;

(5) proximity to both rural and urban communities;

(6) State, local, or Tribal governments;

(7) programs to support public-private partnerships for advanced aviation technologies; and

(8) academic institutions that offer programs relating to advanced aviation technologies engineering.

(f) AUTHORIZATION.—Out of amounts made available under section 106(k) of title 49, United States Code, $35,000,000 for each of fiscal years 2025 through 2028 is authorized to carry out this section.

(g) INTERACTION WITH OTHER ENTITIES.—The Administrator, in carrying out this section, shall, to the maximum extent practicable, leverage the research and testing capacity and capabilities of the Center of Excellence for Unmanned Aircraft Systems and, as appropriate, the unmanned aircraft test ranges established in section 44803 of title 49, United States Code.

(h) SAVINGS CLAUSES.—Nothing in this section shall be construed to interfere with any of the following activities:

(1) The ongoing activities of the unmanned aircraft test ranges established in section 44803 of title 49, United States Code, to the maximum extent practicable.

(2) The ongoing activities of the William J. Hughes Technical Center for Advanced Aerospace, to the maximum extent practicable.

(3) The ongoing activities of the Center of Excellence for Unmanned Aircraft Systems, to the maximum extent practicable.

(4) The ongoing activities of the Mike Monroney Aeronautical Center, to the maximum extent practicable.

TITLE X—RESEARCH AND DEVELOPMENT

Subtitle A—General Provisions

SEC. 1001. DEFINITIONS.

In this title:

(1) COVERED COMMITTEES OF CONGRESS.—The term ''covered committees of Congress'' means the Committee on Science, Space, and Technology of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(2) NASA.—The term ''NASA'' means the National Aeronautics and Space Administration.

SEC. 1002. RESEARCH, ENGINEERING, AND DEVELOPMENT AUTHORIZATION OF APPROPRIATIONS.

Section 48102(a) of title 49, United States Code, is amended—

(1) in paragraph (15) by striking ''; and'' and inserting a semicolon; and

(2) by striking paragraph (16) and inserting the following:

''(16) $280,000,000 for fiscal year 2024;

''(17) $311,000,000 for fiscal year 2025;

''(18) $323,000,000 for fiscal year 2026;

''(19) $334,000,000 for fiscal year 2027; and

''(20) $345,000,000 for fiscal year 2028.''.

SEC. 1003. REPORT ON IMPLEMENTATION; FUNDING FOR SAFETY RESEARCH AND DEVELOPMENT.

Not later than 1 year after the date of the enactment of this Act, the Comptroller General shall submit to the covered committees of Congress a report on the allocation of funding pursuant to section 48102 of title 49, United States Code, to the Secretary to conduct civil aviation research and development and to assess the implementation of section 48102(b)(2) of such title.

SEC. 1004. NATIONAL AVIATION RESEARCH PLAN MODIFICATION.

(a) MODIFICATION OF SUBMISSION DEADLINE.—Section 44501(c)(1) of title 49, United States Code, is amended—

(1) by striking ''the date of submission'' and inserting ''the date that is 30 days after the date of submission''; and

(2) by adding at the end the following ''If such report cannot be prepared and submitted by the date that is 30 days after the date of submission of the President's budget to Congress, the Administrator shall submit, before such date, a letter to the Chairman and Ranking Member of the Committee on Commerce, Science, and Transportation of the Senate and the Committee of Science, Space, and Technology of the House of Representatives stating the reason for delayed submission, impacts of the delay, and actions taken to address circumstances that led to the delay.''.

(b) CONFORMING AMENDMENT.—Section 48102(g) of title 49, United States Code, is amended by striking ''the date of submission'' and inserting ''the date that is 30 days after the date of submission''.

SEC. 1005. ADVANCED MATERIALS CENTER OF EXCELLENCE ENHANCEMENTS.

Section 44518 of title 49, United States Code, is amended—

(1) by striking subsection (a) and inserting the following:

''(a) IN GENERAL.—

''(1) CONTINUED OPERATIONS.—The Administrator shall—

''(A) continue operation of the Advanced Materials Center of Excellence (referred to in this section as the 'Center'); and

''(B) make a determination on whether to award a grant to the Center not later than 90 days after the date on which the grants officer of the Federal Aviation Administration recommends a proposal for award of such grant to the Administrator.

''(2) PURPOSES.—The Center shall—

''(A) focus on applied research and training on the safe use of composites and advanced materials, and related manufacturing practices, in airframe structures; and

''(B) conduct research and development into aircraft structure crash worthiness and passenger safety, as well as address safe and accessible air travel of individuals with a disability (as defined in section 382.3 of title 14, Code of Federal Regulations (or any successor regulation)), including materials required to facilitate safe wheelchair restraint systems on commercial aircraft.''; and

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

''(b) RESPONSIBILITIES.—The Center shall—

''(1) promote and facilitate collaboration among member universities, academia, the Administration, the commercial aircraft industry, including manufacturers, commercial air carriers, and suppliers, and other appropriate stakeholders for the purposes under subsection (a) and the activities described in paragraphs (2) through (4);

''(2) carry out research and development activities to advance technology, improve engineering practices, and facilitate continuing education in relevant areas of study, which shall include—

''(A) all structural materials, including—

''(i) metallic and non-metallic based additive materials, ceramic materials, carbon fiber polymers, and thermoplastic composites;

''(ii) the long-term material and structural behavior of such materials; and

''(iii) evaluating the resiliency and long-term durability of advanced materials in high temperature conditions and in engines for applications in advanced aircraft; and

''(B) structural technologies, such as additive manufacturing, to be used in applications within the commercial aircraft industry, including traditional fixed-wing aircraft, rotorcraft, and emerging aircraft types such as advanced air mobility aircraft; and

''(3) conduct research activities for the purpose of improving the safety and certification of aviation structures, materials, and additively manufactured aviation products and components; and

''(4) conducting research activities to advance the safe movement of all passengers, including individuals with a disability (as defined in section 382.3 of title 14, Code of Federal Regulations (or any successor regulation)), and individuals using personal wheelchairs in flight, that takes into account the modeling, engineering, testing, operating, and training issues significant to all passengers and relevant stakeholders.''.

SEC. 1006. CENTER OF EXCELLENCE FOR UNMANNED AIRCRAFT SYSTEMS.

(a) IN GENERAL.—Chapter 448 of title 49, United States Code, is further amended by adding at the end the following:

''§ 44813. Center of Excellence for Unmanned Aircraft Systems

''(a) IN GENERAL.—The Administrator of the Federal Aviation Administration shall continue operation of the Center of Excellence for Unmanned Aircraft Systems (referred to in this section as the 'Center').

''(b) RESPONSIBILITIES.—The Center shall carry out the following responsibilities:

''(1) Conduct applied research and training on the safe and efficient integration of unmanned aircraft systems and advanced air mobility into the national airspace system.

''(2) Promote and facilitate collaboration among academia, the Federal Aviation Administration, Federal agency partners, and industry stakeholders (including manufacturers, operators, service providers, standards development organizations, carriers, and suppliers), with respect to the safe and efficient integration of unmanned aircraft systems and advanced air mobility into the national airspace system.

''(3) Establish goals set to advance technology, improve engineering practices, and facilitate continuing education with respect to the safe and efficient integration of unmanned aircraft systems and advanced air mobility into the national airspace system.

''(c) PROGRAM PARTICIPATION.—The Administrator shall ensure the participation in the Center of institutions of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)) and research institutions that provide accredited bachelor's degree programs in aeronautical sciences that provide pathways to commercial pilot certifications and that include a focus on pilot training for women aviators.

''(d) LEVERAGING OF CERTAIN CAPACITY AND CAPABILITIES.—The Administrator shall, in carrying out research necessary to validate consensus safety standards accepted pursuant to section 44805, to the maximum extent practicable, leverage the research and testing capacity and capabilities of—

''(1) the Center;

''(2) the test ranges designated under section 44803;

''(3) existing Federal and non-Federal test ranges and testbeds;

''(4) the National Aeronautics and Space Administration; and

''(5) the William J. Hughes Technical Center for Advanced Aerospace.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 448 of title 49, United States Code, is further amended by adding at the end the following:

''44813. Center of Excellence for Unmanned Aircraft Systems.''.

SEC. 1007. ASSURED SAFE CREDENTIALING AUTHORITY.

(a) IN GENERAL.—Chapter 448 of title 49, United States Code, is further amended by adding at the end the following:

''§ 44814. ASSUREd Safe credentialing authority

''(a) IN GENERAL.—Not later than 6 months after the date of enactment of this section, the Administrator of the Federal Aviation Administration shall establish a credentialing authority for the program of record of the Federal Aviation Administration (referred to in this section as 'ASSUREd Safe') under the Center of Excellence for Unmanned Aircraft Systems.

''(b) PURPOSES.—ASSUREd Safe shall offer services throughout the United States, and to allies and partners of the United States, including—

''(1) online and in-person standards, education, and testing for the use of unmanned aircraft systems by first responders for emergency and disaster management operations;

''(2) uniform communications standards, operational standards, and reporting standards for civilian, military, and international allies and partners; and

''(3) any other relevant standards development related to operation of unmanned aircraft systems, as determined appropriate by the Administrator.

''(c) COORDINATION.—The Administrator shall ensure that the Center of Excellence for Unmanned Aircraft Systems coordinates with the National Institute of Standards and Technology and the Federal Emergency Management Agency on establishment of ASSUREd Safe, and on any services offered by ASSUREd Safe.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 448 of title 49, United States Code, is further amended by adding at the end the following:

''44814. ASSUREd Safe credentialing authority.''.

SEC. 1008. CLEEN ENGINE AND AIRFRAME TECHNOLOGY PARTNERSHIP.

Section 47511 of title 49, United States Code, is amended—

(1) in subsection (a), by striking ''subsonic'' after ''fuels for civil''; and

(2) by adding at the end the following:

''(d) SELECTION.—In carrying out the program, the Administrator may provide that not less than 2 of the cooperative agreements entered into under this section involve the participation of an entity that is a small business concern (as defined in section 3 of the Small Business Act (15 U.S.C. 632)), provided that the submitted technology proposal of the entity meets, at a minimum, FAA Acquisition Management System requirements and requisite technology readiness levels for entry into the agreement, as determined by the Administrator.''.

SEC. 1009. HIGH-SPEED FLIGHT TESTING.

(a) IN GENERAL.—The Administrator, in consultation with the Administrator of NASA, shall establish procedures for the exclusive purposes of developmental and airworthiness testing and demonstration flights, which may include the establishment of high-speed testing corridors in the national airspace system—

(1) with respect to manufacturers and operators of high-speed aircraft that conduct flights operating with supersonic speed, not later than 1 year after the date of enactment of this Act; and

(2) with respect to manufacturers and operators of high-speed aircraft that conduct flights operating with hypersonic speed, not later than 2 years after the date of enactment of this Act.

(b) AREAS OF TESTING AND DEMONSTRATION.—The Administrator shall take action, as appropriate, to ensure flight testing and demonstration flights occur in areas where such flights will not interfere with the safety of other aircraft or the efficient use of airspace in the national airspace system.

(c) CONSIDERATIONS.—In carrying out subsection (a), the Administrator shall consider—

(1) sections 91.817 and 91.818 of title 14, Code of Federal Regulations;

(2) applications for special flight authorizations for flights operating at supersonic or hypersonic speed, as described in section 91.818 of such title;

(3) the environmental impacts of developmental and airworthiness testing operations;

(4) requiring applicants to include specification of proposed flight areas;

(5) the authorization of flights to and from airports in Class D airspace within 10 nautical miles of oceanic coastline;

(6) developing the vertical limits at or above the altitude necessary for safe supersonic and hypersonic operations;

(7) proponent-provided data regarding the design and operational analysis of the aircraft, as well as data regarding sonic boom overpressures;

(8) the safety of the uninvolved public; and

(9) community outreach, education, and engagement.

(d) CONSULTATION.—Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with the Environmental Protection Agency and other stakeholders, shall assess and report to the covered committees of Congress on a means for supporting continued compliance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.). The Administrator shall seek to enter into an agreement with an appropriate federally funded research and development center, or other independent nonprofit organization that recommends long term solutions for maintaining compliance with such Act for 1 or more over-land or near-land hypersonic and supersonic test areas as established by the Administrator.

(e) DEFINITIONS.—In this section:

(1) HIGH-SPEED AIRCRAFT.—The term ''high-speed aircraft'' means an aircraft operating at speeds in excess of Mach 1, including supersonic and hypersonic aircraft.

(2) HYPERSONIC.—The term ''hypersonic'' means flights operating at speeds that exceed Mach 5.

(3) SUPERSONIC.—The term ''supersonic'' means flights operating at speeds in excess of Mach 1 but less than Mach 5.

SEC. 1010. HIGH-SPEED AIRCRAFT PATHWAY TO INTEGRATION STUDY.

(a) STUDY.—

(1) IN GENERAL.—The Administrator, in consultation with aircraft manufacturers and operators, institutions of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)), the Administrator of NASA, the Secretary of Defense, and any other agencies the Administrator determines appropriate, shall conduct a study assessing actions necessary to facilitate the safe operation and integration of high-speed aircraft into the national airspace system.

(2) CONTENTS.—The study conducted under paragraph (1) shall include, at a minimum—

(A) an initial assessment of cross-agency equities related to high-speed aircraft technologies and flight;

(B) the identification and collection of data required to develop certification, flight standards, and air traffic requirements for the deployment and integration of high-speed aircraft;

(C) the development of a framework and potential timeline to establish the appropriate regulatory requirements for conducting high-speed aircraft flights;

(D) strategic plans to improve the FAA's state of preparedness and response capability in advance of receiving applications to conduct high-speed aircraft flights; and

(E) a survey of global high-speed aircraft-related regulatory and testing developments or activities.

(3) CONSIDERATIONS.—In conducting the study under paragraph (1), the Administrator may consider—

(A) feedback and input reflecting the technical expertise of the aerospace industry and other stakeholders, as the Administrator determines appropriate, to inform future development of policies, regulations, and standards that enable the safe operation and integration of high-speed aircraft into the national airspace system;

(B) opportunities for—

(i) demonstrating United States global leadership in high-speed aircraft and related technologies; and

(ii) strengthening global harmonization in aeronautics including in the development of international policies relating to the safe operation of high-speed aircraft; and

(C) methods and opportunities for community outreach, education, and engagement.

(b) REPORT.—Not later than 3 years after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress and the Committee on Transportation and Infrastructure of the House of Representatives a report on the results of the study conducted under subsection (a) and recommendations, if appropriate, to facilitate the safe operation and integration of high-speed aircraft into the national airspace system.

(c) DEFINITIONS.—In this section:

(1) HIGH-SPEED AIRCRAFT.—The term ''high-speed aircraft'' means an aircraft operating at speeds in excess of Mach 1, including supersonic and hypersonic aircraft.

(2) HYPERSONIC.—The term ''hypersonic'' means flights operating at speeds that exceed Mach 5.

(3) SUPERSONIC.—The term ''supersonic'' means flights operating at speeds in excess of Mach 1 but less than Mach 5.

SEC. 1011. OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTITUDE CLASS E AIRSPACE.

(a) RESEARCH.—Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with the Administrator of NASA and any other relevant stakeholders the Administrator determines appropriate, including industry and academia, shall undertake research to identify, to the maximum extent practicable, the minimum altitude above the upper boundary of Class A airspace, at or above which flights operating with speeds above Mach 1 generate sonic booms that do not produce appreciable sonic boom overpressures that reach the surface under prevailing atmospheric conditions.

(b) HYPERSONIC DEFINED.—In this section, the term ''hypersonic'' means a flight operating at speeds that exceed Mach 5.

SEC. 1012. ELECTRIC PROPULSION AIRCRAFT OPERATIONS STUDY.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Comptroller General shall initiate a study assessing the safe and scalable operation and integration of electric aircraft into the national airspace system.

(b) CONTENTS.—In conducting the study required under subsection (a), the Comptroller General shall address—

(1) identification of the workforce technical capacity and competencies needed for the Administrator to certify aircraft systems specific to electric aircraft;

(2) the data development and collection required to develop standards specific to electric aircraft;

(3) the regulatory standards and guidance material needed to facilitate the safe operation and maintenance of electric aircraft, including—

(A) fire protection;

(B) high voltage electromagnetic environments;

(C) engine and human machine interfaces;

(D) reliability of high voltage components and insulation;

(E) lithium batteries for propulsion use;

(F) operating and pilot qualifications; and

(G) airspace integration;

(4) the airport infrastructure requirements to support electric aircraft operations, including an assessment of—

(A) the capabilities of airport infrastructure, including, to the extent practicable, the capabilities and capacity of the electrical power grid of the United States to support such operations, including cost, challenges, and opportunities for clean generation of electricity relating to such support, existing as of the date of enactment of this Act;

(B) aircraft operations specifications;

(C) projected operations demand by carriers and other operators;

(D) potential modifications to existing airport infrastructure;

(E) additional investments in new infrastructure and systems required to meet operations demand;

(F) management of infrastructure relating to hazardous materials used in hybrid and electric propulsion; and

(G) ability of such current and future airport infrastructure capabilities to adapt to meet the evolving needs of electric aircraft operations; and

(5) varying types of electric aircraft, including advanced air mobility aircraft and small or regional passenger or cargo aircraft.

(c) CONSIDERATIONS.—In conducting the study under subsection (a), the Comptroller General may consider the following:

(1) The potential for improvements to air service connectivity for communities through the deployment of electric aircraft operations, including by—

(A) establishing routes to small and rural communities; and

(B) introducing alternative modes of transportation for multimodal operations within communities.

(2) Impacts to airport-adjacent communities, including implications due to changes in airspace utilization and land use compatibility.

(d) REPORT TO CONGRESS.—Not later than 2 years after the date of enactment of this Act, the Comptroller General shall submit to the covered committees of Congress and the Committee on Transportation and Infrastructure of the House of Representatives a report on the results of the study conducted under subsection (a) and recommendations for such legislation and administrative action as the Comptroller General determines appropriate.

(e) DEFINITIONS.—In this section:

(1) ELECTRIC AIRCRAFT.—The term ''electric aircraft'' means an aircraft with a fully electric or hybrid electric driven propulsion system used for flight.

(2) ADVANCED AIR MOBILITY.—The term ''advanced air mobility'' means a transportation system that transports passengers and cargo by air between two points in the United States using aircraft with advanced technologies, including aircraft with hybrid or electric vertical take-off and landing capabilities, in both controlled and uncontrolled airspace.

SEC. 1013. CONTRACT WEATHER OBSERVERS PROGRAM.

Section 2306 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190; 130 Stat. 641) is amended by striking subsection (b) and inserting the following:

''(b) CONTINUED USE OF CONTRACT WEATHER OBSERVERS.—The Administrator may not discontinue or diminish the contract weather observer program at any airport until September 30, 2028.''.

SEC. 1014. AIRFIELD PAVEMENT TECHNOLOGY PROGRAM.

Section 744 of the FAA Reauthorization Act of 2018 (Public Law 115–254; 49 U.S.C. 44505 note) is amended to read as follows:

''SEC. 744. RESEARCH AND DEPLOYMENT OF CERTAIN AIRFIELD PAVEMENT TECHNOLOGIES.

''Using amounts made available under section 48102(a) of title 49, United States Code, the Secretary may carry out a program for the research and development of airfield pavement technologies under which the Secretary makes grants to, and enters into cooperative agreements with, institutions of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001)) and nonprofit organizations that—

''(1) research concrete and asphalt pavement technologies that extend the life of airfield pavements;

''(2) develop sustainability and resiliency guidelines to improve long-term pavement performance;

''(3) develop and conduct training with respect to such airfield pavement technologies;

''(4) provide for demonstration projects of such airfield pavement technologies; and

''(5) promote the latest airfield pavement technologies to aid the development of safer, more cost effective, and more resilient and sustainable airfield pavements.''.

SEC. 1015. REVIEW OF FAA MANAGEMENT OF RESEARCH AND DEVELOPMENT.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall conduct a review of the management of research and development activities of the FAA, and the insight of the Administrator into, and coordination with, other Federal government research and development activities relating to civil aviation.

(b) REVIEW OF FAA MANAGEMENT.—The review of the Comptroller General under subsection (a) shall include an assessment of how the Administrator—

(1) plans, manages, and tracks progress of research and development projects and activities and how FAA processes and procedures compare with leading practices related to research and development management and collaboration, as determined by the Comptroller General;

(2) prioritizes research and development objectives;

(3) applies leading practices related to management of research and development, enhancement of collaboration and cooperation, and minimization of duplication, waste, and inefficiencies, in conducting activities—

(A) among FAA research and development programs;

(B) with NASA, including—

(i) the extent to which NASA and the FAA leverage each other's laboratory and testing capabilities, facilities, resources, and subject matter expert personnel in support of aeronautics research and development programs and projects;

(ii) an assessment of—

(I) the fiscal year in which the review is conducted, and the 3 fiscal years prior to such year, of Federal expenditures and any applicable fluctuation in the appropriated funds, for FAA and NASA research and development programs and projects and the impact of any funding changes on agency programs and projects; and

(II) the extent to which other Federal agencies, industry partners, and research organizations are involved in such programs and projects; and

(iii) recommendations, as appropriate, for the improvement of such coordination and collaboration with NASA;

(C) with other relevant Federal agencies;

(D) with international partners; and

(E) with academia, research organizations, standards groups, and industry;

(4) interacts with the private sector, including by examining the extent to which FAA—

(A) takes into account private sector research and development efforts in the management and investment of the research and development activities and investments of the FAA; and

(B) assesses the impact of FAA research and development on U.S. private sector aeronautics research and development investments;

(5) transitions the results of research and development projects into operational use;

(6) has implemented the recommendations in the report issued by the Comptroller General titled ''Aviation Research and Development'' issued April 2017 (GAO report 17–372) and the results of the efforts to implement such recommendations; and

(7) can improve management of research and development activities and any recommendations as the Comptroller General determines appropriate based on the results of the review.

(c) REPORT.—Not later than 180 days after completing the review under required under subsection (a), the Comptroller General shall submit to the covered committees of Congress—

(1) a report on such review and relevant findings; and

(2) recommendations, including the recommendations developed under paragraphs (3)(B)(iii) and (7) of subsection (b).

SEC. 1016. RESEARCH AND DEVELOPMENT OF FAA'S AERONAUTICAL INFORMATION SYSTEMS MODERNIZATION ACTIVITIES.

(a) IN GENERAL.—Using amounts made available under section 48102(a) of title 49, United States Code, and subject to the availability of appropriations, the Administrator, in coordination with the John A. Volpe National Transportation Systems Center, shall establish a research and development program, not later than 60 days after the date of enactment of this Act, to inform the continuous modernization of the aeronautical information systems of the FAA, including—

(1) the Aeronautical Information Management Modernization, including the Notice to Air Missions system of the FAA;

(2) the Aviation Safety Information Analysis and Sharing system; and

(3) the Service Difficulty Reporting System.

(b) REVIEW AND REPORT.—

(1) REVIEW.—Not later than 180 days after the date of enactment of this Act, the Administrator shall seek to enter into an agreement with a federally funded research and development center to conduct and complete a review of planned and ongoing modernization efforts of the aeronautical information systems of the FAA. Such review shall identify opportunities for additional coordination between the Administrator and the John A. Volpe National Transportation Systems Center to further modernize such systems.

(2) REPORT.—Not later than 1 year after the Administrator enters into the agreement with the center under paragraph (1), the Center shall submit to the Administrator, the covered committees of Congress, and the Committee on Transportation and Infrastructure of the House of Representatives a report on the review conducted under paragraph (1) and such recommendations as the Center determines appropriate.

SEC. 1017. CENTER OF EXCELLENCE FOR ALTERNATIVE JET FUELS AND ENVIRONMENT.

(a) IN GENERAL.—Chapter 445 of title 49, United States Code, is amended by adding at the end the following:

''§ 44520. Center of Excellence for Alternative Jet Fuels and Environment

''(a) IN GENERAL.—The Administrator shall continue operation of the Center of Excellence for Alternative Jet Fuels and Environment (in this section referred to as the 'Center').

''(b) RESPONSIBILITIES.—The Center shall—

''(1) focus on research to—

''(A) assist in the development, qualification, and certification of the use of aviation fuel from alternative and renewable sources (such as biomass, next-generation feedstocks, alcohols, organic acids, hydrogen, bioderived chemicals and gaseous carbon) for commercial aircraft;

''(B) assist in informing the safe use of alternative aviation fuels in commercial aircraft that also apply electrified aircraft propulsion systems;

''(C) reduce community exposure to civilian aircraft noise and pollutant emissions;

''(D) inform decision making to support United States leadership on international aviation environmental issues, including the development of domestic and international standards; and

''(E) improve and expand the scientific understanding of civil aviation noise and pollutant emissions and their impacts, as well as support the development of improved modeling approaches and tools;

''(2) examine the use of novel technologies and other forms of innovation to reduce noise, emissions, and fuel burn in commercial aircraft; and

''(3) support collaboration with other Federal agencies, industry stakeholders, research institutions, and other relevant entities to accelerate the research, development, testing, evaluation, and demonstration programs and facilitate United States sustainability and competitiveness in aviation.

''(c) GRANT AUTHORITY.—The Administrator shall carry out the work of the Center through the use of grants or other measures, as determined appropriate by the Administrator pursuant to section 44513, including through interagency agreements and coordination with other Federal agencies.

''(d) PARTICIPATION.—

''(1) PARTICIPATION OF EDUCATIONAL AND RESEARCH INSTITUTIONS.—In carrying out the responsibilities described in subsection (b), the Center shall include, as appropriate, participation by—

''(A) institutions of higher education and research institutions that—

''(i) have existing facilities for research, development, and testing; and

''(ii) leverage private sector partnerships;

''(B) other Federal agencies;

''(C) consortia with experience across the alternative fuels supply chain, including with research, feedstock development and production, small-scale development, testing, and technology evaluation related to the creation, processing, production, and transportation of alternative aviation fuel; and

''(D) consortia with experience in innovative technologies to reduce noise, emissions, and fuel burn in commercial aircraft.

''(2) USE OF NASA FACILITIES.—The Center shall, in consultation with the Administrator of NASA, consider using, on a reimbursable basis, the existing and available capacity in aeronautics research facilities at the Langley Research Center, the NASA John H. Glenn Center at the Neil A. Armstrong Test Facility, and other appropriate facilities of the National Aeronautics and Space Administration.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 445 of such title, as amended by section 817, is amended by inserting after the item relating to section 44519 the following:

''44520. Center of Excellence for Alternative Jet Fuels and Environment.''.

SEC. 1018. NEXT GENERATION RADIO ALTIMETERS.

(a) IN GENERAL.—Not later than 60 days after the date of enactment of this Act, the Administrator, in coordination with the aviation and commercial wireless industries, the National Telecommunications and Information Administration, the Federal Communications Commission, and other relevant government stakeholders, shall carry out an accelerated research and development program to inform the development and testing of the standards and technology necessary to ensure appropriate FAA certification actions and industry production that meets the installation requirements for next generation radio altimeters across all necessary aircraft by January 1, 2028.

(b) GRANT PROGRAM.—Subject to the availability of appropriations, the Administrator may award grants for the purposes of research and development, testing, and other activities necessary to ensure that next generation radio altimeter technology is developed, tested, certified, and installed on necessary aircraft by 2028, including through public-private partnership grants (which shall include protections for necessary intellectual property with respect to any private sector entity testing, certifying, or producing next generation radio altimeters under the program carried out under this section) with industry to ensure the accelerated production and installation by January 1, 2028.

(c) REVIEW AND REPORT.—Not later than 180 days after the enactment of this Act, the Administrator shall submit to the covered committees of Congress and the Committee on Transportation and Infrastructure of the House of Representatives a report on the steps the Administrator has taken as of the date on which such report is submitted and any actions the Administrator plans to take, including as part of the program carried out under this section, to ensure that next generation radio altimeter technology is developed, tested, certified, and installed by 2028.

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to apply to efforts to retrofit the existing supply of altimeters in place as of the date of enactment of this Act.

SEC. 1019. HYDROGEN AVIATION STRATEGY.

(a) FAA AND DEPARTMENT OF ENERGY LEADERSHIP ON USING HYDROGEN TO PROPEL COMMERCIAL AIRCRAFT.—The Secretary, acting through the Administrator and jointly with the Secretary of Energy, shall exercise leadership in and shall conduct research and development activities relating to enabling the safe use of hydrogen in civil aviation, including the safe and efficient use and sourcing of hydrogen to propel commercial aircraft.

(b) RESEARCH STRATEGY.—Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with the Administrator of NASA and other relevant Federal agencies, shall complete the development of a research and development strategy on the safe use of hydrogen in civil aviation.

(c) CONSIDERATIONS.—The strategy developed under subsection (b) shall consider the following:

(1) The feasibility, opportunities, challenges, and pathways toward the potential and safe uses of hydrogen in civil aviation.

(2) The use of hydrogen in addition to electric propulsion to propel commercial aircraft and any related operational efficiencies.

(d) EXERCISE OF LEADERSHIP.—The Secretary, the Administrator, and the Secretary of Energy shall carry out the research activities consistent with the strategy in subsection (b), and that may include the following:

(1) Establishing positions and goals for the safe use of hydrogen in civil aviation, including to propel commercial aircraft.

(2) Understanding of the qualification of hydrogen aviation fuel, the safe transition to such fuel for aircraft, the advancement of certification efforts for such fuel, and risk mitigation measures for the use of such fuel in aircraft systems, including propulsion and storage systems.

(3) Through grant, contract, or interagency agreements, carrying out research and development to understand the contribution that the use of hydrogen would have on civil aviation, including hydrogen as an input for conventional jet fuel, hydrogen fuel cells as a source of electric propulsion, sustainable aviation fuel, and power to liquids or synthetic fuel, and researching ways of accelerating the introduction of hydrogen-propelled aircraft.

(4) Reviewing grant eligibility requirements, loans, loan guarantees, and other policies and requirements of the FAA and the Department of Energy to identify ways to increase the safe and efficient use of hydrogen in civil aviation.

(5) Considering the needs of the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, and other stakeholders in creating policies that enable the safe use of hydrogen in civil aviation.

(6) Coordinating with NASA, and obtaining input from the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, academia and other stakeholders regarding—

(A) the safe and efficient use of hydrogen in civil aviation, including—

(i) updating or modifying existing policies on such use;

(ii) assessing barriers to, and benefits of, the introduction of hydrogen in civil aviation, including aircraft propelled by hydrogen;

(iii) the operational differences between aircraft propelled by hydrogen and aircraft propelled with other types of fuels; and

(iv) public, economic, and noise benefits of the operation of commercial aircraft propelled by hydrogen and associated aerospace industry activity; and

(B) other issues identified by the Secretary, the Administrator, the Secretary of Energy, or the advisory committee established under paragraph (7) that must be addressed in order to enable the safe and efficient use of hydrogen in civil aviation.

(7) Establish an advisory committee composed of representatives of NASA, the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, and other stakeholders to advise the Secretary, the Administrator, and the Secretary of Energy on the activities carried out under this subsection.

(e) INTERNATIONAL LEADERSHIP.—The Secretary, the Administrator, and the Secretary of Energy, in the appropriate international forums, shall take actions that—

(1) demonstrate global leadership in carrying out the activities required by subsections (a) and (b);

(2) consider the needs of the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, and other stakeholders identified under subsection (b);

(3) consider the needs of fuel cell manufacturers; and

(4) seek to advance the competitiveness of the United States in the safe use of hydrogen in civil aviation.

(f) REPORT TO CONGRESS.—Not later than 3 years after the date of enactment of this Act, the Secretary, acting through the Administrator and jointly with the Secretary of Energy, shall submit to the covered committees of Congress and the Committee on Transportation and Infrastructure of the House of Representatives a report detailing—

(1) the actions of the Secretary, the Administrator, and the Secretary of Energy to exercise leadership in conducting research

relating to the safe and efficient use of hydrogen in civil aviation;

(2) the planned, proposed, and anticipated actions to update or modify existing policies related to the safe and efficient use of hydrogen in civil aviation, based on the results of the research and development carried out under this section, including such actions identified as a result of consultation with, and feedback from, the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, academia and other stakeholders identified under subsection (b); and

(3) a proposed timeline for any such actions pursuant to paragraph (2).

SEC. 1020. AVIATION FUEL SYSTEMS.

(a) COORDINATION.—The Secretary, in coordination with the stakeholders identified in subsection (b), shall review, plan, and make recommendations with respect to coordination and implementation issues relating to aircraft powered by new aviation fuels or fuel systems, including at a minimum, the following:

(1) Research and technical assistance related to the development, certification, operation, and maintenance of aircraft powered by new aviation fuels and fuel systems, along with refueling and charging infrastructure and associated technologies critical to their deployment.

(2) Data sharing with respect to the installation, maintenance, and utilization of charging and refueling infrastructure at airports.

(3) Development and deployment of training and certification programs for the development, construction, and maintenance of aircraft, related fuel systems, and charging and refueling infrastructure.

(4) Any other issues that the Secretary, in consultation with the Secretary of Energy, shall deem of interest related to the validation and certification of new fuels for use or fuel systems in aircraft.

(b) CONSULTATION.—The Secretary shall consult with—

(1) the Department of Energy;

(2) NASA;

(3) the Department of the Air Force; and

(4) other Federal agencies, as determined by the Secretary.

(c) PROHIBITION ON DUPLICATION.—The Secretary shall ensure that activities conducted under this section do not duplicate other Federal programs or efforts.

(d) SAVINGS CLAUSE.—Nothing in this section shall be construed as granting the Environmental Protection Agency additional authority to establish alternative fuel emissions standards.

(e) BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Secretary shall provide to the covered committees of Congress a briefing on the results of the review of coordination efforts conducted under this section.

SEC. 1021. AIR TRAFFIC SURVEILLANCE OVER UNITED STATES CONTROLLED OCEANIC AIRSPACE AND OTHER REMOTE LOCATIONS.

(a) PERSISTENT AVIATION SURVEILLANCE OVER OCEANS AND REMOTE LOCATIONS.—Subject to the availability of appropriations, the Administrator, in consultation with the Administrator of NASA and other relevant Federal agencies, shall carry out research, development, demonstration, and testing to enable civil aviation surveillance over oceans and other remote locations to improve safety.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report on the activities carried out under this section.

(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to duplicate existing efforts conducted by the Administrator, in coordination with other Federal agencies.

SEC. 1022. AVIATION WEATHER TECHNOLOGY REVIEW.

(a) REVIEW.—The Administrator, in consultation with the Administrator of the National Oceanic and Atmospheric Administration, shall conduct a review of current and planned research, modeling, and technology capabilities that have the potential to—

(1) more accurately detect and predict weather impacts to aviation;

(2) inform how advanced predictive models can enhance aviation operations; and

(3) increase national airspace system safety and efficiency.

(b) CONSIDERATION.—The review required under subsection (a) shall include consideration of the unique impacts of weather on unmanned aircraft systems (as defined in section 44801 of title 49, United States Code) and advanced air mobility operations.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report containing the results of the review conducted under subsection (a).

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to duplicate existing efforts conducted by the Administrator, in consultation with the Administrator of the National Oceanic and Atmospheric Administration.

SEC. 1023. AIR TRAFFIC SURFACE OPERATIONS SAFETY.

(a) RESEARCH.—Subject to the availability of appropriations, the Administrator, in consultation with the Administrator of NASA and other appropriate Federal agencies, shall continue to carry out research and development activities relating to technologies and operations to enhance air traffic surface operations safety.

(b) REQUIREMENTS.—In carrying out the research and development under subsection (a) shall examine the following:

(1) Methods and technologies to enhance the safety and efficiency of air traffic control operations related to air traffic surface operations.

(2) Emerging technologies installed in aircraft cockpits to enhance ground situational awareness, including enhancements to the operational performance of runway traffic alerting and runway landing safety technologies.

(3) Safety enhancements and adjustments to air traffic surface operations to account for and enable safe operations of advanced aviation technology.

(c) REPORT.—Not later than 18 months after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report on the research and development activities carried out under this section, including regarding the transition into operational use of such activities.

SEC. 1024. TECHNOLOGY REVIEW OF ARTIFICIAL INTELLIGENCE AND MACHINE LEARNING TECHNOLOGIES.

(a) REVIEW.—The Administrator shall conduct a review of current and planned artificial intelligence and machine learning technologies to improve airport efficiency and safety.

(b) CONSIDERATIONS.—In conducting the review required under subsection (a), the Administrator may consider—

(1) identifying best practices and lessons learned from both domestic and international artificial intelligence and machine learning technology applications to improve airport operations; and

(2) coordinating with other relevant Federal agencies to identify China's domestic application of artificial intelligence and machine learning technologies relating to airport operations.

(c) SUMMARIES.—The review conducted under subsection (a) shall include examination of the application of artificial intelligence and machine learning technologies to the following:

(1) Jet bridges.

(2) Airport service vehicles on airport movement areas.

(3) Aircraft taxi.

(4) Air traffic control operations.

(5) Any other areas the Administrator determines necessary to help improve airport efficiency and safety.

(d) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report containing the results of the review conducted under subsection (a).

SEC. 1025. RESEARCH PLAN FOR COMMERCIAL SUPERSONIC RESEARCH.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Administrator, in consultation with the Administrator of NASA and industry, shall provide to the covered committees of Congress a briefing on any plans to build on existing research and development activities and identify any further research and development needed to inform the development of Federal and international policies, regulations, standards, and recommended practices relating to the certification and safe and efficient operation of civil supersonic aircraft and supersonic overland flight.

(b) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to duplicate existing research and development efforts conducted by the Administrator, in consultation with the Administrator of NASA.

(c) SUPERSONIC DEFINED.—In this section, the term ''supersonic'' means flights operating at speeds in excess of Mach 1 but less than Mach 5.

SEC. 1026. ELECTROMAGNETIC SPECTRUM RESEARCH AND DEVELOPMENT.

(a) IN GENERAL.—The Administrator, in consultation with the National Telecommunications and Information Administration and the Federal Communications Commission, shall conduct research, engineering, and development related to the effective and efficient use and management of radio frequency spectrum in the civil aviation domain, including for aircraft, unmanned aircraft systems, and advanced air mobility.

(b) CONTENTS.—The research, engineering, and development conducted under subsection (a) shall, at a minimum, address the following:

(1) How reallocation or repurposing of radio frequency spectrum adjacent to spectrum allocated for communication, navigation, and surveillance may impact the safety of civil aviation.

(2) The effectiveness of measures to identify risks, protect, and mitigate against spectrum interference in frequency bands used in civil aviation operations to ensure public safety.

(3) The identification of any emerging civil aviation systems and their anticipated spectrum requirements.

(4) The implications of paragraphs (1) through (3) on existing civil aviation systems that use radio frequency spectrum, including on the operational specifications of such systems, as it relates to existing and to future radio frequency spectrum requirements for civil aviation.

(c) REPORT.—Not later than 2 years after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report containing the

results of the research, engineering, and development conducted under subsection (a).

SEC. 1027. RESEARCH PLAN ON THE REMOTE TOWER PROGRAM.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a comprehensive plan for research, development, testing, and evaluation needed to further mature remote tower technologies and systems and related requirements and provide a strategic roadmap to support deployment of such technologies.

(b) CONSIDERATIONS.—In developing the plan under subsection (a), the Administrator shall consider—

(1) how remote tower systems could enhance certain air traffic services, including providing additional air traffic support to existing air traffic control tower operations and providing air traffic support at airports without a manned air traffic control tower;

(2) the validation and certification timeline and structure of the FAA;

(3) existing remote tower technologies to the extent possible to inform technology maturation and improvements;

(4) new and developing remote tower technologies and the extent to which remote tower systems enable the introduction of advanced technological capabilities; and

(5) collaborating with the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7111 of title 5, United States Code.

(c) SAVINGS CLAUSE.—Nothing in this section shall be construed to limit or otherwise delay testing, validating, certifying, or deploying remote tower technologies conducted under section 47124 title 49, United States Code.

SEC. 1028. AIR TRAFFIC CONTROL TRAINING.

(a) RESEARCH.—Subject to the availability of appropriations, the Administrator shall carry out a research program to evaluate opportunities to modernize, enhance, and streamline on-the-job training and training time for individuals seeking to become certified professional controllers of the FAA, as required by the Administrator.

(b) REQUIREMENTS.—In carrying out the research program under subsection (a), the Administrator shall—

(1) assess the benefits of deploying and using advanced technologies, such as artificial intelligence, machine learning, adaptive computer-based simulation, virtual reality, or augmented reality, or any other technology determined appropriate by the Administrator, to enhance air traffic controller knowledge retention and controller performance, strengthen safety, and improve the effectiveness of training time; and

(2) include collaboration with labor organizations, including the exclusive bargaining representative of air traffic controllers of the FAA certified under section 7111 of title 5, United States Code, and other stakeholders.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report on the findings of the research under subsection (a).

(d) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to delay the installation of tower simulation systems by the Administrator at FAA air traffic facilities across the national airspace system.

SEC. 1029. REPORT ON AVIATION CYBERSECURITY DIRECTIVES.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report on the status of the implementation by the Administrator of the framework developed under section 2111 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114–190; 49 U.S.C. 44903 note).

(b) CONTENTS.—The report, at a minimum, shall include the following:

(1) A description of the progress of the Administrator in developing, implementing, and updating such framework.

(2) An overview of completed research and development projects to date and a description of remaining research and development activities prioritized for the most needed improvements, with target dates, to safeguard the national airspace system.

(3) An explanation for any delays or challenges in so implementing such section.

SEC. 1030. TURBULENCE RESEARCH AND DEVELOPMENT.

(a) IN GENERAL.—Subject to the availability of appropriations, the Administrator, in collaboration with the Administrator of the National Oceanic and Atmospheric Administration, and in consultation with the Administrator of NASA, shall carry out applied research and development to—

(1) enhance the monitoring and understanding of severe turbulence, including clear-air turbulence; and

(2) inform the development of measures to mitigate safety impacts on crew and the flying public that may result from severe turbulence.

(b) RESEARCH AND DEVELOPMENT ACTIVITIES.—In carrying out the research and development under subsection (a), the Administrator shall—

(1) establish processes and procedures for comprehensive and systematic data collection, through both instrumentation and pilot reporting, of severe turbulence, including clear-air turbulence;

(2) establish measures for storing and managing such data collection;

(3) support measures for monitoring and characterizing incidents of severe turbulence;

(4) consider relevant existing research and development from other entities, including Federal departments and agencies, academia, and the private sector; and

(5) carry out research and development—

(A) to understand the impacts of relevant factors on the nature of turbulence, including severe turbulence and clear-air turbulence;

(B) to enhance turbulence forecasts for flight planning and execution, seasonal predictions for schedule and route-planning, and long-term projections of severe turbulence, including clear-air turbulence; and

(C) on other subject matters areas related to severe turbulence, as determined by the Administrator; and

(6) support the effective transition of the results of research and development to operations, in cases in which such transition is appropriate.

(c) DUPLICATIVE RESEARCH AND DEVELOPMENT ACTIVITIES.—The Administrator shall ensure that research and development activities under this section do not duplicate other Federal programs relating to turbulence.

(d) TURBULENCE DATA.—

(1) COMMERCIAL PROVIDERS.—In carrying out the research and development under subsection (a) and the activities described in subsection (b), the Administrator may enter into agreements with commercial providers for the following:

(A) The purchase of turbulence data.

(B) The placement on aircraft of instruments relevant to understanding and monitoring turbulence.

(2) DATA ACCESS.—The Administrator shall make the data collected under subsection (b) widely available and accessible to the scientific research, user, and stakeholder communities, including the Administrator of the National Oceanic and Atmospheric Administration, to the greatest extent practicable and in accordance with FAA data management policies.

(e) REPORT ON TURBULENCE RESEARCH.—Not later than 15 months after the date of enactment of this Act, the Administrator, in collaboration with the Administrator of the National Oceanic and Atmospheric Administration, shall submit to the covered committees of Congress a report that—

(1) details the activities conducted under this section, including how the requirements of subsection (b) have contributed to the goals described in paragraphs (1) and (2) of subsection (a);

(2) assesses the current state of scientific understanding of the causes, occurrence rates, and past and projected future trends in occurrence rates of severe turbulence, including clear-air turbulence;

(3) describes the processes and procedures for collecting, storing, and managing, data in pursuant to subsection (b);

(4) assesses—

(A) the use of commercial providers pursuant to subsection (d)(1); and

(B) the need for any future Federal Government collection or procurement of data and instruments related to turbulence, including an assessment of costs;

(5) describes how such data will be made available to the scientific research, user, and stakeholder communities; and

(6) identifies future research and development needed to inform the development of measures to predict and mitigate the safety impacts that may result from severe turbulence, including clear-air turbulence.

SEC. 1031. RULE OF CONSTRUCTION REGARDING COLLABORATIONS.

Nothing in this title may be construed as modifying or limiting existing collaborations, or limiting potential engagement on future collaborations, between the Administrator, stakeholders, and labor organizations, including the exclusive bargaining representative of air traffic controllers certified under section 7111 of title 5, United States Code, pertaining to FAA research, engineering, development, demonstration, and testing activities.

SEC. 1032. LIMITATION.

(a) PROHIBITED ACTIVITIES.—None of the funds authorized in this title may be used to conduct research, develop, design, plan, promulgate, implement, or execute a policy, program, order, or contract of any kind with the Chinese Communist Party or any entity that is domiciled in China or under the influence of China unless such activities are specifically authorized by a law enacted after the date of enactment of this Act.

(b) EXEMPTION.—The Administrator is exempt from the prohibitions under subsection (a) if the prohibited activities are executed for the purposes of testing, research, evaluating, analyzing, or training related to—

(1) counter-unmanned aircraft detection and mitigation systems, including activities conducted—

(A) under the Center of Excellence for Unmanned Aircraft Systems of the FAA; or

(B) by the test ranges designated under section 44803 of title 49, United States Code;

(2) the safe, secure, or efficient operation of the national airspace system or maintenance of public safety;

(3) the safe integration of advanced aviation technologies into the national airspace system, including activities carried out by the Center of Excellence for Unmanned Aircraft Systems of the FAA;

(4) in coordination with other relevant Federal agencies, determining security threats of unmanned aircraft systems; and

(5) intelligence, electronic warfare, and information warfare operations.

(c) WAIVERS.—

(1) PUBLIC INTEREST DETERMINATION.—The Administrator may waive any prohibitions under subsection (a) on a case-by-case basis if the Administrator determines that activities described in subsection (a) are in the public interest.

(2) NOTIFICATION.—If the Administrator provides a waiver under paragraph (1), the Administrator shall notify the covered committees of Congress in writing not later than 15 days after exercising such waiver.

Subtitle B—Unmanned Aircraft Systems and Advanced Air Mobility

SEC. 1041. DEFINITIONS.

In this subtitle:

(1) ADVANCED AIR MOBILITY.—The term ''advanced air mobility'' means a transportation system that is comprised of urban air mobility and regional air mobility using manned or unmanned aircraft.

(2) INTERAGENCY WORKING GROUP.—The term ''interagency working group'' means the advanced air mobility and unmanned aircraft systems interagency working group of the National Science and Technology Council established under section 1042.

(3) LABOR ORGANIZATION.—The term ''labor organization'' has the meaning given the term in section 2(5) of the National Labor Relations Act (29 U.S.C. 152(5)), except that such term shall also include—

(A) any organization composed of labor organizations, such as a labor union federation or a State or municipal labor body; and

(B) any organization which would be included in the definition for such term under such section 2(5) but for the fact that the organization represents—

(i) individuals employed by the United States, any wholly owned Government corporation, any Federal Reserve Bank, or any State or political subdivision thereof;

(ii) individuals employed by persons subject to the Railway Labor Act (45 U.S.C. 151 et seq.); or

(iii) individuals employed as agricultural laborers.

(4) NATIONAL LABORATORY.—The term ''National Laboratory'' has the meaning given such term in section 2 of the Energy Policy Act of 2005 (42 U.S.C. 15801).

(5) TECHNICAL STANDARD.—The term ''technical standard'' has the meaning given such term in section 12(d)(5) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note).

(6) UNMANNED AIRCRAFT SYSTEM.—The term ''unmanned aircraft system'' has the meaning given such term in section 44801 of title 49, United States Code.

SEC. 1042. INTERAGENCY WORKING GROUP.

(a) DESIGNATION.—

(1) IN GENERAL.—The National Science and Technology Council shall establish or designate an interagency working group on advanced air mobility and unmanned aircraft systems to coordinate Federal research, development, deployment, testing, and education activities to enable advanced air mobility and unmanned aircraft systems.

(2) MEMBERSHIP.—The interagency working group shall be comprised of senior representatives from NASA, the Department of Transportation, the National Oceanic and Atmospheric Administration, the National Science Foundation, the National Institute of Standards and Technology, Department of Homeland Security, and such other Federal agencies as appropriate.

(b) DUTIES.—The interagency working group shall—

(1) develop a strategic research plan to guide Federal research to enable advanced air mobility and unmanned aircraft systems and oversee implementation of the plan;

(2) oversee the development of—

(A) an assessment of the current state of United States competitiveness and leadership in advanced air mobility and unmanned aircraft systems, including the scope and scale of United States investments in relevant research and development; and

(B) strategies to strengthen and secure the domestic supply chain for advanced air mobility systems and unmanned aircraft systems;

(3) facilitate communication and outreach opportunities with academia, industry, professional societies, State, local, Tribal, and Federal governments, and other stakeholders;

(4) facilitate partnerships to leverage knowledge and resources from industry, State, local, Tribal, and Federal governments, National Laboratories, unmanned aircraft systems test range (as defined in section 44801 of title 49, United States Code), academic institutions, and others;

(5) coordinate with the advanced air mobility working group established under section 2 of the Advanced Air Mobility Coordination and Leadership Act (Public Law 117–203) and heads of other Federal departments and agencies to avoid duplication of research and other activities to ensure that the activities carried out by the interagency working group are complementary to those being undertaken by other interagency efforts; and

(6) coordinate with the National Security Council and other authorized agency coordinating bodies on the assessment of risks affecting the existing Federal unmanned aircraft systems fleet and outlining potential steps to mitigate such risks.

(c) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, and every 2 years thereafter until December 31, 2028, the interagency working group shall transmit to the covered committees of Congress a report that includes a summary of federally funded advanced air mobility and unmanned aircraft systems research, development, deployment, and testing activities, including the budget for each of the activities described in this paragraph.

(d) RULE OF CONSTRUCTION.—The interagency working group shall not be construed to conflict with or duplicate the work of the interagency working group established under the advanced air mobility working group established by the Advanced Air Mobility Coordination and Leadership Act (Public Law 117–203).

SEC. 1043. STRATEGIC RESEARCH PLAN.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the interagency working group shall develop and periodically update, as appropriate, a strategic plan for Federal research, development, deployment, and testing of advanced air mobility systems and unmanned aircraft systems.

(b) CONSIDERATIONS.—In developing the plan required under subsection (a), the interagency working group shall consider and use—

(1) information, reports, and studies on advanced air mobility and unmanned aircraft systems that have identified research, development, deployment, and testing needed;

(2) information set forth in the national aviation research plan developed under section 44501(c) of title 49, United States Code; and

(3) recommendations made by the National Academies in the review of the plan under subsection (d).

(c) CONTENTS OF THE PLAN.—In developing the plan required under subsection (a), the interagency working group shall—

(1) determine and prioritize areas of advanced air mobility and unmanned aircraft systems research, development, demonstration, and testing requiring Federal Government leadership and investment;

(2) establish, for the 10-year period beginning in the calendar year the plan is submitted, the goals and priorities for Federal research, development, and testing which will—

(A) support the development of advanced air mobility technologies and the development of an advanced air mobility research, innovation, and manufacturing ecosystem;

(B) take into account sustained, consistent, and coordinated support for advanced air mobility and unmanned aircraft systems research, development, and demonstration, including through grants, cooperative agreements, testbeds, and testing facilities;

(C) apply lessons learned from unmanned aircraft systems research, development, demonstration, and testing to advanced air mobility systems;

(D) inform the development of voluntary consensus technical standards and best practices for the development and use of advanced air mobility and unmanned aircraft systems;

(E) support education and training activities at all levels to prepare the United States workforce to use and interact with advanced air mobility systems and unmanned aircraft systems;

(F) support partnerships to leverage knowledge and resources from industry, State, local, Tribal, and Federal governments, the National Laboratories, Center of Excellence for Unmanned Aircraft Systems Research of the FAA, unmanned aircraft systems test ranges (as defined in section 44801 of title 49, United States Code), academic institutions, labor organizations, and others to advance research activities;

(G) leverage existing Federal investments; and

(H) promote hardware interoperability and open-source systems;

(3) support research and other activities on the impacts of advanced air mobility and unmanned aircraft systems on national security, safety, economic, legal, workforce, and other appropriate societal issues;

(4) reduce barriers to transferring research findings, capabilities, and new technologies related to advanced air mobility and unmanned aircraft systems into operation for the benefit of society and United States competitiveness;

(5) in consultation with the Council of Economic Advisers, measure and track the contributions of unmanned aircraft systems and advanced air mobility to United States economic growth and other societal indicators; and

(6) identify relevant research and development programs and make recommendations for the coordination of relevant activities of the Federal agencies and set forth the role of each Federal agency in implementing the plan.

(d) NATIONAL ACADEMIES OF SCIENCES, ENGINEERING, AND MEDICINE EVALUATION.—The Administrator shall seek to enter into an agreement with the National Academies to review the plan every 5 years.

(e) PUBLIC PARTICIPATION.—In developing the plan under subsection (a), the interagency working group shall consult with representatives of stakeholder groups, which may include academia, research institutions, and State, industry, and labor organizations. Not later than 90 days before the plan, or any revision thereof, is submitted to Congress, the plan shall be published in the Federal Register for a public comment period of not less than 60 days.

(f) REPORTS TO CONGRESS ON THE STRATEGIC RESEARCH PLAN.—

(1) PROGRESS REPORT.—Not later than 1 year after the date of enactment of this Act, the interagency working group described in section 1042 of this Act shall transmit to the covered committees of Congress a report that describes the progress in developing the plan required under this section.

(2) INITIAL REPORT.—Not later than 2 years after the date of enactment of this Act, the interagency working group shall transmit to the covered committees of Congress the strategic research plan developed under this section.

(3) BIENNIAL REPORT.—Not later than 1 year after the transmission of the initial report under paragraph (2) and every 2 years thereafter until December 31, 2033, the interagency working group shall transmit to the covered committees of Congress a report that includes an analysis of the progress made towards achieving the goals and priorities for the strategic research plan.

SEC. 1044. FEDERAL AVIATION ADMINISTRATION UNMANNED AIRCRAFT SYSTEM AND ADVANCED AIR MOBILITY RESEARCH AND DEVELOPMENT.

(a) IN GENERAL.—Consistent with the research plan in section 1043, the Administrator, in coordination with the Administrator of NASA and other Federal agencies, shall carry out and support research, development, testing, and demonstration activities and technology transfer, and activities to facilitate the transition of such technologies into application to enable advanced air mobility and unmanned aircraft systems and to facilitate the safe integration of advanced air mobility and unmanned aircraft systems into the national airspace system, in areas including—

(1) beyond visual-line-of-sight operations;

(2) command and control link technologies;

(3) development and integration of unmanned aircraft system traffic management into the national airspace system;

(4) noise and other societal and environmental impacts;

(5) informing the development of an industry consensus vehicle-to-vehicle standard;

(6) safety, including collisions between advanced air mobility and unmanned aircraft systems of various sizes, traveling at various speeds, and various other crewed aircraft or various parts of other crewed aircraft of various sizes and traveling at various speeds; and

(7) detect-and-avoid capabilities.

(b) DUPLICATIVE RESEARCH AND DEVELOPMENT ACTIVITIES.—The Administrator shall ensure that research and development and other activities conducted under this section do not duplicate other Federal activities related to the integration of unmanned aviation systems or advanced air mobility.

(c) LESSONS LEARNED.—The Administrator shall apply lessons learned from unmanned aircraft systems research, development, demonstration, and testing to advanced air mobility systems.

(d) RESEARCH ON APPROACHES TO EVALUATING RISK.—The Administrator shall conduct research on approaches to evaluating risk in emerging vehicles, technologies, and operations for unmanned aircraft systems and advanced air mobility systems. Such research shall include—

(1) defining quantitative metrics, including metrics that may support the Administrator in making determinations, and research to inform the development of requirements, as practicable, for the operations of certain unmanned aircraft systems, as described under section 44807 of title 49, United States Code;

(2) developing risk-based processes and criteria to inform the development of regulations and certification of complex operations, to include autonomous beyond-visual-line-of-sight operations, of unmanned aircraft systems of various sizes and weights, and advanced air mobility systems; and

(3) considering the utility of performance standards to make determinations under section 44807 of title 49, United States Code.

(e) REPORT.—Not later than 9 months after the date of enactment of this Act, the Administrator shall submit to the covered committees of Congress a report on the actions taken by the Administrator to implement provisions under this section that includes—

(1) a summary of the costs and results of research under subsection (a)(6);

(2) a description of plans for and progress toward the implementation of research and development under subsection (d);

(3) a description of the progress of the FAA in using research and development to inform FAA certification guidance and regulations of—

(A) large unmanned aircraft systems, including those weighing more than 55 pounds; and

(B) extended autonomous and remotely piloted operations beyond visual line of sight in controlled and uncontrolled airspace; and

(4) a current plan for full operational capability of unmanned aircraft systems traffic management, as described in section 376 the FAA Reauthorization Act of 2018 (49 U.S.C. 44802 note).

(f) PARALLEL EFFORTS.—

(1) IN GENERAL.—Research and development activities under this section may be conducted concurrently with the deployment of technologies outlined in (a) and in carrying out the this title and title IX.

(2) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to delay appropriate actions to deploy the technologies outlined in subsection (a), including the deployment of beyond visual-line-of-sight operations of unmanned aircraft systems, or delay the Administrator in carrying out this title and title IX, or limit FAA use of existing risk methodologies to make determinations pursuant to section 44807 of title 49, United States Code, prior to completion of relevant research and development activities.

(3) PRACTICES AND REGULATIONS.—The Administrator shall, to the maximum extent practicable, use the results of research and development activities conducted under this section to inform decisions on whether and how to maintain or update existing regulations and practices, or whether to establish new practices or regulations.

SEC. 1045. PARTNERSHIPS FOR RESEARCH, DEVELOPMENT, DEMONSTRATION, AND TESTING.

(a) STUDY.—The Administrator shall seek to enter into an arrangement with the National Academy of Public Administration to examine research, development, demonstration, and testing partnerships of the FAA to advance unmanned aircraft systems and advanced air mobility and to facilitate the safe integration of unmanned aircraft systems into the national airspace system.

(b) CONSIDERATIONS.—The Administrator shall ensure that the entity carrying out the study in subsection (a) shall—

(1) identify existing FAA partnerships with external entities, including academia and Centers of Excellence, industry, and nonprofit organizations, and the types of such partnership arrangements;

(2) examine the partnerships in paragraph (1), including the scope and areas of research, development, demonstration, and testing carried out, and associated arrangements for performing research and development activities;

(3) review the extent to which the FAA uses the results and outcomes of each partnership to advance the research and development in unmanned aircraft systems;

(4) identify additional research and development areas, if any, that may benefit from partnership arrangements, and whether such research and development would require new partnerships;

(5) identify any duplication of ongoing or planned research, development, demonstration, or testing activities;

(6) identify effective and appropriate means for publication and dissemination of the results and sharing with the public, commercial, and research communities related data from such research, development, demonstration, and testing conducted under such partnerships;

(7) identify effective mechanisms, either new or already existing, to facilitate coordination, evaluation, and information-sharing among and between such partnerships;

(8) identify effective and appropriate means for facilitating technology transfer activities within such partnerships;

(9) identify the extent to which such partnerships broaden participation from groups historically underrepresented in science, technology, engineering, and mathematics, including computer science and cybersecurity, and include participation by industry, workforce, and labor organizations; and

(10) review options for funding models best suited for such partnerships, which may include cost-sharing and public-private partnership models with industry.

(c) TRANSMITTAL.—Not later than 12 months after the date of enactment of this Act, the Administrator shall transmit to the covered committees of Congress the study described in subsection (a).

TITLE XI—MISCELLANEOUS

SEC. 1101. TECHNICAL CORRECTIONS.

(a) TITLE 49 ANALYSIS.—The analysis for title 49, United States Code, is amended by striking the item relating to subtitle IX and inserting the following:

''IX. MULTIMODAL FREIGHT TRANSPORTATION ..... 70101''.

(b) SUBTITLE I ANALYSIS.—The analysis for subtitle I of title 49, United States Code, is amended by striking the item relating to chapter 7.

(c) SUBTITLE VII ANALYSIS.—The analysis for subtitle VII of title 49, United States Code, is amended by striking the item relating to chapter 448 and inserting the following:

''448. Unmanned Aircraft Systems .... 44801''.

(d) AUTHORITY TO EXEMPT.—Section 40109(b) of title 49, United States Code, is amended by striking ''sections 40103(b)(1) and (2) of this title'' and inserting ''paragraphs (1) and (2) of section 40103(b)''.

(e) DISPOSAL OF PROPERTY.—Section 40110(c)(4) of title 49, United States Code, is amended by striking ''subsection (a)(2)'' and inserting ''subsection (a)(3)''.

(f) GENERAL PROCUREMENT AUTHORITY.—Section 40110(d)(3) of title 49, United States Code, is further amended—

(1) in subparagraph (B) by inserting '', as in effect on October 9, 1996'' after ''Policy Act'';

(2) in subparagraph (C) by striking ''the Office of Federal Procurement Policy Act'' and inserting ''division B of subtitle I of title 41''; and

(3) in subparagraph (D) by striking ''section 27(e)(3)(A)(iv) of the Office of Federal Procurement Policy Act'' and inserting ''section 2105(c)(1)(D) of title 41''.

(g) GOVERNMENT-FINANCED AIR TRANSPORTATION.—Section 40118(g)(1) of title 49, United States Code, is amended by striking ''detection and reporting of potential human trafficking (as described in paragraphs (9) and (10)'' and inserting ''detection and reporting of potential severe forms of trafficking in persons and sex trafficking (as such terms are defined in paragraphs (11) and (12)''.

(h) FAA AUTHORITY TO CONDUCT CRIMINAL HISTORY RECORD CHECKS.—Section 40130(a)(1)(A) of title 49, United States Code, is amended by striking ''(42 U.S.C. 14616)'' and inserting ''(34 U.S.C. 40316)''.

(i) SUBMISSIONS OF PLANS.—Section 41313(c)(16) of title 49, United States Code, is amended by striking ''will consult'' and inserting ''the foreign air carrier shall consult''.

(j) PLANS AND POLICY.—Section 44501(c) of title 49, United States Code, is amended—

(1) in paragraph (2)(B)(i), by striking ''40119,''; and

(2) in paragraph (3) by striking ''Subject to section 40119(b) of this title and regulations prescribed under section 40119(b),'' and inserting ''Subject to section 44912(d)(2) and regulations prescribed under such section,''.

(k) CIVIL PENALTY.—Section 44704(f) of title 49, United States Code, is amended by striking ''subsection (a)(6)'' and inserting ''subsection (d)(3)''.

(l) USE AND LIMITATION OF AMOUNTS.—Section 44508 of title 49, United States Code, is amended by striking ''40119,'' each place it appears.

(m) STRUCTURES INTERFERING WITH AIR COMMERCE OR NATIONAL SECURITY.—Section 44718(h) of title 49, United States Code, is amended to read as follows:

''(h) DEFINITIONS.—In this section, the terms 'adverse impact on military operations and readiness' and 'unacceptable risk to the national security of the United States' have the meaning given those terms in section 183a(h) of title 10.''.

(n) METEOROLOGICAL SERVICES.—Section 44720(b)(2) of title 49, United States Code, is amended—

(1) by striking ''the Administrator to persons'' and inserting ''the Administrator, to persons''; and

(2) by striking ''the Administrator and to'' and inserting ''the Administrator, and to''.

(o) AERONAUTICAL CHARTS.—Section 44721(c)(1) of title 49, United States Code, is amended by striking ''1947,'' and inserting ''1947''.

(p) FLIGHT ATTENDANT CERTIFICATION.—Section 44728(c) of title 49, United States Code, is amended by striking ''Regulation,'' and inserting ''Regulations,''.

(q) MANUAL SURCHARGE.—The analysis for chapter 453 of title 49, United States Code, is amended by adding at the end the following:

''45306. Manual surcharge.''.

(r) SCHEDULE OF FEES.—Section 45301(a) of title 49, United States Code, is amended by striking ''The Administrator shall establish'' and inserting ''The Administrator of the Federal Aviation Administration shall establish''.

(s) JUDICIAL REVIEW.—Section 46110(a) of title 49, United States Code, is amended by striking ''subsection (l) or (s) of section 114'' and inserting ''subsection (l) or (r) of section 114''.

(t) CIVIL PENALTIES.—Section 46301(a) of title 49, United States Code, is amended—

(1) in the heading for paragraph (6), by striking ''FAILURE TO COLLECT AIRPORT SECURITY BADGES'' and inserting ''FAILURE TO COLLECT AIRPORT SECURITY BADGES''; and

(2) in paragraph (7), by striking ''PENALTIES RELATING TO HARM TO PASSENGERS WITH DISABILITIES'' in the paragraph heading and inserting ''PENALTIES RELATING TO HARM TO PASSENGERS WITH DISABILITIES''.

(u) PAYMENTS UNDER PROJECT GRANT AGREEMENTS.—Section 47111(e) of title 49, United States Code, is amended by striking ''fee'' and inserting ''charge''.

(v) AGREEMENTS FOR STATE AND LOCAL OPERATION OF AIRPORT FACILITIES.—Section 47124(b)(1)(B)(ii) of title 49, United States Code, is amended by striking the second period at the end.

(w) USE OF FUNDS FOR REPAIRS FOR RUNWAY SAFETY REPAIRS.—Section 47144(b)(4) of title 49, United States Code, is amended by striking ''(42 U.S.C. 4121 et seq.)'' and inserting ''(42 U.S.C. 5121 et seq.)''.

(x) METROPOLITAN WASHINGTON AIRPORTS AUTHORITY.—Section 49106 of title 49, United States Code, is amended—

(1) in subsection (a)(1)(B) by striking ''and section 49108 of this title''; and

(2) in subsection (c)(6)(C) by inserting ''the'' before ''jurisdiction''.

(y) SEPARABILITY AND EFFECT OF JUDICIAL ORDER.—Section 49112(b) of title 49, United States Code, is amended—

(1) by striking paragraph (1); and

(2) by striking ''(2) Any action'' and inserting ''Any action''.

SEC. 1102. TRANSPORTATION OF ORGANS.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Secretary, in consultation with the Administrator, shall convene a working group (in this section referred to as the ''working group'') to assist in developing best practices for transportation of an organ in the cabin of an aircraft operating under part 121 of title 14, Code of Federal Regulations, and to identify regulations that hinder such transportation, if applicable.

(b) COMPOSITION.—The working group shall be comprised of representatives from the following:

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

(2) Organ procurement organizations.

(3) Organ transplant hospitals.

(4) Flight attendants.

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

(c) CONSIDERATIONS.—In establishing the best practices described in subsection (a), the working group shall consider—

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

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

(d) RECOMMENDATIONS.—Not later than 1 year after the convening of the working group, such working group shall submit to the Secretary a report containing recommendations for the best practices described in subsection (a).

(e) DEFINITION OF ORGAN.—In this section, the term ''organ''—

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

(2) includes—

(A) organ-related tissue;

(B) bone marrow; and

(C) human cells, tissues, or cellular or tissue-based products (as such term is defined in section 1271.3(d) of title 21, Code of Federal Regulations).

SEC. 1103. ACCEPTANCE OF DIGITAL DRIVER'S LICENSE AND IDENTIFICATION CARDS.

The Administrator shall take such actions as may be necessary to accept, in any instance where an individual is required to submit government-issued identification to the Administrator, a digital or mobile driver's license or identification card issued to such individual by a State.

SEC. 1104. QUASQUICENTENNIAL OF AVIATION.

(a) FINDINGS.—Congress finds the following:

(1) December 17, 2028, is the 125th anniversary of the first successful manned, free, controlled, and sustained flight by an aircraft.

(2) The first flight by Orville and Wilbur Wright in Kitty Hawk, North Carolina, is a defining moment in the history of the United States and the world.

(3) The Wright brothers' achievement is a testament to their ingenuity, perseverance, and commitment to innovation, which has inspired generations of aviators and scientists alike.

(4) The advent of aviation and the air transportation industry has fundamentally transformed the United States and the world for the better.

(5) The 125th anniversary of the Wright brothers' first flight is worthy of recognition and celebration to honor their legacy and to inspire a new generation of Americans as aviation reaches an inflection point of innovation and change.

(b) SENSE OF CONGRESS.—It is the sense of Congress that the Secretary, the Administrator, and the heads of other appropriate Federal agencies should facilitate and participate in local, national, and international observances and activities that commemorate and celebrate the 125th anniversary of powered flight.

SEC. 1105. LIMITATIONS FOR CERTAIN CARGO AIRCRAFT.

(a) IN GENERAL.—The standards adopted by the Administrator of the Environmental Protection Agency in part 1030 of title 40, Code of Federal Regulations, and the requirements in part 38 of title 14, Code of Federal Regulations, that were finalized by the Administrator of the FAA under the final rule titled ''Airplane Fuel Efficiency Certification'', and published on February 16, 2024 (89 Fed. Reg. 12634) in part 38 of title 14, Code of Federal Regulations, shall not apply to any covered airplane before the date that is 5 years after January 1, 2028.

(b) OPERATIONAL LIMITATION.—The Administrator shall limit to domestic use or international operations, consistent with relevant international agreements and standards, the operation of any covered airplane that—

(1) does not meet the standards and requirements described in subsection (a); and

(2) received an original certificate of airworthiness issued by the Administrator on or after January 1, 2028.

(c) DEFINITIONS.—In this section:

(1) COVERED AIRPLANE.—The term ''covered airplane'' means an airplane that—

(A) is a subsonic jet that is a purpose-built freighter;

(B) has a maximum takeoff mass greater than 180,000 kilograms but not greater than 240,000 kilograms; and

(C) has a type design certificated prior to January 1, 2023.

(2) PURPOSE-BUILT FREIGHTER.—The term ''purpose-built freighter'' means any airplane that—

(A) was configured to carry cargo rather than passengers prior to receiving an original certificate of airworthiness; and

(B) is configured to carry cargo rather than passengers.

SEC. 1106. PROHIBITION ON MANDATES.

(a) PROHIBITION ON MANDATES.—The Administrator may not require any contractor to mandate that employees of such contractor obtain a COVID–19 vaccine or enforce any condition regarding the COVID–19 vaccination status of employees of a contractor.

(b) PROHIBITION ON IMPLEMENTATION.—The Administrator may not implement or enforce any requirement that—

(1) employees of air carriers be vaccinated against COVID–19;

(2) employees of the FAA be vaccinated against COVID–19; or

(3) passengers of air carriers be vaccinated against COVID–19 or wear a mask as a result of a COVID–19 related public health measure.

SEC. 1107. COVID–19 VACCINATION STATUS.

(a) IN GENERAL.—Chapter 417 of title 49, United States Code, is further amended by adding at the end the following:

"§ 41729. COVID–19 vaccination status

''(a) IN GENERAL.—An air carrier (as such term is defined in section 40102) may not deny service to any individual solely based on the vaccination status of the individual with respect to COVID–19.

''(b) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to apply to the regulation of intrastate travel, transportation, or movement, including the intrastate transportation of passengers.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 417 of title 49, United States Code, is further amended by inserting after the item relating to section 41728 the following:

''41729. COVID–19 vaccination status.''.

(c) RULE OF CONSTRUCTION.—Nothing in this section, or the amendment made by this section, shall be construed to permit or otherwise authorize an executive agency to enact or otherwise impose a COVID–19 vaccine mandate.

SEC. 1108. RULEMAKING RELATED TO OPERATING HIGH-SPEED FLIGHTS IN HIGH ALTITUDE CLASS E AIRSPACE.

Not later than 2 years after the date on which the Administrator identifies the minimum altitude pursuant to section 1011, the Administrator shall publish in the Federal Register a notice of proposed rulemaking to amend sections 91.817 and 91.818 of title 14, Code of Federal Regulations, and such other regulations as appropriate, to permit flight operations with speeds above Mach 1 at or above the minimum altitude identified under section 1011 without specific authorization, provided that such flight operations—

(1) show compliance with airworthiness requirements;

(2) do not produce appreciable sonic boom overpressures that reach the surface under prevailing atmospheric conditions;

(3) have ordinary instrument flight rules clearances necessary to operate in controlled airspace; and

(4) comply with applicable environmental requirements.

SEC. 1109. FAA LEADERSHIP IN HYDROGEN AVIATION.

(a) IN GENERAL.—The Administrator shall exercise leadership in the development of Federal regulations, standards, best practices, and guidance relating to the safe and efficient certification of the use of hydrogen in civil aviation, including the certification of hydrogen-powered commercial aircraft.

(b) EXERCISE OF LEADERSHIP.—In carrying out subsection (a), the Administrator shall—

(1) develop a viable path for the certification of the safe use of hydrogen in civil aviation, including hydrogen-powered aircraft, that considers existing frameworks, modifying an existing framework, or developing new standards, best practices, or guidance to complement the existing frameworks, as appropriate;

(2) review certification regulations, guidance, and other requirements of the FAA to identify ways to safely and efficiently certify hydrogen-powered commercial aircraft;

(3) consider the needs of the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, and other stakeholders when developing regulations and standards that enable the safe certification and deployment of the use of hydrogen in civil aviation, including hydrogen-powered commercial aircraft, in the national airspace system; and

(4) obtain the input of the aerospace industry, aviation suppliers, hydrogen producers, airlines, airport sponsors, fixed base operators, academia, research institutions, and other stakeholders regarding—

(A) an appropriate regulatory framework and timeline for permitting the safe and efficient use of hydrogen in civil aviation, including the deployment and operation of hydrogen-powered commercial aircraft in the United States, which may include updating or modifying existing regulations;

(B) how to accelerate the resolution of issues related to data, standards development, and related regulations necessary to facilitate the safe and efficient certification of the use of hydrogen in civil aviation, including hydrogen-powered commercial aircraft; and

(C) other issues identified and determined appropriate by the Administrator or the advisory committee established under section 1019(d)(7) to be addressed to enable the safe and efficient use of hydrogen in civil aviation, including the deployment and operation of hydrogen-powered commercial aircraft.

SEC. 1110. ADVANCING GLOBAL LEADERSHIP ON CIVIL SUPERSONIC AIRCRAFT.

Section 181 of the FAA Reauthorization Act of 2018 (49 U.S.C. 40101 note) is amended—

(1) in subsection (a) by striking ''regulations, and standards'' and inserting ''regulations, standards, and recommended practices''; and

(2) by adding at the end the following new subsection:

''(g) ADDITIONAL REPORTS.—

''(1) INITIAL PROGRESS REPORT.—Not later than 1 year after the date of enactment of this subsection, the Administrator shall submit to the appropriate committees of Congress a report describing—

''(A) the progress of the actions described in subsection (d)(1);

''(B) any planned, proposed, or anticipated action to update or modify existing policies and regulations related to civil supersonic aircraft, including such actions identified as a result of stakeholder consultation and feedback (such as landing and takeoff noise); and

''(C) any other information determined appropriate by the Administrator.

''(2) SUBSEQUENT REPORT.—Not later than 2 years after the date on which the Administrator submits the initial progress report under paragraph (1), the Administrator shall update the report described in paragraph (1) and submit to the appropriate committees of Congress such report.''.

SEC. 1111. LEARNING PERIOD.

Section 50905(c)(9) of title 51, United States Code, is amended by striking ''May 11, 2024'' and inserting ''January 1, 2025''.

SEC. 1112. COUNTER-UAS AUTHORITIES.

Section 210G(i) of the Homeland Security Act of 2002 (6 U.S.C. 124n(i)) is amended by striking ''May 11, 2024'' and inserting ''October 1, 2024''.

SEC. 1113. STUDY ON AIR CARGO OPERATIONS.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General shall initiate a study on the economic sustainability of air cargo operations.

(b) CONTENTS.—In conducting the study required under subsection (a), the Comptroller General shall address the following:

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

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

(3) A description of air cargo facilities, including the age and condition of such facilities and the square footage and configuration of the landside and airside infrastructure of such facilities, and cargo buildings.

(4) The projected square footage deficit of the cargo facilities and infrastructure described in paragraph (3).

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

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

(7) A description of delays in truck bays associated with the infrastructure and critical landside issues, including truck maneuvering and queuing and parking for employees and customers.

(8) The estimated cost of developing new cargo facilities and infrastructure, including the identification of percentages for development with a return on investment and without a return on investment.

(9) The projected leasing costs to tenants per square foot with and without Federal funding of the non-return on investment allocation.

(10) A description of customs and general staffing issues associated with air cargo operations and the impacts of such issues on service.

(11) An assessment of the impact, cost, and estimated cost savings of using modern comprehensive communications and technology systems in air cargo operations.

(12) A description of the impact of Federal regulations and local enforcement of interdiction and facilitation policies on throughput.

(c) REPORT.—The Comptroller General shall submit to the appropriate committees of Congress the results of the study carried out under this section.

SEC. 1114. WING-IN-GROUND-EFFECT CRAFT.

(a) MEMORANDUM OF UNDERSTANDING.—

(1) IN GENERAL.—Not later than 24 months after the date of enactment of this Act, the Administrator and the Commandant of the Coast Guard shall execute a memorandum of understanding governing the specific roles, authorities, delineations of responsibilities, resources, and commitments of the FAA and the Coast Guard, respectively, pertaining to wing-in-ground-effect craft that are—

(A) only capable of operating either in water or in ground effect over water; and

(B) operated exclusively over waters subject to the jurisdiction of the United States.

(2) CONTENTS.—The memorandum of understanding described in paragraph (1) shall—

(A) cover, at a minimum, the processes of the FAA and the Coast Guard will follow to promote communications, efficiency, and nonduplication of effort in carrying out such memorandum of understanding; and

(B) provide procedures for, at a minimum—

(i) the approval of wing-in-ground-effect craft designs;

(ii) the operation of wing-in-ground-effect craft, including training and certification of persons responsible for operating such craft;

(iii) pilotage of wing-in-ground-effect craft;

(iv) the inspection, including pre-delivery and service, of wing-in-ground-effect craft; and

(v) the maintenance of wing-in-ground-effect craft.

(b) STATUS BRIEFING.—Not later than 1 year after the date of enactment of this Act, the Administrator and the Commandant shall brief the appropriate committees of Congress on the status of the memorandum of understanding described in subsection (a) as well as provide any recommendations for legislative action to improve efficacy or efficiency of wing-in-ground-effect craft governance.

(c) WING-IN-GROUND-EFFECT CRAFT DEFINED.—In this section, the term ''wing-in-ground-effect craft'' means a craft that is capable of operating completely above the surface of the water on a dynamic air cushion created by aerodynamic lift due to the ground effect between the craft and the surface of the water.

SEC. 1115. CERTIFICATES OF AUTHORIZATION OR WAIVER.

(a) REQUIRED COORDINATION.—

(1) IN GENERAL.—On an annual basis, the Administrator shall convene a meeting with representatives of FAA-approved air shows, the general aviation community, stadiums and other large outdoor events and venues or organizations that run such events, the Department of Homeland Security, and the Department of Justice—

(A) to identify scheduling conflicts between FAA-approved air shows and large outdoor events and venues where—

(i) flight restrictions will be imposed pursuant to section 521 of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 40103 note); or

(ii) any other restriction will be imposed pursuant to FAA Flight Data Center Notice to Airmen 4/3621 (or any successor notice to airmen); and

(B) in instances where a scheduling conflict between events is identified or is found to be likely to occur, develop appropriate operational and communication procedures to ensure for the safety and security of both events.

(2) SCHEDULING CONFLICT.—If the Administrator or any other stakeholder party to the required annual coordination required in paragraph (1) identifies a scheduling conflict outside of the annual meeting at any point prior to the scheduling conflict, the Administrator shall work with impacted stakeholders to develop appropriate operational and communication procedures to ensure for the safety and security of both events.

(b) OPERATIONAL PURPOSES.—Section 521(a)(2)(B) of division F of the Consolidated Appropriations Act, 2004 (49 U.S.C. 40103 note) is amended—

(1) in clause (ii) by inserting ''(or attendees approved by)'' after ''guests of'';

(2) in clause (iv) by striking ''and'' at the end; and

(3) by adding at the end the following:

''(vi) to permit the safe operation of an aircraft that is operated by an airshow performer in connection with an airshow, provided such aircraft is not permitted to operate directly over the stadium (or adjacent parking facilities) during the sporting event; and''.

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.

(a) IN GENERAL.—Subject to the availability of funding and in accordance with subsection (b), the Director of the United States Fish and Wildlife Service shall designate 1 additional port as a ''port of entry designated for the importation and exportation of wildlife and wildlife products'' under section 14.12 of title 50, Code of Federal Regulations.

(b) CRITERIA FOR SELECTING ADDITIONAL DESIGNATED PORT.—The Director shall select the additional port to be designated pursuant to subsection (a) from among the United States airports that handled more than 8,000,000,000 pounds of cargo during 2022, as reported by the Federal Aviation Administration Air Carrier Activity Information System, and based upon the analysis submitted to Congress by the Director pursuant to the Wildlife Trafficking reporting directive under title I of Senate Report 114–281.

(c) AUTHORITY TO ACCEPT DONATIONS.—The Director may accept donations from private entities and, notwithstanding section 3302 of title 31, United States Code, may use those donations to fund the designation of the additional port pursuant to subsection (a).

TITLE XII—NATIONAL TRANSPORTATION SAFETY BOARD

SEC. 1201. SHORT TITLE.

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

SEC. 1202. AUTHORIZATION OF APPROPRIATIONS.

Section 1118(a) of title 49, United States Code, is amended to read as follows:

''(a) IN GENERAL.—

''(1) AUTHORIZATIONS.—There is authorized to be appropriated for purposes of this chapter—

''(A) $140,000,000 for fiscal year 2024;

''(B) $145,000,000 for fiscal year 2025;

''(C) $148,000,000 for fiscal year 2026;

''(D) $151,000,000 for fiscal year 2027; and

''(E) $154,000,000 for fiscal year 2028.

''(2) AVAILABILITY.—Amounts authorized under paragraph (1) shall remain available until expended.''.

SEC. 1203. CLARIFICATION OF TREATMENT OF TERRITORIES.

Section 1101 of title 49, United States Code, is amended to read as follows:

''§ 1101. Definitions

''(a) IN GENERAL.—In this chapter:

''(1) ACCIDENT.—The term 'accident' includes damage to or destruction of vehicles in surface or air transportation or pipelines, regardless of whether the initiating event is accidental or otherwise.

''(2) STATE.—The term 'State' means a State of the United States, the District of Columbia, Puerto Rico, the Virgin Islands, American Samoa, the Northern Mariana Islands, and Guam.

''(b) APPLICABILITY OF OTHER DEFINITIONS.—Section 2101(23) of title 46 and section 40102(a) of this title shall apply to this chapter.''.

SEC. 1204. ADDITIONAL WORKFORCE TRAINING.

(a) TRAINING ON EMERGING TRANSPORTATION TECHNOLOGIES.—Section 1113(b)(1) of title 49, United States Code, is amended—

(1) in subparagraph (I) by striking ''; and'' and inserting a semicolon;

(2) in subparagraph (J) by striking the period and inserting ''; and''; and

(3) by adding at the end the following:

''(K) notwithstanding section 3301 of title 41, acquire training on emerging transportation technologies if such training—

''(i) is required for an ongoing investigation; and

''(ii) meets the criteria under section 3304(a)(7)(A) of title 41.''.

(b) ADDITIONAL TRAINING NEEDS.—Section 1115(d) of title 49, United States Code, is amended by inserting ''and in those subjects furthering the personnel and workforce development needs set forth in the strategic workforce plan of the Board as required under section 1113(h)'' after ''of accident investigation''.

SEC. 1205. OVERTIME ANNUAL REPORT TERMINATION.

Section 1113(g)(5) of title 49, United States Code, is repealed.

SEC. 1206. STRATEGIC WORKFORCE PLAN.

Section 1113 of title 49, United States Code, is amended by adding at the end the following:

''(h) STRATEGIC WORKFORCE PLAN.—

''(1) IN GENERAL.—The Board shall develop a strategic workforce plan that addresses the immediate and long-term workforce needs of the Board with respect to carrying out the authorities and duties of the Board under this chapter.

''(2) ALIGNING THE WORKFORCE TO STRATEGIC GOALS.—In developing the strategic workforce plan under paragraph (1), the Board shall take into consideration—

''(A) the current state and capabilities of the Board, including a high-level review of mission requirements, structure, workforce, and performance of the Board;

''(B) the significant workforce trends, needs, issues, and challenges with respect to the Board and the transportation industry;

''(C) with respect to employees involved in transportation safety work, the needs, issues, and challenges, including accident severity and risk, posed by each mode of transportation, and how the Board's staffing for each transportation mode reflects these aspects;

''(D) the workforce policies, strategies, performance measures, and interventions to mitigate succession risks that guide the workforce investment decisions of the Board;

''(E) a workforce planning strategy that identifies workforce needs, including the knowledge, skills, and abilities needed to recruit and retain skilled employees at the Board;

''(F) a workforce management strategy that is aligned with the mission of the Board, including plans for continuity of leadership and knowledge sharing;

''(G) an implementation system that addresses workforce competency gaps, particularly in mission-critical occupations; and

''(H) a system for analyzing and evaluating the performance of the Board's workforce management policies, programs, and activities.

''(3) PLANNING PERIOD.—The strategic workforce plan developed under paragraph (1) shall address a 5-year forecast period, but may include planning for longer periods based on information about emerging technologies or safety trends in transportation.

''(4) PLAN UPDATES.—The Board shall update the strategic workforce plan developed under paragraph (1) not less than once every 5 years.

''(5) RELATIONSHIP TO STRATEGIC PLAN.—The strategic workforce plan developed under paragraph (1) may be developed separately from, or incorporated into, the strategic plan required under section 306 of title 5.

''(6) AVAILABILITY.—The strategic workforce plan under paragraph (1) and the strategic plan required under section 306 of title 5 shall be—

''(A) submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate; and

''(B) made available to the public on a website of the Board.''.

SEC. 1207. TRAVEL BUDGETS.

(a) IN GENERAL.—Section 1113 of title 49, United States Code, is further amended by adding at the end the following:

''(i) NON-ACCIDENT-RELATED TRAVEL BUDGET.—

''(1) IN GENERAL.—The Board shall establish annual fiscal year budgets for non-accident-related travel expenditures for each Board member.

''(2) NOTIFICATION.—The Board shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate of any non-accident-related travel budget overrun for any Board member not later than 30 days of such overrun becoming known to the Board.''.

(b) CONFORMING AMENDMENT.—Section 9 of the National Transportation Safety Board Amendments Act of 2000 (49 U.S.C. 1113 note) is repealed.

SEC. 1208. NOTIFICATION REQUIREMENT.

(a) IN GENERAL.—Section 1114(b) of title 49, United States Code, is amended—

(1) in the subsection heading by striking ''TRADE SECRETS'' and inserting ''CERTAIN CONFIDENTIAL INFORMATION''; and

(2) in paragraph (1)—

(A) by striking ''The Board'' and inserting ''IN GENERAL.—The Board''; and

(B) by striking ''information related to a trade secret referred to in section 1905 of title 18'' and inserting ''confidential information described in section 1905 of title 18, including trade secrets,''.

(b) AVIATION ENFORCEMENT.—Section 1151 of title 49, United States Code, is amended by adding at the end the following:

''(d) NOTIFICATION TO CONGRESS.—If the Board or Attorney General carry out such civil actions described in subsection (a) or (b) of this section against an airman employed at the time of the accident or incident by an air carrier operating under part 121 of title 14, Code of Federal Regulations, the Board shall immediately notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate of such civil actions, including—

''(1) the labor union representing the airman involved, if applicable;

''(2) the air carrier at which the airman is employed;

''(3) the docket information of the incident or accident in which the airman was involved;

''(4) the date of such civil actions taken by the Board or Attorney General; and

''(5) a description of why such civil actions were taken by the Board or Attorney General.

''(e) SUBSEQUENT NOTIFICATION TO CONGRESS.—Not later than 15 days after the notification described in subsection (d), the Board shall submit a report to or brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate describing the status of compliance with the civil actions taken.''.

SEC. 1209. BOARD JUSTIFICATION OF CLOSED UNACCEPTABLE RECOMMENDATIONS.

Section 1116(c) of title 49, United States Code, is amended—

(1) by redesignating paragraphs (3) through (6) as paragraphs (4) through (7), respectively; and

(2) by inserting after paragraph (2) the following:

''(3) a list of each recommendation made by the Board to the Secretary of Transportation or the Commandant of the Coast Guard that was closed in an unacceptable status in the preceding 12 months, including—

''(A) any explanation the Board received from the Secretary or Commandant; and

''(B) any explanation from the Board as to why the recommendation was closed in an unacceptable status, including a discussion of why alternate means, if any, taken by the Secretary or Commandant to address the Board's recommendation were inadequate;''.

SEC. 1210. MISCELLANEOUS INVESTIGATIVE AUTHORITIES.

(a) HIGHWAY INVESTIGATIONS.—Section 1131(a)(1)(B) of title 49, United States Code, is amended by striking ''selects in cooperation with a State'' and inserting ''selects, concurrent with any State investigation, in which case the Board and the relevant State agencies shall coordinate to ensure both the Board and State agencies have timely access to the information needed to conduct each such investigation, including any criminal and enforcement activities conducted by the relevant State agency''.

(b) RAIL INVESTIGATIONS.—Section 1131(a)(1)(C) of title 49, United States Code, is amended to read as follows:

''(C) a railroad—

''(i) accident in which there is a fatality or substantial property damage, except—

''(I) a grade crossing accident or incident, unless selected by the Board; or

''(II) an accident or incident involving a trespasser, unless selected by the Board; or

''(ii) accident or incident that involves a passenger train, except in any case in which such accident or incident resulted in no fatalities or serious injuries to the passengers or crewmembers of such train, and—

''(I) was a grade crossing accident or incident, unless selected by the Board; or

''(II) such accident or incident involved a trespasser, unless selected by the Board;''.

SEC. 1211. PUBLIC AVAILABILITY OF ACCIDENT REPORTS.

Section 1131(e) of title 49, United States Code, is amended by striking ''public at reasonable cost.'' and inserting the following: ''public—

''(1) in electronic form at no cost in a publicly accessible database on a website of the Board; and

''(2) if the electronic form required in paragraph (1) is not printable, in printed form upon a reasonable request at a reasonable cost.''.

SEC. 1212. ENSURING ACCOUNTABILITY FOR TIMELINESS OF REPORTS.

Section 1131 of title 49, United States Code, is amended by adding at the end the following:

''(f) TIMELINESS OF REPORTS.—If any accident report under subsection (e) is not completed within 2 years from the date of the accident, the Board shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report identifying such accident report and the reasons for which such report has not been completed. The Board shall report progress toward completion of the accident report to each such Committees every 90 days thereafter, until such time as the accident report is completed.''.

SEC. 1213. ENSURING ACCESS TO DATA.

Section 1134 of title 49, United States Code, is amended by adding at the end the following:

''(g) RECORDERS AND DATA.—In investigating an accident under this chapter, the Board may require from a transportation operator or equipment manufacturer or the vendors, suppliers, subsidiaries, or parent companies of such manufacturer, or operator of a product or service which is subject to an investigation by the Board—

''(1) any recorder or recorded information pertinent to the accident;

''(2) without undue delay, information the Board determines necessary to enable the Board to read and interpret any recording device or recorded information pertinent to the accident; and

''(3) design specifications or data related to the operation and performance of the equipment the Board determines necessary to enable the Board to perform independent physics-based simulations and analyses of the accident situation.''.

SEC. 1214. PUBLIC AVAILABILITY OF SAFETY RECOMMENDATIONS.

Section 1135(c) of title 49, United States Code, is amended by striking ''public at reasonable cost.'' and inserting the following: ''public—

''(1) in electronic form at no cost in a publicly accessible database on a website of the Board; and

''(2) if the electronic form required in paragraph (1) is not printable, in printed form upon a reasonable request at a reasonable cost.''.

SEC. 1215. IMPROVING DELIVERY OF FAMILY ASSISTANCE.

(a) AIRCRAFT ACCIDENTS.—Section 1136 of title 49, United States Code, is amended—

(1) in the heading by striking ''**to families of passengers involved in aircraft accidents**'' and inserting ''**to passengers involved in aircraft accidents and families of such passengers**'';

(2) in subsection (a)—

(A) by inserting ''within United States airspace or airspace delegated to the United States'' after ''aircraft accident'';

(B) by striking ''National Transportation Safety Board shall'' and inserting ''Board shall''; and

(C) in paragraph (2)—

(i) by striking ''emotional care and support'' and inserting ''emotional care, psychological care, and family support services''; and

(ii) by striking ''the families of passengers involved in the accident'' and inserting ''passengers involved in the accident and the families of such passengers'';

(3) in subsection (c)—

(A) in the matter preceding paragraph (1), by striking ''the families of passengers involved in the accident'' and inserting ''passengers involved in the accident and the families of such passengers'';

(B) in paragraph (1) by striking ''mental health and counseling services'' and inserting ''emotional care, psychological care, and family support services'';

(C) in paragraph (3)—

(i) by striking ''the families who have traveled to the location of the accident'' and inserting ''passengers involved in the accident and the families of such passengers who have traveled to the location of the accident'';

(ii) by inserting ''passengers and'' before ''affected families''; and

(iii) by striking ''periodically'' and inserting ''regularly''; and

(D) in paragraph (4), by inserting ''passengers and'' before ''families'';

(4) by amending subsection (d) to read as follows:

''(d) PASSENGER LISTS.—

''(1) REQUESTS FOR PASSENGER LISTS BY THE DIRECTOR OF FAMILY SERVICES.—

''(A) REQUESTS BY DIRECTOR OF FAMILY SUPPORT SERVICES.—It shall be the responsibility of the director of family support services designated for an accident under subsection (a)(1) to request, as soon as practicable, from the air carrier or foreign air carrier involved in the accident a passenger list, which is based on the best available information at the time of the request.

''(B) USE OF INFORMATION.—The director of family support services may not release to any person information on a list obtained under subparagraph (A), except that the director may, to the extent the director considers appropriate, provide information on the list about a passenger to—

''(i) the family of the passenger; or

''(ii) a local, Tribal, State, or Federal agency responsible for determining the whereabouts or welfare of a passenger.

''(C) LIMITATION.—A local, Tribal, State, or Federal agency may not release to any person any information obtained under subparagraph (B)(ii), except if given express authority from the director of family support services.

''(D) RULE OF CONSTRUCTION.—Nothing in subparagraph (C) shall be construed to preclude a local, Tribal, State, or Federal agency from releasing information that is lawfully obtained through other means independent of releases made by the director of family support services under subparagraph (B).

''(2) REQUESTS FOR PASSENGER LISTS BY DESIGNATED ORGANIZATION.—

''(A) REQUESTS BY DESIGNATED ORGANIZATION.—The organization designated for an accident under subsection (a)(2) may request from the air carrier or foreign air carrier involved in the accident a passenger list.

''(B) USE OF INFORMATION.—The designated organization may not release to any person information on a passenger list but may provide information on the list about a passenger to the family of the passenger to the extent the organization considers appropriate.'';

(5) in subsection (g)(1) by striking ''the families of passengers involved in the accident'' and inserting ''passengers involved in the accident and the families of such passengers'';

(6) in subsection (g)(3)—

(A) in the paragraph heading by striking ''PREVENT MENTAL HEALTH AND COUNSELING'' and inserting ''PREVENT CERTAIN CARE AND SUPPORT'';

(B) by striking ''providing mental health and counseling services'' and inserting ''providing emotional care, psychological care, and family support services''; and

(C) by inserting ''passengers and'' before ''families'';

(7) in subsection (h)—

(A) by striking ''National Transportation Safety''; and

(B) by adding at the end the following:

''(3) PASSENGER LIST.—The term 'passenger list' means a list based on the best available information at the time of a request, of the name of each passenger aboard the aircraft involved in the accident.''; and

(8) in subsection (i) by striking ''the families of passengers involved in an aircraft accident'' and inserting ''passengers involved in the aircraft accident and the families of such passengers''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 49, United States Code, is further amended by striking the item relating to section 1136 and inserting the following:

''1136. Assistance to passengers involved in aircraft accidents and families of such passengers.''.

(c) RAIL ACCIDENTS.—Section 1139 of title 49, United States Code, is amended—

(1) in the heading by striking ''**to families of passengers involved in rail passenger accidents**'' and inserting ''**to passengers involved in rail passenger accidents and families of such passengers**'';

(2) in subsection (a) by striking ''National Transportation Safety Board shall'' and inserting ''Board shall'';

(3) in subsection (a)(2)—

(A) by striking ''emotional care and support'' and inserting ''emotional care, psychological care, and family support services''; and

(B) by striking ''the families of passengers involved in the accident'' and inserting ''passengers involved in the accident and the families of such passengers'';

(4) in subsection (c)—

(A) in the matter preceding paragraph (1) by striking ''the families of passengers involved in the accident'' and inserting ''passengers involved in the accident and the families of such passengers'';

(B) in paragraph (1) by striking ''mental health and counseling services'' and inserting ''emotional care, psychological care, and family support services'';

(C) in paragraph (3)—

(i) by striking ''the families who have traveled to the location of the accident'' and inserting ''passengers involved in the accident and the families of such passengers who have traveled to the location of the accident''; and

(ii) by inserting ''passengers and'' before ''affected families''; and

(D) in paragraph (4) by inserting ''passengers and'' before ''families'';

(5) by amending subsection (d) to read as follows:

''(d) PASSENGER LISTS.—

''(1) REQUESTS FOR PASSENGER LISTS BY THE DIRECTOR OF FAMILY SERVICES.—

''(A) REQUESTS BY DIRECTOR OF FAMILY SUPPORT SERVICES.—It shall be the responsibility of the director of family support services designated for an accident under subsection (a)(1) to request, as soon as practicable, from the rail passenger carrier involved in the accident a passenger list, which is based on the best available information at the time of the request.

''(B) USE OF INFORMATION.—The director of family support services may not release to any person information on a list obtained under subparagraph (A), except that the director may, to the extent the director considers appropriate, provide information on the list about a passenger to—

''(i) the family of the passenger; or

''(ii) a local, Tribal, State, or Federal agency responsible for determining the whereabouts or welfare of a passenger.

''(C) LIMITATION.—A local, Tribal, State, or Federal agency may not release to any person any information obtained under subparagraph (B)(ii), except if given express authority from the director of family support services.

''(D) RULE OF CONSTRUCTION.—Nothing in subparagraph (C) shall be construed to preclude a local, Tribal, State, or Federal agency from releasing information that is lawfully obtained through other means independent of releases made by the director of family support services under subparagraph (B).

''(2) REQUESTS FOR PASSENGER LISTS BY DESIGNATED ORGANIZATION.—

''(A) REQUESTS BY DESIGNATED ORGANIZATION.—The organization designated for an accident under subsection (a)(2) may request from the rail passenger carrier involved in the accident a passenger list.

''(B) USE OF INFORMATION.—The designated organization may not release to any person information on a passenger list but may provide information on the list about a passenger to the family of the passenger to the extent the organization considers appropriate.'';

(6) in subsection (g)—

(A) in paragraph (1) by striking ''the families of passengers involved in the accident'' and inserting ''passengers involved in the accident and the families of such passengers''; and

(B) in paragraph (3)—

(i) in the paragraph heading by striking ''PREVENT MENTAL HEALTH AND COUNSELING'' and inserting ''PREVENT CERTAIN CARE AND SUPPORT'';

(ii) by striking ''providing mental health and counseling services'' and inserting ''providing emotional care, psychological care, and family support services''; and

(iii) by inserting ''passengers and'' before ''families''; and

(7) in subsection (h)—

(A) by striking ''National Transportation Safety''; and

(B) by adding at the end the following:

''(4) PASSENGER LIST.—The term 'passenger list' means a list based on the best available information at the time of the request, of the name of each passenger aboard the rail passenger carrier's train involved in the accident. A rail passenger carrier shall use reasonable efforts, with respect to its unreserved trains, and passengers not holding reservations on its other trains, to ascertain the names of passengers aboard a train involved in an accident.''.

(d) PLANS TO ADDRESS NEEDS OF FAMILIES OF PASSENGERS INVOLVED IN RAIL PASSENGER ACCIDENTS.—Section 24316(a) of title 49, United States Code, is amended by striking ''a major'' and inserting ''any''.

(e) INFORMATION FOR FAMILIES OF INDIVIDUALS INVOLVED IN ACCIDENTS.—Section 1140 of title 49, United States Code, is amended—

(1) in the heading by striking ''**for families of individuals involved in accidents**'' and inserting ''**individuals involved in accidents and families of such individuals**''; and

(2) by striking ''the families of individuals involved in the accident'' and inserting ''individuals involved in accidents and the families of such individuals''.

(f) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 49, United States Code, is further amended by striking the item relating to section 1139 and inserting the following:

''1139. Assistance to passengers involved in rail passenger accidents and families of such passengers.''.

SEC. 1216. UPDATING CIVIL PENALTY AUTHORITY.

(a) IN GENERAL.—Section 1155 of title 49, United States Code, is amended—

(1) in the heading by striking ''**Aviation penalties**'' and inserting ''**Penalties**''; and

(2) in subsection (a), by striking ''or section 1136(g) (related to an aircraft accident)'' and inserting ''section 1136(g), or section 1139(g)''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 49, United States Code, is amended by striking the item relating to section 1155 and inserting the following:

''1155. Penalties.''.

SEC. 1217. ELECTRONIC AVAILABILITY OF PUBLIC DOCKET RECORDS.

(a) IN GENERAL.—Not later than 24 months after the date of enactment of this Act, the National Transportation Safety Board shall make all records included in the public docket of an accident or incident investigation conducted by the Board (or the public docket of a study, report, or other product issued by the Board) electronically available in a publicly accessible database on a website of the Board, regardless of the date on which such public docket or record was created.

(b) DATABASE.—In carrying out subsection (a), the Board may utilize the multimodal accident database management system established pursuant to section 1108 of the FAA Reauthorization Act of 2018 (49 U.S.C. 1119 note) or such other publicly available database as the Board determines appropriate.

(c) BRIEFINGS.—The Board shall provide the appropriate committees of Congress an annual briefing on the implementation of this section until requirements of subsection (a) are fulfilled. Such briefings shall include—

(1) the number of public dockets that have been made electronically available pursuant to this section; and

(2) the number of public dockets that were unable to be made electronically available, including all reasons for such inability.

(d) DEFINITIONS.—In this section, the terms ''public docket'' and ''record'' have the same meanings given such terms in section 801.3 of title 49, Code of Federal Regulations, as in effect on the date of enactment of this Act.

SEC. 1218. DRUG-FREE WORKPLACE.

Not later than 12 months after the date of enactment of this Act, the National Transportation Safety Board shall implement a drug testing program applicable to Board employees, including employees in safety or security sensitive positions, in accordance with Executive Order No. 12564 (51 Fed. Reg. 32889).

SEC. 1219. ACCESSIBILITY IN WORKPLACE.

(a) IN GENERAL.—Not later than 12 months after the date of enactment of this Act, the

National Transportation Safety Board shall conduct an assessment of the headquarters and regional offices of the Board to determine barriers to accessibility to facilities.

(b) CONTENTS.—In conducting the assessment under subsection (a), the Board shall consider compliance with—

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

(2) the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

SEC. 1220. MOST WANTED LIST.

(a) REPORTING REQUIREMENTS.—Section 1135 of title 49, United States Code, is amended by striking subsection (e).

(b) REPORT ON MOST WANTED LIST METHODOLOGY.—Section 1106 of the FAA Reauthorization Act of 2018 (Public Law 115–254) and the item relating to such section in the table of contents under section 1(b) of such Act are repealed.

SEC. 1221. TECHNICAL CORRECTIONS.

(a) EVALUATION AND AUDIT OF NATIONAL TRANSPORTATION SAFETY BOARD.—Section 1138(a) of title 49, United States Code, is amended by striking ''expenditures of the National Transportation Safety'' and inserting ''expenditures of the''.

(b) ORGANIZATION AND ADMINISTRATIVE.—The analysis for chapter 11 of title 49, United States Code, is further amended—

(1) by striking the items relating to sections 117 and 1117; and

(2) by inserting after the item relating to section 1116 the following:

''1117. Methodology.''.

(c) SURFACE TRANSPORTATION BOARD.—The analysis for subtitle II of title 49, United States Code, is amended by inserting after the item relating to chapter 11 the following:

''13. Surface Transportation Board ... 1301''.

SEC. 1222. AIR SAFETY INVESTIGATORS.

(a) REMOVAL OF FAA MEDICAL CERTIFICATE REQUIREMENT.—Not later than 60 days after the date of enactment of this Act, the Director of the Office of Personnel Management, in consultation with the Administrator and the Chairman of the National Transportation Safety Board, shall take such actions as may be necessary to revise the eligibility requirements for the Air Safety Investigating Series 1815 occupational series (and any similar occupational series relating to transportation accident investigating) to remove any requirement that an individual hold a current medical certificate issued by the Administrator.

(b) UPDATES TO OTHER REQUIREMENTS.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Director, in coordination with the Administrator and Chairman, shall take such actions as may be necessary to update and revise experiential, educational, and other eligibility requirements for the Air Safety Investigating Series 1815 occupational series (and any similar occupational series relating to transportation accident investigating).

(2) CONSIDERATIONS.—In updating the requirements under paragraph (1), the Director shall consider—

(A) the direct relationship between any requirement and the duties expected to be performed by the position;

(B) changes in the skills and tools necessary to perform transportation accident investigations; and

(C) such other considerations as the Director, Administrator, or Chairman determines appropriate.

SEC. 1223. REVIEW OF NATIONAL TRANSPORTATION SAFETY BOARD PROCUREMENTS.

Not later than 18 months after the date of enactment of this Act, the Comptroller General shall, pursuant to section 1138 of title 49, United States Code, submit to the appropriate committees of Congress a report regarding the procurement and contracting planning, practices, and policies of the National Transportation Safety Board, including such planning, practices, and policies regarding sole-source contracts.

TITLE XIII—REVENUE PROVISIONS

SEC. 1301. EXPENDITURE AUTHORITY FROM AIRPORT AND AIRWAY TRUST FUND.

(a) IN GENERAL.—Section 9502(d)(1) of the Internal Revenue Code of 1986 is amended—

(1) in the matter preceding subparagraph (A) by striking ''May 11, 2024'' and inserting ''October 1, 2028''; and

(2) in subparagraph (A) by striking the semicolon at the end and inserting ''or the FAA Reauthorization Act of 2024;''.

(b) CONFORMING AMENDMENT.—Section 9502(e)(2) of such Code is amended by striking ''May 11, 2024'' and inserting ''October 1, 2028''.

SEC. 1302. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.

(a) FUEL TAXES.—Section 4081(d)(2)(B) of the Internal Revenue Code of 1986 is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(b) TICKET TAXES.—

(1) PERSONS.—Section 4261(k)(1)(A)(ii) of the Internal Revenue Code of 1986 is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(2) PROPERTY.—Section 4271(d)(1)(A)(ii) of the Internal Revenue Code of 1986 is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(c) FRACTIONAL OWNERSHIP PROGRAMS.—

(1) FUEL TAX.—Section 4043(d) of the Internal Revenue Code of 1986 is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

(2) TREATMENT AS NONCOMMERCIAL AVIATION.—Section 4083(b) of the Internal Revenue Code of 1986 is amended by striking ''May 11, 2024'' and inserting ''October 1, 2028''.

(3) EXEMPTION FROM TICKET TAX.—Section 4261(j) of the Internal Revenue Code of 1986 is amended by striking ''May 10, 2024'' and inserting ''September 30, 2028''.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Washington (Mr. LARSEN) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. GRAVES of Missouri. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the Senate amendment to H.R. 3935.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in strong support of passing and concurring in the Senate amendment to H.R. 3935, the FAA Reauthorization Act of 2024.

This bill is a bipartisan, bicameral, and comprehensive agreement to reauthorize the Federal Aviation Administration and our Nation's aviation safety and infrastructure programs through fiscal year 2028.

I thank Transportation and Infrastructure Committee Ranking Member RICK LARSEN and Senate Committee on Commerce, Science, and Transportation Chair MARIA CANTWELL and Ranking Member TED CRUZ for their partnership in crafting a strong final agreement.

I also thank House Aviation Subcommittee Chairman GARRET GRAVES and Ranking Member STEVE COHEN and Senate Aviation Subcommittee Chair TAMMY DUCKWORTH and Ranking Member JERRY MORAN for their support in getting this bill across the finish line.

For over a century, the United States has led the world in aviation safety and innovation. Unfortunately, our gold standard status is being threatened by increased global competition, rapid developments in technology, a shortage of aviation professionals, and influences at the FAA due to process failures and inadequate practices.

H.R. 3935 is critical to ensuring America remains the global leader in aviation, and it is vital to our economy, to millions of American jobs, and to the millions of passengers who depend on our National Airspace System every single day.

H.R. 3935 also provides the long-term certainty necessary to ensure the safety and prosperity of the American aviation industry for decades to come.

This bill makes reasonable organizational reforms at the agency. It provides much-needed agility while simultaneously providing safety each step of the way.

The FAA is simply too slow in everything it does, from rulemakings to aircraft registrations and from certifications to just simple paperwork.

This bill ensures robust investments in infrastructure for airports of all sizes, with special emphasis placed on the thousands of smaller and general aviation airports that make up the bulk of our Nation's airport system.

Further, it is a personal point of pride for me that this bill includes the first-ever general aviation title in the FAA reauthorization bill. I have been saying this for years, but GA is the foundation of our aviation, our civil aviation system, and it is where many of our pilots, mechanics, and other hardworking aviation professionals began their careers. It is also responsible for helping meet the critical community needs in thousands of cities and towns all across America. This bill recognizes the importance of GA and protects the freedom to fly for every American.

As previously mentioned, the shortages across the aerospace workforce are a growing risk to the future of American aviation, and H.R. 3935 addresses workforce challenges head-on by removing barriers for individuals and veterans interested in pursuing careers in aviation, such as through improving aviation workforce development programs.

The bottom line is our bill encourages the growth of our aviation workforce through targeted and meaningful reforms. What is more, H.R. 3935 maintains American leadership when it comes to the development and integration of new and emerging technologies into the airspace, such as drones and advanced air mobility, or AAM. Specifically, this bill requires the FAA to move beyond endless testing and pilot programs that go nowhere and to move toward integrating innovations, such as drones and AAM, into the National Airspace System.

As air travel recovers from the COVID pandemic, renewed growth in air travel has come with some difficulties for the traveling public, and our bipartisan bill includes an entire title dedicated to improving issues each of our offices hears about from constituents almost daily: the flying experience for the traveling public, including individuals with disabilities.

Finally, and most importantly, this bill recognizes that while our aviation system is safe, we have to continue raising the bar for safety. The bill is centered around a strong aviation and safety title and makes many important reforms that address the close calls and near misses that have unnerved many of us over the past several years.

Madam Speaker, I have every confidence that the provisions we enact here today will make aviation safer, thus ensuring that America continues to be the world's gold standard in aviation safety.

One of the most important safety features of this bill is the title for a 5-year reauthorization of the National Transportation Safety Board, or the NTSB. It is the independent Federal agency that investigates all civil aviation and other transportation accidents.

□ 1645

I believe the FAA Reauthorization Act of 2024 is one of the farthest reaching, most consequential pieces of legislation that the House will consider in the 118th Congress.

Madam Speaker, I will take a moment to point out a couple of additional provisions in the bill that I think warrant bringing up.

The first is the provision that is going to help protect general aviation airports from closure. Airports are a valuable community resource, and our vast national aviation airports are part of what has brought about American leadership in aviation.

Many of these airports are also grant obligated, meaning they have made assurances to the Federal Government that they will operate and develop the airport to its fullest potential.

In too many places, local neglect or hostility threatens the viability of many of these small airports and the community's commitment to these obligations.

Aeronautical development at airports is vital to our national interests, so our bill includes provisions that will prohibit the Federal Aviation Administration from waiving grant obligations if the FAA finds the waiver would impair the aeronautical purpose of an airport or result in its closure.

Although this bill contains a legislative waiver of grant operations for Banning Airport in California, this should not be viewed as anything other than a very unique exception to the hard-and-fast rule that Congress is enforcing in this bill. Moving forward, it will take legislative action to pursue closing an airport and getting a waiver on those grant assurances.

One other provision I will point out is airline refunds. I remain concerned that the new Department of Transportation rule is going to result in significant unintended consequences for passengers, including increased prices for the processing of unintentional refunds when all the passenger wants is just simply to be rebooked on the next flight home.

However, now that the Senate has amended the refund provision to more closely align with the DOT rule, it is important the DOT adheres to its published 6-month implementation period for the rule. DOT should not view this legislation as short-circuiting the implementation period, which is necessary for airlines and ticket agents to adopt new systems to ensure regulatory compliance.

I look forward to working with both DOT and the FAA as they work to implement these provisions and the many other important sections in this bill.

Madam Speaker, in closing, this bill has the support of more than a thousand aviation organizations and companies and comprehensively addresses thousands of Member and stakeholder issues and requests that we received.

Simply put, this bill is vital to America's airport infrastructure, to our economy, and to the future of American leadership in aviation.

It is an honor to stand here and urge all of the Members in the House to support this transformational bill.

Madam Speaker, I reserve the balance of my time.

Mr. LARSEN of Washington. Madam Speaker, I rise today in support of the Senate amendment to H.R. 3935, a bipartisan, bicameral effort, done in good faith, to create a safer, cleaner, greener, more innovative and accessible U.S. aviation system.

After reviewing more than a thousand stakeholder requests and Member priorities, holding six committee hearings, and engaging in months of negotiations with the Senate, we have finally reached a pivotal milestone for U.S. aviation, the final passage of the FAA Reauthorization Act of 2024.

I am proud to support this 5-year reauthorization to ensure that American aviation continues to be a powerful economic engine that creates good-paying jobs and supports local communities across the country.

Before I get into the details, I will provide the FAA bill by the numbers: $4 billion, that is how much we boost the annual Airport Improvement Program funding to, an increase of $650 million a year, with at least $150 million in AIP discretionary funds for airport noise and environmental sustainability projects; $60 million, the new robust annual funding for workforce development grants to grow the next generation of aviation manufacturing workers, aviation maintenance technicians, and pilots, including a $12 million set aside annually for the new Willa Brown Aviation Education Program to support outreach and educational opportunities to underrepresented communities; $0, that is how much it will cost families now to sit with their young children on commercial aircraft; $200 million for new annual grants to increase airport runway safety and resiliency; $350 million to establish a groundbreaking reimbursement program for airports to replace harmful PFAS firefighting foam and equipment with safer alternatives; and finally, $20 million per year to launch a new pilot program to fund capital projects that improve airport accessibility, among other key reforms.

The U.S. aviation system is the safest in the world, but it has been tested in recent years. To rise to that challenge, this bill helps runway incursions by expanding ground surveillance and detection technology at major airports to better alert air traffic controllers and the pilots of potential danger.

Similarly, to combat fatigue and stress on the air traffic controller workforce caused by understaffing, this bill requires the FAA to hire the maximum number of controllers and to adopt the most appropriate controller staffing model to meet the aviation system's evolving needs.

At a time of unprecedented aerospace innovation, this final bill provides a clear and predictable framework for new airspace entrants to scale safely in our skies.

The bill requires the FAA to issue rulemakings for beyond visual line of sight, or BVLOS, drone operations, and to finalize the certification standards and operating rules for powered-lift advanced air mobility, or AAM, aircraft. It will also help State, local, and Tribal governments to use drones for infrastructure inspection and repair so maintenance and construction crews can work safely.

The 2024 FAA reauthorization builds the foundation for a cleaner and greener future for our aviation ecosystem, as well. The bill allows U.S. airports to use AIP funds for alternative fuel infrastructure, including for hydrogen and unleaded fuels, and works to mitigate the impacts of aviation noise on local communities like those near Paine Field and Bellingham International Airport in my own district.

The reauthorization bill is also a jobs bill. It will help to build the economy and diversify our aviation workforce, recognizing how critical this effort is

to U.S. leadership in the evolving global aviation sector.

In addition to the robust investment for workforce development grants, this bill directs the FAA and the Department of Defense to collaborate on improving the career transition between military and civil aviation and establishes a task force to oversee and advise on the FAA's efforts to support the mental health of the aviation workforce.

Furthermore, the bill fosters a safer workplace by establishing a Federal task force to help protect airline personnel from the troubling rise in assaults and initiating a ramp worker safety call to action to reduce the occurrence of tragic ingestion in blast zone accidents, among other key improvements.

Moreover, after many disruptive incidents for passengers in recent years, this reauthorization sets the passenger experience back on the right path, allowing for a safer, accessible, and more dignified travel experience.

This bill works to make passengers whole by codifying into U.S. law a requirement that airlines provide cash refunds to passengers and harmonizes with the recent DOT rule to allow for these refunds to be automatic. It also calls for airlines to create policies for reimbursing passengers for meals, lodging, and other costs if their flight is canceled or significantly delayed.

Furthermore, this reauthorization breaks down barriers for passengers with disabilities by improving training for airline personnel and contractors who assist these passengers with boarding or deplaning an aircraft and, importantly, for handling their mobility devices, and establishing a pilot program to allow passengers to seamlessly travel with approved service animals.

The FAA Reauthorization Act of 2024 cements a safer, cleaner, greener, more innovative, and accessible future for U.S. aviation.

I thank my colleagues, Chair SAM GRAVES, Subcommittee Chair GARRET GRAVES, Subcommittee Ranking Member STEVE COHEN, Senate Commerce Committee Chair CANTWELL, and Ranking Member CRUZ for their collaboration.

I also thank the nearly 350 stakeholders representing unions, airlines, airports, manufacturers, disability rights organizations, healthcare groups, so many folks who have endorsed this legislation and have helped build support since we first passed this out of committee last July.

Madam Speaker, I stand here today to urge my colleagues to support this bipartisan, bicameral legislation, and I reserve the balance of my time.

Mr. GRAVES of Missouri. Madam Speaker, may I inquire as to the time remaining.

The SPEAKER pro tempore. The gentleman from Missouri has 11½ minutes remaining.

Mr. GRAVES of Missouri. Madam Speaker, I yield 5 minutes to the gentleman from Louisiana (Mr. GRAVES), who is also the chairman of the Aviation Subcommittee.

Mr. GRAVES of Louisiana. Madam Speaker, we passed a bill out of the House in July of last year in a strong bipartisan manner, a vote of 351–69, despite the fact that we have been in this incredibly challenging and polarizing Congress. We came together because of the importance of this legislation, and since 2018, the last time we did an FAA bill, we have seen profound changes in the aviation industry.

For example, in 2018, there were approximately 100,000 remote pilot certificates that had been issued by the FAA. Today, there are nearly four times that many at 400,000.

In all of 2018, there were 33 commercial space launches that were licensed by the FAA. This year alone so far, in the first 4 or 5 months, there have already been 47.

For the first time in nearly 20 years, we have had a national ground stop, and just weeks ago, we had a facility incident where there were ground stops at three of the Nation's largest airports.

We have seen profound changes in the aviation industry over the last 6 years. This bill brings fundamental solutions into areas like aviation safety that is so critical, ensuring that we have an entire title on innovation, looking at unmanned systems, and advanced air mobility ensuring that general aviation is treated in a way that is appropriate and integrating to the airspace and efficient. We are ensuring that we have the workforce that is needed, not for yesterday's aviation industry, but truly for tomorrow's.

This bill reorganizes the FAA in a way that recognizes newer technologies, the need for the FAA to move faster, to move more seamlessly. It reauthorizes the National Transportation Safety Board to ensure that we learn from mistakes and failures and, most importantly, Mr. Speaker, this bill focuses on the passenger experience ensuring that that curb-to-curb experience is a good one.

I think it is important to make note that over the last 6 years, we have had one new commercial aircraft that has been certificated by the FAA. International competitiveness on aircraft design and manufacturing is becoming more competitive globally.

This bill will bring the FAA out of the 20th century and allow us to lead globally in the 2030s and beyond.

For the State of Louisiana, the bill offers an opportunity to compete for Department of Transportation investment opportunities in new forms of aviation and resilience. It also advances the use of drones and new forms of aviation for activities such as emergency response, infrastructure inspections, and supporting the offshore energy industry.

The bill takes each of the challenges facing aviation in the U.S. and provides forward-looking paths for the FAA to better serve the public today and into the next decade.

We took a deep dive into the authorities and processes of the FAA to reorganize and streamline them, breaking down the silos that prevent the FAA from utilizing its own internal expertise to make decisions.

We included the first-ever standalone title for aviation technologies to provide certainty to industry, prodding to the FAA to allow drones and advanced air mobility to move beyond research projects into commercially scaled-up programs.

We built upon the NEPA reforms of the Fiscal Responsibility Act and included the most extensive airport environmental streamlining reforms of the past two decades.

We deliver on our promise, as noted, to improve upon the passenger experience.

Mr. Speaker, nearly 28 percent of adults have never stepped foot on a plane. We have got to make sure that that experience is a positive experience, especially for those young families traveling with kids. Everything from parking in the parking lots, all the way through security, checking in bags, concessions, loading planes, getting off planes, and recollecting their bags, this bill focuses on that entire experience.

□ 1700

Mr. Speaker, I talked about how we have been dealing with this for nearly a year, and all of the legwork that went into it probably took another 18 months before that.

There were a number of people who have put countless hours and a lot of blood, sweat, and tears into this legislation.

I thank the people who made this bill happen, including: Hunter Presti, Laney Copeland, Julie Devine, Andrew Giacini, Will Moore, Corey Sites, our friend Chris, and our own aviation staffer, Maggie Ayrea.

I also thank the Democratic staff: Brian Bell, Adam Weiss, Liz Forro, Alex Menardy, and Michael Hudspith.

Staff directors, Jack Ruddy and Kathy Dedrick, also deserve thanks. This also couldn't have happened without our good friends, STEVE COHEN and RICK LARSEN. Finally, Mr. Speaker, no one has more expertise in this Congress than the aviation guru, our full committee chairman, SAM GRAVES.

This bill is truly transformational.

The SPEAKER pro tempore (Mr. WEBER of Texas). Without objection, the gentleman from Tennessee (Mr. COHEN) is recognized to control the time.

There was no objection.

Mr. COHEN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of the Senate amendment to H.R. 3935, which reauthorizes the FAA and its related authorities through fiscal year 2028.

At long last, after the House passed our bill almost a year ago, the Senate

caught up with the House, and it passed a bill Thursday night, making critical investments and key policy reforms to the aviation system to deliver for the American people and the American economy.

From air traffic controller staffing challenges to the modernization of the FAA's legacy safety and technology infrastructure to the integration of new entrants in the U.S. skies, there is no shortage of problems facing the aviation sector. This FAA reauthorization bill takes significant steps toward addressing these issues and ensuring the U.S. aviation system remains the safest and most efficient in the world.

It will bolster aviation safety, strengthen consumer protections and accessibility, and make landmark investments in sustainability, enhance and diversify our aviation workforce, and advance American leadership in aerospace.

I am pleased that many of my priorities have made it into this bill. For too long, airlines have made passengers jump through countless hoops to get refunds for flights that have been canceled or significantly delayed or changed. I worked with Senator MARKEY on this on the Senate side. Airlines will now be required to provide full cash refunds in those situations if a passenger does not accept alternative compensation.

Mr. Speaker, I am also glad to see the inclusion of my proposals that provide transparency in the complaints from passengers with disabilities to help passengers who use mobility aids such as wheelchairs. Too many times we have seen disabled people's wheelchairs damaged from being tossed like some type of rubber baggage, and they have trouble even leaving the airport. This will protect disabled people and allow them to have access to the skies equivalent to nondisabled passengers.

This bill additionally directs the FAA to consider real-life conditions in its evacuation standards and initiating rulemaking on seat sizes. We have worked on rulemaking on seat sizes since the gentleman from Pennsylvania (Mr. SHUSTER) was the chair of the committee. He was my friend and a great chairman. We got it into the bill, but we still haven't got the FAA to make a test where they have real situations that are like it is when you fly to see how long it takes to evacuate a plane and have seat sizes that are safe for the American public.

Finally, we have long-overdue requirements for aircraft cockpit voice recorders to record the most recent 25 hours of audio and for critical flight data to be recoverable without underwater retrieval to be included. This was included as part of the bill that I received from the suggestions of the former NTSB chair, Jim Hall, a great Tennessean, who championed this when there was a plane that went down leaving South America, and it took forever for them to find the recorder. He has been a tireless champion of these requirements, and this will provide greater clarity for accident investigations.

The challenges facing the U.S. aviation system make it clear that we must pass this long-term, comprehensive reauthorization.

I thank my friends and colleagues: Chairman SAM GRAVES, who did a great job in bringing this bill together, bringing everybody together, giving everybody opportunities to be included, and making sure it was successful; and GARRET GRAVES, who is a big fan of Steve Larsen, and also Ranking Member RICK LARSEN.

Our partnership in this body shows we can come together and pass meaningful and transformative legislation. It is bipartisan, it is bicameral, and it is bicoastal. It is not bisexual.

I support the Senate amendment to H.R. 3935 and urge my colleagues to do the same. I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, may I inquire as to the time remaining on both sides.

The SPEAKER pro tempore. The gentleman from Missouri has 6½ minutes remaining. The gentleman from Tennessee has 9½ minutes remaining.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Oklahoma (Mr. LUCAS), the chairman of the full Committee on Science, Space, and Technology.

Mr. LUCAS. Mr. Speaker, I rise today in support of the Senate amendment to the FAA reauthorization bill.

As chairman of the Science, Space, and Technology Committee, I have worked with my colleagues for over a year on this bill, and I am proud of the agreement that we have come to with our Senate counterparts.

I give a special thanks to Ranking Member LOFGREN for working with me throughout this process.

The research and development title of the bill provides a comprehensive safety framework and the integration of emerging technologies into air travel. By preserving and protecting the House's provisions of this bill, we have ensured that this is the most robust research and development title we have seen in an FAA bill.

This bill includes essential support for the Air Traffic Control Academy located at the Mike Monroney Aeronautical Center in Oklahoma City. The center is named after former Oklahoma U.S. Senator Mike Monroney, who wrote the Federal Aviation Act that created the FAA. Senator Monroney's legacy is realized every day through the more than 6,000 employees at the Center that serve the FAA's mission of training, research, and operations for the flying public.

The Air Traffic Control Academy at the Center is responsible for the first few months of training for all air traffic controllers. Centralized training at the academy ensures that operating in the national airspace is seamless from one end of the country to the other.

I am proud to represent and support the interests of this institution, which gives us the safest flying in the world.

The SPEAKER pro tempore. Without objection, the gentleman from Washington (Mr. LARSEN) is recognized to control the time.

There was no objection.

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentleman from Georgia (Mr. JOHNSON).

Mr. JOHNSON of Georgia. Mr. Speaker, I rise in support of the 2024 FAA Reauthorization Act, and I commend Transportation Committee Chair SAM GRAVES, Ranking Member LARSEN, and Subcommittee Chair GARRET GRAVES and Ranking Member STEVE COHEN, respectively, for their hard work and bipartisan effort to get us to this point.

One key provision that I championed in this bill promises a more diverse aviation industry through the Willa Brown Aviation Education Program, named in honor of the first African-American woman to receive her pilot's license on American soil. This program will provide opportunities for underrepresented individuals to access jobs in the aviation industry.

The legislation takes bold steps toward combating aircraft noise while promoting environmental resilience and sustainability. It will prioritize accountability and accessibility for consumers through provisions ensuring timely departures, fair treatment, and compensation. The 10 new slots at DCA airport are part of a new connectivity and economic expansion era. That is why I will be voting in favor of this legislation.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Utah (Mr. OWENS).

Mr. OWENS. Mr. Speaker, I rise in support of H.R. 3935, the FAA Reauthorization Act of 2024.

This legislation seeks to strengthen, protect, and modernize the American aviation industry, a sector often hindered by an agency that is stuck in the previous century.

Since 1966, the federally imposed perimeter rule has limited access and increased costs for Americans flying into Washington Reagan airport. This bill contains a simple but important fix. It adds five new routes while maintaining all existing flight routes, whether they are within or outside of the perimeter.

This legislation is designed not for one airport or one airline but for all of us. It is about giving more options, more convenience, and more opportunities to families traveling into Washington, D.C.

I thank the negotiators of this bill for working with me over the past year to ensure this type of solution could be part of the final package.

Mr. Speaker, I urge my colleagues to support this bipartisan and bicameral agreement and to help DCA fly into the 21st century.

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentlewoman from Nevada (Ms. TITUS).

Ms. TITUS. Mr. Speaker, I rise in support of this FAA reauthorization bill, which will have far-reaching impact on the airspace in Nevada's First District by including provisions that I led requiring the maximum hiring of air traffic controllers and protecting large outdoor events from unauthorized drone incursions.

Furthermore, I am proud to say the bill includes provisions from my Air Carrier Access Amendments Act, previously led by my good friend, former Representative JIM LANGEVIN. It will protect the rights of disabled passengers by establishing aircraft accessibility standards and setting a timeline for DOT to investigate and respond to disability-related complaints.

I thank Chairman SAM GRAVES, Ranking Member LARSEN, Aviation Subcommittee Chair GARRET GRAVES and Ranking Member COHEN for their hard work on this bill and helping me to get these provisions included.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Kansas (Mr. MANN).

Mr. MANN. Mr. Speaker, the economy of the State of Kansas has a strong relationship with aviation. My district alone is home to six commercial airports, 39 general aviation airports, and five essential air service communities. After agriculture, aviation has the second largest impact on my State's economy.

Over the past year, I have advocated for an FAA reauthorization that is cost-effective and invests in programs that are crucial to the aviation industry in Kansas and across the country. I have advocated to expand the section 625 workforce to include manufacturing and engineering and to reform the current workforce development programs to support the long-term growth and diversification of the pilot profession. Most importantly, I have advocated for us to reauthorize an aviation bill that prioritizes safety.

In order for the aviation industry to thrive, we need an FAA that adopts long-overdue policy changes and regulatory requirements. America has been and should continue to be the gold standard of aviation. I call on my colleagues to pass the FAA reauthorization that gives the industry the policies it needs to continue to thrive.

Mr. GRAVES of Missouri. Mr. Speaker, may I ask for the time remaining on both sides again.

The SPEAKER pro tempore. The gentleman from Missouri has 3½ minutes remaining. The gentleman from Washington has 7½ minutes remaining.

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. DESAULNIER).

Mr. DESAULNIER. Mr. Speaker, I thank the gentleman for yielding, and I am grateful for the leadership of Chairmen GRAVES and GRAVES and Ranking Members LARSEN and COHEN.

I am very happy that many of the priorities that I have worked for over the last few years made it into this reauthorization, including several provisions from our Safe Landings Act, like addressing near misses and expanding airport surface surveillance and safety systems.

I am also excited to see the creation of the Task Force on Human Factors in Aviation Safety, an effort that I have worked on since the near miss of what could have been the largest aviation disaster in the history of the country at San Francisco International in 2017. We learned a lot from that experience, and this piece of legislation helps correct some of the things that almost created that disaster.

This task force will help to keep our aviation system safe by better understanding the ways pilots operate and make decisions and help to improve training and outcomes. I appreciate the Senate working with us to ensure that important provisions for safety, supporting the workforce and protections for every passenger are included.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from New Jersey (Mr. VAN DREW).

Mr. VAN DREW. Mr. Speaker, what makes today truly historic is the legal establishment of the FAA William J. Hughes Technical Center for Advanced Aerospace. It is a real big deal for south Jersey, but it is also a real big deal for the United States of America.

The permanent technical center will expand into a new field called advanced aerospace. Thousands of workers and businesses will come into our country, come into our State, and make a real difference. Critically, this law ensures that the technical center is locally controlled and protected from reorganization. Congress must ensure that the new law is faithfully executed. I will work with my colleagues to achieve that goal.

The future of aviation, even with the problems that we have had, is bright for the technical center, for south Jersey, and for the United States of America. I urge swift passage and enactment of this important new law.

□ 1715

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentleman from California (Mr. CARBAJAL).

Mr. CARBAJAL. Mr. Speaker, I rise to express my support for the FAA reauthorization and commend Chairman GRAVES and Ranking Member LARSEN for crafting this bipartisan agreement.

This bill represents what we can achieve when we work together in good faith to advance the priorities of all our communities.

It will help us create a safer and cleaner aviation system while maintaining American leadership in aviation and aerospace innovation.

Additionally, the bill includes many of our priorities, including: providing $4 billion for airport infrastructure; tackling PFAS contamination through my bills to establish a new reimbursement program to help airports replace toxic firefighting foams and requiring regular reports from Federal agencies; and, to support the Western Range at Vandenberg Space Force Base, ensuring the FAA can improve real-time data sharing of space launches and reentries with air traffic controllers in the field.

Mr. Speaker, I urge my colleagues to vote ''yes.''

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Arkansas (Mr. WESTERMAN).

Mr. WESTERMAN. Mr. Speaker, I rise today in support of H.R. 3935, the FAA Reauthorization Act of 2024. I commend Chairman SAM GRAVES, Ranking Member LARSEN, Subcommittee on Aviation Chairman GARRET GRAVES, and Ranking Member COHEN. Their dedication to bipartisan, bicameral collaboration has been instrumental in shaping this legislation.

In Arkansas' Fourth Congressional District, we are fortunate to have numerous small- and medium-sized airfields that serve Arkansans and visitors from around the world.

We are home to a unique and robust agricultural aviation industry. We have included provisions that specifically address safety in Arkansas aviation, as well as rural communities around the country, like mandating tower marking rules to protect general aviators, improving radio communications at Mena Intermountain Municipal Airport, and improving aviation infrastructure and workforce development in the Natural State.

The FAA Reauthorization Act of 2024 is not just about passengers and pilots. It is comprehensive, commonsense legislation that will benefit farmers, businessowners, healthcare providers, and everyday folks. I strongly urge my colleagues to vote ''yes.''

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentlewoman from Ohio (Mrs. SYKES).

Mrs. SYKES. Mr. Speaker, I rise today in support of H.R. 3935, the Securing Growth and Robust Leadership in American Aviation Act, or the FAA Reauthorization Act.

My home State of Ohio is a major transportation hub and has a proud legacy as the birthplace of aviation. The FAA reauthorization bill will help ensure Ohio's 13th Congressional District continues to be a pioneer in the aviation and aerospace industry.

This bill invests billions into airports large and small, including in my district, the Akron-Canton Regional Airport, the Akron Fulton Airport, and the Kent State University Airport.

These much-needed resources will keep our skies safe and make our aviation infrastructure cleaner and greener. In particular, I highlight the maintenance of the Federal age and flight hour requirements, the consumer protections in the event of cancellations and delays that will help keep costs down and save people money, and, notably, language that I advocated for to support the advancements of a remote tower program in Ohio.

This program will improve air traffic control for aircraft that utilize smaller airports, generating economic development and safer airspace.

This legislation is a major victory for America's aviation workforce as it improves the safety, health, and well-being of aviation standards both on the ground and in the air.

Mr. GRAVES of Missouri. Mr. Speaker, may I inquire as to how much time is remaining.

The SPEAKER pro tempore. The gentleman from Missouri has 1½ minutes remaining.

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that both sides get an additional 2 minutes.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Texas (Mr. ROY).

Mr. ROY. Mr. Speaker, I thank my friend from Missouri for yielding, and I rise in support of this legislation.

San Antonio, which I am proud to represent, has about 1.7 million people. It is the seventh-largest city in the country and is the second-largest market without a direct flight to Reagan National Airport.

It has about 82,000 Active Duty and about 100,000 veterans in the community. It is arguably the center of cybersecurity.

This is something that the delegation has been working on for a long time, and this is an important development.

For the reasons that I have just articulated, I give a great deal of thanks to the chairman for his hard work in getting this done and to Senator CRUZ and his leadership over in the Senate to get these additional five slots which, by the way, will provide opportunities for other cities that are in the same situation. This, frankly, won't actually have a significant impact because there are already people flying from San Antonio to Reagan. They are just having to hop to do it. This will provide direct access. I am grateful for their support, and I will support the bill.

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentlewoman from Michigan (Ms. SCHOLTEN).

Ms. SCHOLTEN. Mr. Speaker, for months we have been hard at work crafting the FAA Reauthorization Act of 2024.

I am so excited that we are finally here to pass this critical piece of legislation that includes so many wins for my district back home in west Michigan.

This bill is innovative, it is collaborative, and it is essential. We are moving air travel forward. I thank Chairman GRAVES, Ranking Member LARSEN, and all of the Members who came together to unanimously pass this bill out of committee.

Michigan's Third is home to Gerald R. Ford International Airport and a number of other incredible airports.

GRR is one of the busiest airports in the Nation, but its growth is being inhibited by an air traffic control tower which doesn't meet security standards or operational necessities found in newer towers. Yet, it has consistently been passed over for replacement by the FAA.

My bill includes a provision directing the FAA to specifically consider older towers at airports, like GRR and others, when selecting projects for replacement and increasing transparency around the process used when deciding which towers need to be upgraded.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. LARSEN of Washington. Mr. Speaker, I yield an additional 30 seconds to the gentlewoman from Michigan.

Ms. SCHOLTEN. Mr. Speaker, I have a lot to say about this airport.

This will help GRR and other airports forge a path forward to meet the needs of the region.

I thank the chair and ranking member again for working with me, and I urge passage of this bill for my local airport, our workers, and travelers.

Mr. GRAVES of Missouri. Mr. Speaker, I have no more speakers, and I am prepared to close. I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, I yield 1 minute to the gentleman from Virginia (Mr. BEYER).

Mr. BEYER. Mr. Speaker, I rise in firm opposition to H.R. 3935. I am deeply concerned about the provisions that would aggravate dangerous conditions at National Airport.

Section 502 would add new flights at National, already dramatically over capacity. Last month, there was a near miss where two airplanes almost collided at DCA on the busiest runway in America. Today, over a fifth of all flights at DCA are delayed on average for over an hour.

We have heard from Secretary Buttigieg, the FAA, and the Airport Authority. They have serious concerns about safety and increased delays if more flights are added.

Importantly, the House has already spoken and rejected this. I am grateful for the leadership of Chairman GRAVES and Ranking Member LARSEN, but we should not accept a backroom deal between Senators to reflect special interests.

The Senate refused to consider floor amendments that would have restored the House language because those who crafted this bill knew they would lose that vote. It is painful that this measure is still in the bill, despite widespread bipartisan opposition.

I cannot support a bill that hurts my constituents, disrespects all the elected leaders from Virginia, Maryland, and D.C., and directly harms our airport and the passengers who use it.

Mr. GRAVES of Missouri. Mr. Speaker, I reserve the balance of my time.

Mr. LARSEN of Washington. Mr. Speaker, we have no more speakers, and I am ready to close.

May I inquire as to how much time is remaining.

The SPEAKER pro tempore. The gentleman from Washington has 4 minutes remaining.

Mr. LARSEN of Washington. Mr. Speaker, I yield myself the balance of my time.

I close by saying that the FAA Reauthorization Act of 2024 would not have been possible without the staff here in the House of Representatives that have spent more than a year negotiating and drafting this legislation.

I thank some folks in closing, and I won't go through the titles—they know who they are—but by name: Brian Bell, Adam Weiss, Alexandra Menardy, Elizabeth Forro, and Alex Schnelle, who are on the Aviation Subcommittee staff.

On the full committee: Kathy Dedrick, Helena Zyblikewycz, Stanton Johnson, Ryan Lehman, Peter True, Hale Diamond, Paul Samberg, Michael Hudspith, and Zane Tolchinsky.

I also recognize the Republican Aviation Subcommittee staff, without whom this obviously would not have been done. Both staffs took the direction from the chair and I that we were going to play Team House of Representatives when it came to negotiating the final bill and be bipartisan, as long as we could be bipartisan, through this entire process.

I recognize the Subcommittee on Aviation staff on the Republican side: Hunter Presti, Laney Copeland, Julie Devine, Andrew Giacini, Will Moore, Corey Sites, and Christopher Senn.

On the full committee: Jack Ruddy, Abby Camp Wenk, Meghan Holland, Corey Cooke, Leslie Parker, Justin Harclerode, and Kerry Goldberg.

From the Office of Legislative Counsel, who I never see these people, I never meet them, but they do a lot of work: Karen Anderson, Jordyn Coad, Robert Casturo, Emily Ordakowski, and Michelle Johnston.

I thank all those folks for their hard work to make this happen. Their efforts have allowed us to craft a bill that we can all be proud of.

Mr. Speaker, in closing, the FAA Reauthorization Act of 2024 is a bipartisan, bicameral, good-faith effort that ensures leadership in U.S. aviation safety, sustainability, innovation, and job creation.

I strongly support the Senate amendment to H.R. 3935 and urge all of my colleagues to support it, as well. I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself the balance of my time.

In closing, this bill before us is a strong bipartisan and forward-looking piece of legislation that will undoubtedly advance American aviation, innovation, and safety.

I am not going to go into the many great things that are in this bill, but I have served in this House for more than 23 years, and I have been looking forward to passing an FAA bill as

chairman of the Transportation and Infrastructure Committee for a long time.

This is the kind of bill that a chairman only gets to do once in their career, and I could not be more proud of the final product that we put together.

I thank my partner, Ranking Member LARSEN. I am grateful for that partnership that he and his team have shown throughout this entire process, throughout this Congress, and everything that the committee does.

No piece of legislation, especially not one as comprehensive as this bill, is complete without a tremendous amount of behind-the-scenes work.

I thank the Transportation and Infrastructure Committee staff on both sides, led by staff directors: Jack Ruddy and Kathy Dedrick and the Aviation Subcommittee staff directors Hunter Presti and Brian Bell.

I thank Abby Wenk, Corey Cooke, Meghan Holland, Leslie Parker, Chris Devine, Tyler Micheletti, Rachel Sakrisson, Justin Harclerode, Kerry Goldberg, Jake Murphy, Brianna Garcia, Wills MacKay, and Payton Palazzolo and the Republican Aviation Subcommittee folks: Laney Copeland, Andrew Giacini, Julie Devine, Will Moore, Corey Sites, Chris Senn, and Maggie Ayrea.

The last thing I will say is I want to recognize my general counsel, Corey Cooke. This has less to do with the FAA and more to do with the fact that after 5½ years of serving on the Transportation and Infrastructure Committee, she is departing for the Senate.

After watching and waiting on the Senate to finish the FAA bill, I can't say that her decision to leave the House is necessarily guided in the right direction, and I can't say I fully endorse it.

Nonetheless, Corey has been a critical part of everything we have done in the Transportation and Infrastructure Committee during my time, both as chairman and ranking member.

She worked for me on my previous committee chairmanship on small business, and she is tenacious, hardworking, and a very loyal staffer who will always be considered a part of Team Graves.

Mr. Speaker, I urge every Member of the House to support final passage of the FAA Reauthorization Act of 2024, and I yield back the balance of my time.

Mr. CARSON. Mr. Speaker, I commend Chairman GRAVES and Ranking Member LARSON for their hard work to bring this bipartisan FAA Reauthorization bill to the House floor.

I am very pleased that this bill includes some of my top priorities:

First, this bill advances implementation of my 2018 provisions requiring Secondary Cockpit Barriers in Section 350 of the bill. This language will be made even stronger to speed up the process and finally get these safety devices on all passenger aircraft to protect flight crews and passengers.

Second, I support the bill's provisions improving minority and disadvantaged business participation in all FAA programs. This will expand business opportunities for minority businesses and bring in fresh talent to carry out new projects authorized in this bill.

I also strongly support the investments in airport infrastructure, plus investments to strengthen the aviation workforce and make it more diverse.

Unfortunately, I'm very disappointed that the Senate struck my bipartisan provisions to create a new National Center for the Advancement of Aviation which was approved by the Transportation and Infrastructure Committee and the full House. I will continue working to create this center, which will improve our aviation workforce and promote best practices across all sectors, including commercial, military, and general aviation.

But overall, this is a good bill and I urge my colleagues to support this reauthorization.

□ 1730

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 3935.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

COAST GUARD AUTHORIZATION ACT OF 2024

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 7659) to authorize and amend authorities, programs, and statutes administered by the Coast Guard, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 7659

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the ''Coast Guard Authorization Act of 2024''.

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

SEC. 2. COMMANDANT DEFINED.

In this Act, the term ''Commandant'' means the Commandant of the Coast Guard.

TITLE I—AUTHORIZATION OF APPROPRIATIONS

SEC. 101. AUTHORIZATION OF APPROPRIATIONS.

Section 4902 of title 14, United States Code, is amended—

(1) in the matter preceding paragraph (1) by striking ''fiscal years 2022 and 2023'' and inserting ''fiscal years 2025 and 2026'';

(2) in paragraph (1)—

(A) in subparagraph (A) by striking clauses (i) and (ii) and inserting the following:

''(i) $11,287,500,000 for fiscal year 2025; and

''(ii) $11,851,875,000 for fiscal year 2026.'';

(B) in subparagraph (B) by striking ''$23,456,000'' and inserting ''$25,570,000''; and

(C) in subparagraph (C) by striking ''$24,353,000'' and inserting ''$26,848,500'';

(3) in paragraph (2)(A) by striking clauses (i) and (ii) and inserting the following:

''(i) $3,477,600,000 for fiscal year 2025; and

''(ii) $3,651,480,000 for fiscal year 2026.'';

(4) in paragraph (3) by striking subparagraphs (A) and (B) and inserting the following:

''(A) $15,415,000 for fiscal year 2025; and

''(B) $16,185,750 for fiscal year 2026.''; and

(5) by striking paragraph (4) and inserting the following:

''(4) For retired pay, including the payment of obligations otherwise chargeable to lapsed appropriations for purposes of retired pay, payments under the Retired Serviceman's Family Protection Plan and the Survivor Benefit Plan, payment for career status bonuses, payment of continuation pay under section 356 of title 37, concurrent receipts, combat-related special compensation, and payments for medical care of retired personnel and their dependents under chapter 55 of title 10, $1,210,840,000 for fiscal year 2025.''.

SEC. 102. SHORESIDE INFRASTRUCTURE AND FACILITIES AND INFORMATION TECHNOLOGY.

(a) INFORMATION TECHNOLOGY.—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code—

(1) for fiscal year 2025, $36,300,000 is authorized to modernize the Coast Guard's information technology systems, of which $11,000,000 is authorized to fund the acquisition, development, and implementation of a new credentialing system for the Merchant Mariner credentialing program; and

(2) for fiscal year 2026, $36,300,000 is authorized to modernize the Coast Guard's information technology systems.

(b) SHORESIDE INFRASTRUCTURE.—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code—

(1) for fiscal year 2025, $500,000,000 is authorized to fund maintenance, construction, and repairs for Coast Guard shoreside infrastructure, of which—

(A) $225,000,000 is authorized for the purposes of improvements to facilities at the United States Coast Guard Training Center Cape May in Cape May, New Jersey;

(B) $10,000,000 is authorized to fund the creation of an infrastructure development plan for the Coast Guard Academy in New London, Connecticut;

(C) $50,000,000 is authorized to complete repairs and improvements of Chase Hall at the Coast Guard Academy in New London, Connecticut, including remediation of asbestos, lead, and mold and upgrading the electric outlet availability and storage space in student rooms, and making changes to house not more than 2 Officer Candidates in a room;

(D) $70,000,000 is authorized for the purposes of planning, designing, and building a floating drydock at the United States Coast Guard Yard in Baltimore, Maryland;

(E) $40,000,000 is authorized for the purposes of planning, designing, and building a hangar to house, at a minimum, 2 HC–130J Super Hercules aircraft at Air Station Barbers Point in Kapolei, Hawaii; and

(F) $90,000,000 is authorized to fund waterfront improvements of Coast Guard Base Seattle; and

(2) for fiscal year 2026, $600,000,000 is authorized to fund maintenance, construction, and repairs for Coast Guard shoreside infrastructure, of which—

(A) $125,000,000 is authorized for the purposes of improvements to facilities at the United States Coast Guard Training Center Cape May in Cape May, New Jersey;

(B) $100,000,000 is authorized to execute the infrastructure development plan for the Coast Guard Academy in New London, Connecticut developed in paragraph (1)(C);

(C) $100,000,000 is authorized for the purposes of planning, designing, and building a floating drydock at the United States Coast Guard Yard in Baltimore, Maryland;

(D) $40,000,000 is authorized for the purposes of planning, designing, and building a hangar to house at a minimum 2 HC–130J Super Hercules aircraft at Air Station Barbers Point in Kapolei, Hawaii; and

(E) $90,000,000 is authorized to fund waterfront improvements of Coast Guard Base Seattle.

SEC. 103. AVAILABILITY OF AMOUNTS FOR ACQUISITION OF ADDITIONAL VESSELS AND AIRCRAFT.

(a) FISCAL YEAR 2025.—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code, for fiscal year 2025—

(1) $138,500,000 is authorized for the acquisition or procurement of 1 missionized HC–130J Super Hercules aircraft;

(2) $36,000,000 is authorized for the service life extension program and any necessary upgrades of the 47-foot Motor Life Boat; and

(3) $216,000,000 is authorized for the acquisition of 2 Fast Response Cutters.

(b) FISCAL YEAR 2026.—Of the amounts authorized to be appropriated under section 4902(2)(A) of title 14, United States Code, for fiscal year 2026—

(1) $1,200,000,000 is authorized for the acquisition of a Polar Security Cutter;

(2) $1,100,000,000 is authorized for the acquisition of 2 Offshore Patrol Cutters;

(3) $138,500,000 is authorized for the acquisition or procurement of 1 missionized HC–130J Super Hercules aircraft; and

(4) $153,500,000 is authorized to outfit and assemble 5 MH–60T Jayhawk aircrafts.

SEC. 104. AUTHORIZATION FOR CERTAIN PROGRAMS AND SERVICES.

(a) FISCAL YEAR 2025.—Of the amounts authorized to be appropriated under section 4902(1)(A) of title 14, United States Code, for fiscal year 2025—

(1) $11,978,000 is authorized to fund additional recruiting personnel and offices for the Coast Guard Recruiting Command;

(2) $9,000,000 is authorized to enhance Coast Guard recruiting capabilities; and

(3) $25,000,000 is authorized for the implementation of each directed action outlined in enclosure 1 of the memorandum of the Commandant titled ''Commandant's Directed Actions-Accountability and Transparency'', dated November 27, 2023.

(b) FISCAL YEAR 2026.—Of the amounts authorized to be appropriated under section 4902(1)(A) of title 14, United States Code, $35,000,000 is authorized for the implementation of each directed action outlined in enclosure 1 of the memorandum of the Commandant titled ''Commandant's Directed Actions-Accountability and Transparency'', dated November 27, 2023.

SEC. 105. AUTHORIZED LEVELS OF MILITARY STRENGTH AND TRAINING.

Section 4904 of title 14, United States Code, is amended—

(1) in subsection (a) by striking ''fiscal years 2022 and 2023'' and inserting ''fiscal years 2025 and 2026''; and

(2) in subsection (b) by striking ''fiscal years 2022 and 2023'' and inserting ''fiscal years 2025 and 2026''.

TITLE II—COAST GUARD

Subtitle A—Organization and Authorities

SEC. 201. PROHIBITION ON USE OF LEAD SYSTEMS INTEGRATORS.

Section 1105 of title 14, United States Code, is amended by adding at the end the following:

''(c) LEAD SYSTEMS INTEGRATOR DEFINED.—In this section, the term 'lead systems integrator' has the meaning given such term in

section 805(c) of the National Defense Authorization Act for Fiscal Year 2006 (Public Law 109–163).''.

SEC. 202. MINOR CONSTRUCTION INCREASE.

Section 903(d)(1) of title 14, United States Code, is amended by striking ''$1,500,000'' and inserting ''$2,000,000''.

SEC. 203. TSUNAMI EVACUATION PLANS.

(a) TSUNAMI EVACUATION PLANS.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Commandant, in consultation with the Administrator of the National Oceanic and Atmospheric Administration and the Administrator of the Federal Emergency Management Agency, shall establish location specific tsunami evacuation plans for each unit and sector of the Coast Guard that has facilities, personnel, or assets located within areas—

(A) designated by the Administrator of the National Oceanic and Atmospheric Administration as high risk or very high risk of a United States tsunami hazard; and

(B) that are located inside a tsunami inundation zone.

(2) EVACUATION PLANS.—In establishing the evacuation plans under paragraph (1), the Commandant shall ensure that such plans—

(A) are included in the emergency action plans for each unit or sector located inside of a tsunami inundation zone;

(B) designate an evacuation route to an assembly area located outside of a tsunami inundation zone;

(C) include a map or diagram of all tsunami inundation zone evacuation routes;

(D) include evacuation routes for all Coast Guard personnel and dependents of such personnel living in Coast Guard housing;

(E) are feasible for all servicemembers and dependents of such servicemembers present on Coast Guard property or living in Coast Guard provided housing;

(F) include procedures to begin evacuations once a major seismic event is detected;

(G) include evacuation plans for air and water assets that do not impinge on the safety of human life;

(H) are able to be completely executed within 15 minutes of detection of a seismic event or, if not possible within 15 minutes, within a reasonable timeframe;

(I) are able to be completely executed by servicemembers on foot from any location within the tsunami inundation zone;

(J) are exercised biennially by each unit and sector located in a tsunami inundation zone; and

(K) are evaluated by leadership at each unit and sector located in a tsunami inundation zone annually.

(3) CONSULTATION.—In establishing the evacuation plans under paragraph (1), the Commandant shall consult local governments.

(b) REPORT.—Not later than 2 years after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate, and provide a briefing to each such Committee on, a report on—

(1) the status of the implementation and feasibility of the plans established under subsection (a)(1);

(2) a risk evaluation and vulnerability assessment of the infrastructure and assets located within tsunami inundation zones;

(3) the need for vertical evacuation structures for units and sectors in which an evacuation of a tsunami inundation zone cannot be completed on foot within 15 minutes of the detection of a seismic event; and

(4) whether the plans established under subsection (a)(1) achieve the purpose to protect human life and ensure the ability for the Coast Guard to provide search and rescue operations following a tsunami event in the area.

(c) DEFINITIONS.—In this section:

(1) SEISMIC EVENT.—The term ''seismic event'' means an earthquake, volcanic eruption, submarine landslide, coastal rockfall, or other event with the magnitude to cause a tsunami.

(2) TSUNAMI INUNDATION ZONE.—The term ''tsunami inundation zone'' means an area of inland flooding modeled, predicted, or forecasted as a potential result of a tsunami or seismic event.

(3) VERTICAL EVACUATION STRUCTURE.—The term ''vertical evacuation structure'' means an elevated structure above the tsunami inundation zone designated as a place of refuge from flood waters.

SEC. 204. SERVICE LIFE EXTENSION PROGRAMS.

(a) IN GENERAL.—Subchapter II of chapter 11 of title 14, United States Code, is amended by adding at the end the following:

''§ 1138. Service life extension programs

''(a) IN GENERAL.—Requirements for a Level 1 or Level 2 acquisition project or program under sections 1131 through 1134 shall not apply to an acquisition by the Coast Guard that is a service life extension program.

''(b) SERVICE LIFE EXTENSION PROGRAM DEFINED.—In this section, the term 'service life extension program' means a capital investment that is solely intended to extend the service life and address obsolescence of components or systems of a particular capability or asset.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 14, United States Code, is amended by inserting after the item relating to section 1137 the following:

''1138. Service life extension programs.''.

SEC. 205. MARITIME DOMAIN AWARENESS IN COAST GUARD SECTOR FOR PUERTO RICO AND VIRGIN ISLANDS.

Not later than 180 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing—

(1) an overview of the maritime domain awareness in the area of responsibility of the Coast Guard sector responsible for Puerto Rico and the United States Virgin Islands, including—

(A) the average volume of known maritime traffic that transited the area during fiscal years 2020 through 2023;

(B) current sensor platforms deployed by such sector to monitor illicit activity occurring at sea in such area;

(C) the number of illicit activity incidents at sea in such area that the sector responded to during fiscal years 2020 through 2023;

(D) an estimate of the volume of traffic engaged in illicit activity at sea in such area and the type and description of any vessels used to carry out illicit activities that such sector responded to during fiscal years 2020 through 2023; and

(E) the maritime domain awareness requirements to effectively meet the mission of such sector;

(2) a description of current actions taken by the Coast Guard to partner with Federal, regional, State, and local entities to meet the maritime domain awareness needs of such area;

(3) a description of any gaps in maritime domain awareness within the area of responsibility of such sector resulting from an inability to meet the enduring maritime domain awareness requirements of the sector or adequately respond to maritime disorder, including illicit drug and migrant activity;

(4) an identification of current technology and assets the Coast Guard has to mitigate the gaps identified in paragraph (3);

(5) an identification of capabilities needed to mitigate such gaps, including any capabilities the Coast Guard currently possesses that can be deployed to the sector;

(6) an identification of technology and assets the Coast Guard does not currently possess and are needed to acquire in order to address such gaps; and

(7) an identification of any financial obstacles that prevent the Coast Guard from deploying existing commercially available sensor technology to address such gaps.

SEC. 206. PUBLIC AVAILABILITY OF INFORMATION ON MONTHLY DRUG AND MIGRANT INTERDICTIONS.

(a) IN GENERAL.—Section 11269 of the Don Young Coast Guard Authorization Act of 2022 (Public Law 117–263) is—

(1) transferred to appear at the end of subchapter II of chapter 5 of title 14, United States Code;

(2) redesignated as section 529; and

(3) amended—

(A) by striking the section enumerator and heading and inserting the following:

''§ 529. Public availability of information on monthly drug and migrant interdictions'';

(B) by striking ''Not later than'' and inserting the following:

''(a) IN GENERAL.—Not later than'';

(C) by inserting ''drug and'' before ''migrant interdictions''; and

(D) by adding at the end the following:

''(b) CONTENTS.—In making information about interdictions publicly available under subsection (a), the Commandant shall include a description of the following:

''(1) The number of incidents in which drugs were interdicted, the amount and type of drugs interdicted, and the Coast Guard sectors and geographic areas of responsibility in which such incidents occurred.

''(2) The number of incidents in which migrants were interdicted, the number of migrants interdicted, and the Coast Guard sectors and geographic areas of responsibility in which such incidents occurred.''.

(b) CLERICAL AMENDMENTS.—

(1) The analysis for chapter 5 of title 14, United States Code, is amended by inserting after the item relating to section 528 the following:

''529. Public availability of information on monthly drug and migrant interdictions.''.

(2) The table of sections in section 11001(b) of the Don Young Coast Guard Authorization Act of 2022 (division K of Public Law 117–263) is amended by striking the item relating to section 11269.

SEC. 207. REPORT ON ESTABLISHMENT OF UNMANNED SYSTEMS CAPABILITIES OFFICE.

(a) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that outlines a plan for establishing an unmanned systems capabilities office within the Coast Guard responsible for the acquisition and development of unmanned system and counter-unmanned system technologies and to expand the capabilities of the Coast Guard with respect to such technologies.

(b) CONTENTS.—The report required under subsection (a) shall include the following:

(1) A management strategy for the acquisition, development, and deployment of unmanned system and counter-unmanned system technologies.

(2) A service-wide coordination strategy to synchronize and integrate efforts across the Coast Guard in order to—

(A) support the primary duties of the Coast Guard pursuant to section 102 of title 14, United States Code; and

(B) pursue expanded research, development, testing, and evaluation opportunities and funding to expand and accelerate identification and transition of unmanned system and counter-unmanned system technologies.

(3) The identification of contracting and acquisition authorities needed to expedite the development and deployment of unmanned system and counter-unmanned system technologies.

(4) A detailed list of commercially available unmanned system and counter-unmanned system technologies with capabilities determined to be useful for the Coast Guard.

(5) A cross-agency collaboration plan to engage with the Department of Homeland Security, the Department of Defense, and other relevant agencies to identify common requirements and opportunities to partner in acquiring, contracting, and sustaining unmanned system and counter-unmanned system capabilities.

(6) Opportunities to obtain and share unmanned system data from government and commercial sources to improve maritime domain awareness.

(7) The development of a concept of operations for a data ecosystem that supports and integrates unmanned system and counter-unmanned system technologies with key enablers, including enterprise communications networks, data storage and management, artificial intelligence and machine learning tools, and information sharing and dissemination capabilities.

(c) DEFINITIONS.—In this section:

(1) COUNTER-UNMANNED SYSTEM.—The term ''counter-unmanned system'' means a system or device capable of lawfully and safely disabling, disrupting, or seizing control of an unmanned system, including a counter-UAS system (as such term is defined in section 44801 of title 49, United States Code).

(2) UNMANNED SYSTEM.—The term ''unmanned system'' means an unmanned surface, undersea, or aircraft and associated elements (including communication links and the components that control the unmanned system) that are required for the operator to operate the system safely and efficiently, including an unmanned aircraft system (as such term is defined in section 44801 of title 49, United States Code).

SEC. 208. GREAT LAKES ICEBREAKER.

Not later than 30 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a strategy detailing how the Coast Guard will complete design and construction of the Great Lakes icebreaker at least as capable as the Coast Guard Cutter Mackinaw (WLBB–30) in not more than 3 years after funding is provided for such icebreaker.

SEC. 209. CONSIDERATION OF LIFE-CYCLE COST ESTIMATES FOR ACQUISITION AND PROCUREMENT.

(a) IN GENERAL.—Subchapter II of chapter 11 of title 14, United States Code, is further amended by adding at the end the following:

''§ 1139. Consideration of life-cycle cost estimates for acquisition and procurement

''In carrying out the acquisition and procurement of vessels and aircraft, the Secretary of the department in which the Coast Guard is operating, acting through the Commandant of the Coast Guard, shall consider the life-cycle cost estimates of vessels and aircraft, as applicable, during the design and evaluation processes to the maximum extent practicable.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 11 of title 14, United States Code, is amended by inserting after the item relating to section 1138 (as added by this Act) the following:

''1139. Consideration of life-cycle cost estimates for acquisition and procurement.''.

SEC. 210. AUTHORIZATION OF CERTAIN SUPPORT FOR COAST GUARD ACADEMY FOUNDATIONS.

(a) IN GENERAL.—Subchapter I of chapter 19 of title 14, United States Code, is amended by adding at the end the following:

''§ 1907. Authorization of certain support for Coast Guard Academy foundations

''(a) AUTHORITY.—Subject to subsection (b) and pursuant to regulations prescribed by the Secretary of the department in which the Coast Guard is operating, the Superintendent of the Coast Guard Academy may authorize a covered foundation to use, on an unreimbursed basis, facilities or equipment of the Coast Guard Academy.

''(b) LIMITATIONS.—Use of facilities or equipment under subsection (a) may be provided only if such use has been reviewed and approved by an attorney of the Coast Guard and only if such use—

''(1) is without any liability of the United States to the covered foundation;

''(2) does not affect the ability of any official or employee of the Coast Guard, or any member of the armed forces, to carry out any responsibility or duty in a fair and objective manner;

''(3) does not compromise the integrity or appearance of integrity of any program of the Coast Guard, or any individual involved in such a program;

''(4) does not include the participation of any cadet other than participation in an honor guard at an event of the covered foundation; and

''(5) complies with any applicable ethics regulations.

''(c) BRIEFING.—In any fiscal year during which the Superintendent of the Coast Guard Academy exercises the authority under subsection (a), the Commandant of the Coast Guard shall provide a briefing to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate not later than the last day of that fiscal year regarding the number of events or activities of a covered foundation supported by such exercise during such fiscal year.

''(d) COVERED FOUNDATION DEFINED.—In this section, the term 'covered foundation' means a charitable, educational, or civic nonprofit organization under section 501(c)(3) of the Internal Revenue Code of 1986, that the Secretary concerned determines operates exclusively to support, with respect to a Service Academy, any of the following:

''(1) Recruiting.

''(2) Parent or alumni development.

''(3) Academic, leadership, or character development.

''(4) Institutional development.

''(5) Athletics.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 19 of title 14, United States Code, is amended by inserting after the item relating to section 1906 the following:

''1907. Authorization of certain support for Coast Guard Academy foundations.''.

SEC. 211. NATIONAL COAST GUARD MUSEUM.

Section 316 of title 14, United States Code, is amended—

(1) in subsection (b)—

(A) in paragraph (1) by striking ''The Secretary'' and inserting ''Except as provided in paragraph (2), the Secretary''; and

(B) in paragraph (2) by striking ''engineering and design of a Museum'' and inserting ''design of a Museum, and engineering, construction administration, and quality assurance services of a Museum'';

(2) by amending subsection (e)(2)(A) to read as follows:

''(A) lease from the Association for Coast Guard operations the Museum and properties owned by the Association adjacent to the railroad tracks to which the property on which the Museum is located are adjacent; and''; and

(3) by amending subsection (g) to read as follows:

''(g) SERVICES.—With respect to the services related to the construction, maintenance, and operation of the Museum, the Commandant may—

''(1) solicit and accept services from nonprofit entities, including the Association; and

''(2) enter into contracts or memorandums of agreement with or make grants to the Association to acquire such services.''.

SEC. 212. REGULAR POLAR SECURITY CUTTER UPDATES.

(a) REPORT.—

(1) REPORT TO CONGRESS.—Not later than 60 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of acquisition of the first Polar Security Cutter.

(2) ELEMENTS.—The report under paragraph (1) shall include—

(A) a detailed timeline for the acquisition process of the first Polar Security Cutter, including expected milestones and projected commissioning date;

(B) an accounting of the previously appropriated funds spent to date on the Polar Security Cutter Program, updated cost projections for the first Polar Security Cutter, and projections for when additional funds will be required;

(C) potential factors and risks that could further delay or imperil the completion of the first Polar Security Cutter; and

(D) a review of the acquisition of the first Polar Security Cutter to date, including factors that led to substantial cost overruns and delivery delays.

(b) BRIEFINGS.—

(1) PROVISION TO CONGRESS.—Not later than 60 days after the submission of the report under subsection (a), and not less frequently than every 60 days thereafter, the Commandant shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a briefing on the status of the Polar Security Cutter acquisition process.

(2) TIMELINE.—The briefings under paragraph (1) shall occur after any key milestone in the Polar Security Cutter acquisition process, but not less frequently than every 60 days.

(3) ELEMENTS.—Each briefing under paragraph (1) shall include—

(A) a summary of acquisition progress since the most recent previous briefing conducted pursuant to paragraph (1);

(B) an updated timeline and budget estimate for acquisition and building of pending Polar Security Cutters; and

(C) an explanation of any delays or additional costs incurred in the acquisition progress.

(c) NOTIFICATIONS.—In addition to the briefings required under subsection (b), the Commandant shall notify the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate within 3 business days of any significant change to the scope or funding level of the Polar Security Cutter acquisition strategy of such change.

SEC. 213. TECHNOLOGY PILOT PROGRAM.

Section 319(b)(1) of title 14, United States Code, is amended by striking ''2'' and inserting ''4''.

SEC. 214. REPORT ON CONDITION OF MISSOURI RIVER DAYBOARDS.

(a) PROVISION TO CONGRESS.—Not later than 180 days after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the condition of dayboards and the placement of buoys on the Missouri River.

(b) ELEMENTS.—The report under paragraph (1) shall include—

(1) a list of the most recent date on which each dayboard and buoy was serviced by the Coast Guard;

(2) an overview of the plan of the Coast Guard to systematically service each dayboard and buoy on the Missouri River; and

(3) assigned points of contact.

SEC. 215. DELEGATION OF PORTS AND WATERWAYS SAFETY AUTHORITIES IN ST. LAWRENCE SEAWAY.

Section 70032 of title 46, United States Code, is amended to read as follows:

''§ 70032. Saint Lawrence Seaway

''(a) IN GENERAL.—Except as provided in subsection (b), the authority granted to the Secretary under sections 70001, 70002, 70003, 70004, and 70011 may not be delegated with respect to the Saint Lawrence Seaway to any agency other than the Great Lakes Saint Lawrence Seaway Development Corporation. Any other authority granted the Secretary under subchapters I through III and this subchapter shall be delegated by the Secretary to the Great Lakes Saint Lawrence Seaway Development Corporation to the extent the Secretary determines such delegation is necessary for the proper operation of the Saint Lawrence Seaway.

''(b) EXCEPTION.—The Secretary of the department in which the Coast Guard is operating, after consultation with the Secretary of Transportation, or the head of an agency to which the Secretary has delegated the authorities in subsection (a), may—

''(1) issue and enforce special orders in accordance with section 70002;

''(2) establish water or waterfront safety zones, or other measures, for limited, controlled, or conditional access and activity when necessary for the protection of any vessel structure, waters, or shore area, as permitted in section 70011(b)(2); and

''(3) take actions for port, harbor, and coastal facility security in accordance with section 70116.''.

SEC. 216. STUDY ON COAST GUARD MISSIONS.

(a) STUDY.—

(1) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Commandant shall seek to enter into an agreement with a federally funded research and development center with relevant expertise under which such center shall conduct an assessment of the operational capabilities and ability of the Coast Guard to conduct the primary duties of the Coast Guard under section 102 of title 14, United States Code, and missions under section 888 of the Homeland Security Act of 2002 (6 U.S.C. 468).

(2) ELEMENTS.—In carrying out the assessment required under paragraph (1), the federally funded research and development center selected under such subsection shall, with respect to the primary duties and missions described in paragraph (1), include the following:

(A) An analysis of the extent to which the Coast Guard is able to effectively carry out such duties and missions.

(B) Recommendations for the Coast Guard to more effectively carry out such duties and missions, in light of manpower and asset constraints.

(C) Recommendations of which such duties and missions should be transferred to other departments or eliminated in light of the manpower and asset constraints of the Coast Guard.

(D) An analysis of the benefits and drawbacks of transferring the Coast Guard or any of the duties and missions of the Coast Guard to other appropriate Federal departments or independent agencies.

(b) ASSESSMENT TO COMMANDANT.—Not later than 1 year after the date on which Commandant enters into an agreement under section (a), the federally funded research and development center selected under such subsection shall submit to the Commandant the assessment required under subsection (a).

(c) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 90 days after receipt of the assessment under subsection (b), the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes recommendations included in the assessment to strengthen the ability of the Coast Guard to carry out such duties and missions.

(2) ELEMENTS.—The report required under paragraph (1) shall include the following:

(A) The assessment received by the Commandant under subsection (b).

(B) For each recommendation included in the such assessment—

(i) an assessment by the Commandant of the feasibility and advisability of implementing such recommendation; and

(ii) if the Commandant of the Coast Guard considers the implementation of such recommendation feasible and advisable, a description of the actions taken, or to be taken, to implement such recommendation.

SEC. 217. ADDITIONAL PRIBILOF ISLAND TRANSITION COMPLETION ACTIONS.

Section 11221 of the Don Young Coast Guard Authorization Act of 2022 (Public Law 117–263) is amended by adding at the end the following:

''(e) ADDITIONAL REPORTS ON STATUS OF USE OF FACILITIES AND HELICOPTER BASING.—Beginning with the first quarterly report required under subsection (a) submitted after the date of enactment of the Coast Guard Authorization Act of 2024, the Secretary shall include in each such report—

''(1) the status of the use of recently renovated Coast Guard housing facilities, food preparation facilities, and maintenance and repair facilities on St. Paul Island, Alaska, including a projected date for full use and occupancy of such facilities in support of Coast Guard missions in the Bering Sea; and

''(2) a detailed plan for the acquisition and construction of a hangar in close proximity to existing St. Paul airport facilities to house 1 or more Coast Guard helicopters for the prosecution of Coast Guard operational missions, including plans for the use of land needed for such hangar.''.

Subtitle B—Personnel

SEC. 221. DIRECT HIRE AUTHORITY FOR CIVILIAN FACULTY AT THE COAST GUARD ACADEMY.

Section 1941 of title 14, United States Code, is amended—

(1) by redesignating subsection (b) as subsection (c); and

(2) by inserting after subsection (a) the following:

''(b) The Secretary may, without regard to the appointment requirements of title 5, United States Code, noncompetitively appoint a highly qualified candidate to a faculty position in the excepted service.''.

SEC. 222. TEMPORARY EXEMPTION FROM AUTHORIZED END STRENGTH FOR COAST GUARD ENLISTED MEMBERS ON ACTIVE DUTY.

Notwithstanding section 517 of title 10, United States Code, and until October 1, 2027, the authorized end strength for enlisted members on active duty (other than for training) in the Coast Guard in pay grades E–8 and E–9 may be more than 3.0 percent and 1.25 percent respectively of the number of enlisted members of the Coast Guard who are on active duty other than for training.

SEC. 223. ADDITIONAL AVAILABLE GUIDANCE AND CONSIDERATIONS FOR RESERVE SELECTION BOARDS.

Section 3740(f) of title 14, United States Code, is amended by striking ''section 2117'' and inserting ''sections 2115 and 2117''.

SEC. 224. PARENTAL LEAVE PARITY FOR MEMBERS OF CERTAIN RESERVE COMPONENTS OF COAST GUARD.

(a) PARENTAL LEAVE.—

(1) IN GENERAL.—Subchapter I of chapter 29 of title 14, United States Code, is amended by adding at the end the following:

''§ 2907. Parental leave for members of certain reserve components of Coast Guard

''(a)(1) Under regulations prescribed by the Secretary, a member of the reserve component of the Coast Guard described in subsection (b) is allowed parental leave for a duration of up to 12 inactive-duty training periods, under section 206 of title 37, during the one-year period beginning after the following events:

''(A) the birth or adoption of a child of the member and to care for such child; or

''(B) the placement of a minor child with the member for adoption or long-term foster care.

''(2)(A) The Secretary of the department in which the Coast Guard is operating, may authorize leave described under subparagraph (A) to be taken after the one-year period described in subparagraph (A) in the case of a member described in subsection (b) who, except for this subparagraph, would lose unused parental leave at the end of the one-year period described in subparagraph (A) as a result of—

''(i) operational requirements;

''(ii) professional military education obligations; or

''(iii) other circumstances that the Secretary determines reasonable and appropriate.

''(B) The regulations prescribed under clause (i) shall require that any leave authorized to be taken after the one-year period described in subparagraph (A) shall be taken within a reasonable period of time, as determined by the Secretary in which the department is operating, after cessation of the circumstances warranting the extended deadline.

''(b) A member described in this subsection is a member of the Coast Guard who is a member of—

''(1) the selected reserve who is entitled to compensation under section 206 of title 37; or

''(2) the individual ready reserve who is entitled to compensation under section 206 of

title 37 when attending or participating in a sufficient number of periods of inactive-duty training during a year to count the year as a qualifying year of creditable service toward eligibility for retired pay.''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 29 of title 14, United States Code, is amended by inserting after the item relating to section 2906 the following:

''2907. Parental leave for members of certain reserve components of Coast Guard.''.

(b) COMPENSATION.—Section 206(a)(4) of title 37, United States Code, is amended by inserting before the period at the end ''or parental leave under section 2907 of title 14''.

SEC. 225. AUTHORIZATION FOR MATERNITY UNIFORM ALLOWANCE FOR OFFICERS.

Section 2708 of title 14, United States Code, is amended by adding at the end the following:

''(c) The Coast Guard may provide a cash allowance in such amount as the Secretary of the department in which the Coast Guard is operating shall determine in regulations to be paid to pregnant officer personnel for the purchase of maternity-related uniform items if such uniform items are not so furnished to the member.''.

SEC. 226. REPORT ON GAO RECOMMENDATIONS ON HOUSING PROGRAM.

Not later than 1 year after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of the implementation of the recommendations contained in the report of the Government Accountability Office titled ''Coast Guard: Better Feedback Collection and Information Could Enhance Housing Program'', and issued February 5, 2024 (GAO–24–106388).

TITLE III—SHIPPING AND NAVIGATION

Subtitle A—Vessel Operations

SEC. 301. DEFINITIONS.

In this subtitle:

(1) OUTER CONTINENTAL SHELF.—The term ''outer Continental Shelf'' has the meaning given such term in section 2 of the Outer Continental Shelf Lands Act (43 U.S.C. 1331).

(2) RULING LETTER.—The term ''ruling letter'' means any ruling letter or headquarters ruling letter relating to the enforcement of chapters 121 and 551 of title 46, United States Code (commonly referred to as the ''Jones Act''), issued by the Commissioner of U.S. Customs and Border Protection pursuant to sections 502(a) or 625 of the Tariff Act of 1930 (19 U.S.C. 1502(a) and 1625).

(3) SECRETARY.—The term ''Secretary'' means the Secretary of Homeland Security, acting through the Commissioner of U.S. Customs and Border Protection.

SEC. 302. NOTIFICATION.

(a) ADVANCE NOTIFICATION REQUIRED.—Prior to engaging in any activity or operations on the outer Continental Shelf, the operator of a foreign vessel used in such activity or operations shall file with the Secretary a notification describing all activities and operations to be performed on the outer Continental Shelf and an identification of applicable ruling letters issued by the Secretary that have approved the use of a foreign vessel in a substantially similar activity or operation.

(b) PUBLICATION OF NOTICES.—

(1) PUBLICATION.—The Secretary shall publish a notification under subsection (a) in the Customs Bulletin and Decisions within 14 days of receipt of such notification.

(2) CONFIDENTIAL INFORMATION.—The Secretary shall redact any information exempt from disclosure under section 552 of title 5, United States Code, in a notification published under paragraph (1).

SEC. 303. PUBLICATION OF FINES AND PENALTIES.

(a) IN GENERAL.—Section 55102 of title 46, United States Code, is amended by adding at the end the following:

''(d) PUBLICATION OF PENALTY.—

''(1) IN GENERAL.—Not later than 14 days after the issuance of a pre-penalty notice or a penalty, including a settlement, under subsection (c), the Secretary of Homeland Security shall publish such pre-penalty notice or a notification of such penalty in the Customs Bulletin and Decisions to the party impacted by the penalty.

''(2) CONTENTS.—A pre-penalty notice or penalty notification published under paragraph (1) shall include—

''(A) the name and the International Maritime Organization identification number of the vessel that is the subject of the penalty;

''(B) the name of the owner of the vessel that is the subject of the penalty;

''(C) the amount of the fine or value of merchandise seized; and

''(D) a summary of the alleged misconduct and justification for imposing a penalty.''.

(b) RULEMAKING.—Not later than 90 days after the date of enactment of this Act, the Secretary shall issue such regulations as are necessary to implement the amendments made by subsection (a), including—

(1) regulations regarding the information to be contained in a penalty notification under section 55102(d) of title 46, United States Code (as amended by such subsection); and

(2) any changes to existing regulations relating to penalties issued by the Secretary.

Subtitle B—Merchant Mariner Credentialing

SEC. 311. REVISING MERCHANT MARINER DECK TRAINING REQUIREMENTS.

(a) GENERAL DEFINITIONS.—Section 2101 of title 46, United States Code, is amended—

(1) by redesignating paragraphs (20) through (56) as paragraphs (21) through (57), respectively; and

(2) by inserting after paragraph (19) the following:

''(20) 'merchant mariner credential' means a merchant mariner license, certificate, or document that the Secretary is authorized to issue pursuant to this title.''.

(b) EXAMINATIONS.—Section 7116 of title 46, United States Code, is amended by striking subsection (c).

(c) MERCHANT MARINERS DOCUMENTS.—

(1) GENERAL REQUIREMENTS.—Section 7306 of title 46, United States Code, is amended to read as follows:

''§ 7306. General requirements and classifications for members of deck departments

''(a) IN GENERAL.—The Secretary may issue a merchant mariner credential, to members of the deck department in the following classes:

''(1) Able Seaman-Unlimited.

''(2) Able Seaman-Limited.

''(3) Able Seaman-Special.

''(4) Able Seaman-Offshore Supply Vessels.

''(5) Able Seaman-Sail.

''(6) Able Seaman-Fishing Industry.

''(7) Ordinary Seaman.

''(b) CLASSIFICATION OF CREDENTIALS.—The Secretary may classify the merchant mariner credential issued under subsection (a) based on—

''(1) the tonnage and means of propulsion of vessels;

''(2) the waters on which vessels are to be operated; or

''(3) other appropriate standards.

''(c) CONSIDERATIONS.—In issuing the credential under subsection (a), the Secretary may consider the following qualifications of the merchant mariner:

''(1) Age.

''(2) Character.

''(3) Habits of life.

''(4) Experience.

''(5) Professional qualifications demonstrated by satisfactory completion of applicable examinations or other educational requirements.

''(6) Physical condition, including sight and hearing.

''(7) Other requirements established by the Secretary, including career patterns and service appropriate to the particular service, industry, or job functions the individual is engaged.''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is amended by striking the item relating to section 7306 and inserting the following:

''7306. General requirements and classifications for members of deck departments.''.

(3) GENERAL REQUIREMENTS FOR MEMBERS OF ENGINE DEPARTMENTS.—Section 7313(b) of title 46, United States Code, is amended by striking ''and coal passer''.

(4) TRAINING.—Section 7315 of title 46, United States Code, is amended—

(A) by amending subsection (a) to read as follows:

''(a) Graduation from a nautical school program approved by the Secretary may be substituted for the service requirements under sections 7307–7312 and 7314.'';

(B) in subsection (b)—

(i) by striking ''one-third'' and inserting ''one-half''; and

(ii) by striking ''7307–7311 of this title'' and inserting ''7307–7312 and 7314''; and

(C) by striking subsection (c).

(d) REDUCTION OF LENGTHS OF CERTAIN PERIODS OF SERVICE.—

(1) IN GENERAL.—Title 46, United States Code, is amended as follows:

(A) Section 7307 is amended by striking ''3 years'' and inserting ''18 months''.

(B) Section 7308 is amended by striking ''18 months'' and inserting ''12 months''.

(C) Section 7309 is amended by striking ''12 months'' and inserting ''6 months''.

(2) TEMPORARY REDUCTION OF LENGTHS OF CERTAIN PERIODS OF SERVICE.—Section 3534(j) of the National Defense Authorization Act for Fiscal Year 2024 (Public Law 118–31) is repealed.

(e) MERCHANT MARINER CREDENTIALS.—Section 7510 of title 46, United States Code, is amended by striking subsection (d).

(f) IMPLEMENTATION.—The Secretary of the department in which the Coast Guard is operating shall implement the amended requirements under subsections (c)(3), (c)(4), and (c)(6) of this section without regard to chapters 5 and 6 of title 5, United States Code, and Executive Orders 12866 and 13563 (5 U.S.C. 601 note).

SEC. 312. AMENDMENTS.

(a) MERCHANT MARINER CREDENTIALS.—The heading for part E of subtitle II of title 46, United States Code, is amended by striking ''**MERCHANT SEAMEN LICENSES, CERTIFICATES, AND DOCUMENTS**'' and inserting ''**MERCHANT MARINER CREDENTIALS**''.

(b) ABLE SEAFARERS—UNLIMITED.—

(1) IN GENERAL.—The section heading for section 7307 of title 46, United States Code, is amended by striking ''**seamen**'' and inserting ''**seafarers**''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7307 by striking ''seamen'' and inserting ''seafarers''.

(c) ABLE SEAMEN—LIMITED.—

(1) IN GENERAL.—The section heading for section 7308 of title 46, United States Code, is amended by striking ''**seamen**'' and inserting ''**seafarers**''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7308 by striking ''seamen'' and inserting ''seafarers''.

(d) ABLE SEAFARERS—SPECIAL.—

(1) IN GENERAL.—The section heading for section 7309 of title 46, United States Code, is amended by striking ''**seamen**'' and inserting ''**seafarers**''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7309 by striking ''seamen'' and inserting ''seafarers''.

(e) ABLE SEAFARERS—OFFSHORE SUPPLY VESSELS.—

(1) IN GENERAL.—The section heading for section 7310 of title 46, United States Code, is amended by striking ''**seamen**'' and inserting ''**seafarers**''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7310 by striking ''seamen'' and inserting ''seafarers''.

(f) ABLE SEAFARERS—SAIL.—

(1) IN GENERAL.—The section heading for section 7311 of title 46, United States Code, is amended by striking ''**seamen**'' and inserting ''**seafarers**''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7311 by striking ''seamen'' and inserting ''seafarers''.

(g) ABLE SEAMEN—FISHING INDUSTRY.—

(1) IN GENERAL.—The section heading for section 7311a of title 46, United States Code, is amended by striking ''**seamen**'' and inserting ''**seafarers**''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is further amended in the item relating to section 7311a by striking ''seamen'' and inserting ''seafarers''.

(h) PARTS E AND F.—Parts E and F of subtitle II of title 46, United States Code, is amended—

(1) by striking ''seaman'' and inserting ''seafarer'' each place it appears; and

(2) by striking ''seamen'' and inserting ''seafarers'' each place it appears.

(i) CLERICAL AMENDMENTS.—The analysis for subtitle II of title 46, United States Code, is amended in the item relating to part E by striking ''MERCHANT SEAMEN LICENSES, CERTIFICATES, AND DOCUMENTS'' and inserting ''MERCHANT MARINER CREDENTIALS''.

SEC. 313. RENEWAL OF MERCHANT MARINER LICENSES AND DOCUMENTS.

Section 7507 of title 46, United States Code, is amended by adding at the end the following:

''(d) RENEWAL.—With respect to any renewal of an active merchant mariner credential issued under this part that is not an extension under subsection (a) or (b), such credential shall begin the day after the expiration of the active credential of the credential holder.''.

SEC. 314. MERCHANT SEAMEN LICENSES, CERTIFICATES, AND DOCUMENTS; MANNING OF VESSELS.

(a) CITIZENSHIP OR NONCITIZEN NATIONALITY.—

(1) IN GENERAL.—Section 7102 of title 46, United States Code, is amended—

(A) in the section heading by inserting ''**or noncitizen nationality**'' after ''**Citizenship**''; and

(B) by inserting ''or noncitizen nationals (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))'' after ''citizens''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 71 of title 46, United States Code, is amended by striking the item relating to section 7102 and inserting the following:

''7102. Citizenship or noncitizen nationality.''.

(b) CITIZENSHIP OR NONCITIZEN NATIONALITY NOTATION ON MERCHANT MARINERS' DOCUMENTS.—

(1) IN GENERAL.—Section 7304 of title 46, United States Code, is amended—

(A) in the section heading by inserting ''**or noncitizen nationality**'' after ''**Citizenship**''; and

(B) by inserting ''or noncitizen national (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))'' after ''citizen''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 73 of title 46, United States Code, is amended by striking the item relating to section 7304 and inserting the following:

''7304. Citizenship or noncitizen nationality notation on merchant mariners' documents.''.

(c) CITIZENSHIP OR NONCITIZEN NATIONALITY.—

(1) IN GENERAL.—Section 8103 of title 46, United States Code, is amended—

(A) in the section heading by inserting ''**or noncitizen nationality**'' after ''**Citizenship**'';

(B) in subsection (a) by inserting ''or noncitizen national'' after ''citizen'';

(C) in subsection (b)—

(i) in paragraph (1)(A)(i) by inserting ''or noncitizen national'' after ''citizen'';

(ii) in paragraph (3) by inserting ''or noncitizen nationality'' after ''citizenship''; and

(iii) in paragraph (3)(C) by inserting ''or noncitizen nationals'' after ''citizens'';

(D) in subsection (c) by inserting ''or noncitizen nationals'' after ''citizens'';

(E) in subsection (d)—

(i) in paragraph (1) by inserting ''or noncitizen nationals'' after ''citizens''; and

(ii) in paragraph (2) by inserting ''or noncitizen national'' after ''citizen'' each place it appears;

(F) in subsection (e) by inserting ''or noncitizen national'' after ''citizen'' each place it appears;

(G) in subsection (i)(1)(A) by inserting ''or noncitizen national'' after ''citizen'';

(H) in subsection (k)(1)(A) by inserting ''or noncitizen national'' after ''citizen''; and

(I) by adding at the end the following:

''(l) NONCITIZEN NATIONAL DEFINED.—In this section, the term 'noncitizen national' means an individual described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408).''.

(2) CLERICAL AMENDMENT.—The analysis for chapter 81 of title 46, United States Code, is amended by striking the item relating to section 8103 and inserting the following:

''8103. Citizenship or noncitizen nationality and Navy Reserve requirements.''.

(d) COMMAND OF DOCUMENTED VESSELS.—Section 12131(a) of title 46, United States Code, is amended by inserting ''or noncitizen national (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))'' after ''citizen''.

(e) INVALIDATION OF CERTIFICATES OF DOCUMENTATION.—Section 12135(2) of title 46, United States Code, is amended by inserting ''or noncitizen national (as such term is described in section 308 of the Immigration and Nationality Act (8 U.S.C. 1408))'' after ''citizen''.

Subtitle C—Vessel Safety

SEC. 321. GROSSLY NEGLIGENT OPERATIONS OF A VESSEL.

Section 2302(b) of title 46, United States Code, is amended to read as follows:

''(b) GROSSLY NEGLIGENT OPERATION.—

''(1) MISDEMEANOR.—A person operating a vessel in a grossly negligent manner that endangers the life, limb, or property of a person commits a class A misdemeanor.

''(2) FELONY.—A person operating a vessel in a grossly negligent manner that results in serious bodily injury, as defined in section 1365(h)(3) of title 18—

''(A) commits a class E felony; and

''(B) may be assessed a civil penalty of not more than $35,000.''.

SEC. 322. ADMINISTRATIVE PROCEDURE FOR SECURITY RISKS.

(a) SECURITY RISK.—Section 7702(d)(1) of title 46, United States Code, is amended—

(1) in subparagraph (B) by redesignating clauses (i) through (iv) as subclauses (I) through (IV), respectively (and by conforming the margins accordingly);

(2) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively (and by conforming the margins accordingly);

(3) by striking ''an individual if—'' and inserting the following: ''an individual—

''(A) if—'';

(4) in subparagraph (A)(ii)(IV), as so redesignated, by striking the period at the end and inserting ''; or''; and

(5) by adding at the end the following:

''(B) if there is probable cause to believe that the individual has violated company policy and is a security risk that poses a threat to other individuals on the vessel.''.

(b) TECHNICAL AMENDMENT.—Section 2101(47)(B) of title 46, United States Code (as so redesignated), is amended by striking ''; and'' and inserting ''; or''.

SEC. 323. REQUIREMENTS FOR DUKW AMPHIBIOUS PASSENGER VESSELS.

Section 11502 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117–263) is amended—

(1) in the section header by striking ''**DUKW AMPHIBIOUS PASSENGER VESSELS**'' and inserting ''**COMMERCIAL AMPHIBIOUS SMALL PASSENGER VESSELS**'';

(2) by striking ''DUKW amphibious passenger vessel'' each place it appears and inserting ''commercial amphibious small passenger vessel'';

(3) by striking ''DUKW amphibious passenger vessels'' each place it appears and inserting ''commercial amphibious small passenger vessels'';

(4) in subsection (h)—

(A) by striking ''DEFINITIONS'' and all that follows through ''The term 'appropriate congressional committees' '' and inserting ''APPROPRIATE CONGRESSIONAL COMMITTEES DEFINED.—The term 'appropriate congressional committees' '';

(B) by striking paragraph (2); and

(5) by adding at the end the following:

''(i) APPLICATION.—This section shall apply to amphibious vessels operating as a small passenger vessel in waters subject to the jurisdiction of the United States, as such term is defined in section 2.38 of title 33, Code of Federal Regulations (as in effect on the date of enactment of the Coast Guard Authorization Act of 2024).''.

SEC. 324. RISK BASED EXAMINATION OF TANK VESSELS.

Section 3714 of title 46, United States Code, is amended—

(1) in subsection (a)(1), by striking ''The Secretary'' and inserting ''Except as provided in subsection (c), the Secretary'';

(2) by redesignating subsection (c) as subsection (d); and

(3) by inserting after subsection (b) the following:

''(c) RISK-BASED EXAMINATION.—

''(1) IN GENERAL.—With respect to examinations of foreign-flagged vessels to which this chapter applies, the Secretary may adopt a risk-based examination schedule to which such vessels shall be examined and the frequency with which the examinations occur.

''(2) RESTRICTION.—The Secretary may not adopt a risk-based examination schedule under paragraph (1) until the Secretary has—

''(A) received and reviewed the study by the National Academies required under section 8254(b) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283);

''(B) conducted the assessment recommended in the report of the Government Accountability Office submitted under section 8254(a) of such Act;

''(C) concluded through such assessment that a risk-based examination schedule provides not less than the level of safety provided by the annual examinations required under subsection (a)(1); and

''(D) provided the results of such assessment to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.''.

SEC. 325. PORTS AND WATERWAYS SAFETY.

(a) WATERFRONT SAFETY.—Section 70011(a) of title 46, United States Code, is amended—

(1) in paragraph (1) by inserting '', including damage or destruction resulting from cyber incidents, transnational organized crime, or foreign state threats'' after ''adjacent to such waters''; and

(2) in paragraph (2) by inserting ''or harm resulting from cyber incidents, transnational organized crime, or foreign state threats'' after ''loss''.

(b) REGULATION OF ANCHORAGE AND MOVEMENT OF VESSELS DURING NATIONAL EMERGENCY.—Section 70051 of title 46, United States Code, is amended by inserting ''or cyber incidents, or transnational organized crime, or foreign state threats,'' after ''threatened war, or invasion, or insurrection, or subversive activity,''.

(c) FACILITY VISIT BY STATE SPONSOR OF TERRORISM.—Section 70011(b) of title 46, United States Code, is amended—

(1) in paragraph (3) by striking ''and'' at the end;

(2) in paragraph (4) by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(5) prohibiting a representative of a government of country that the Secretary of State has determined has repeatedly provided support for acts of international terrorism under section 620A of the Foreign Assistance Act of 1961 (22 U.S.C. 2371) from visiting a facility for which a facility security plan is required under section 70103(c).''.

SEC. 326. STUDY ON BERING STRAIT VESSEL TRAFFIC PROJECTIONS AND EMERGENCY RESPONSE POSTURE AT THE PORT OF POINT SPENCER, ALASKA.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Commandant shall seek to enter into an agreement with the National Academies of Science, Engineering, and Medicine, under which the Marine Board of the Transportation Research Board (in this section referred to as the ''Board'') shall conduct a study to—

(1) analyze commercial vessel traffic that transits through the Bering Strait and projections for the growth of such traffic during the 10-year period beginning after such date of enactment; and

(2) assess the adequacy of emergency response capabilities and infrastructure at the Port of Point Spencer, Alaska, to address navigation safety risks and geographic challenges necessary to conduct emergency maritime response operations in the Arctic environment.

(b) ELEMENTS.—The study required under subsection (a) shall include the following:

(1) An analysis of the volume and types of domestic and international commercial vessel traffic through the Bering Strait and the projected growth of such traffic, including a summary of—

(A) the sizes, ages, and flag states of vessels; and

(B) the oil and product tankers that are—

(i) in transit to or from Russia or China; or

(ii) owned or operated by a Russian or Chinese entity.

(2) An assessment of the state and adequacy of vessel traffic services and oil spill and emergency response capabilities in the vicinity of the Bering Strait, including its approaches.

(3) A risk assessment of the projected growth in commercial vessel traffic in the Bering Strait and higher probability of increased frequency in the number of maritime accidents, including spill events, and the potential impacts to the Arctic maritime environment and Native Alaskan village communities in the vicinity of the Bering Strait.

(4) An evaluation of the ability of the Port of Point Spencer, Alaska, to serve as a port of refuge and as a staging, logistics, and operations center to conduct and support maritime emergency and spill response activities.

(5) Recommendations for practical actions that can be taken by the Congress, Federal agencies, the State of Alaska, vessel carriers and operators, the marine salvage and emergency response industry, and other relevant stakeholders to mitigate risks, upgrade infrastructure, and improve the posture of the Port of Point Spencer, Alaska, to function as a strategic staging and logistics center for maritime emergency and spill response operations in the Bering Strait region.

(c) CONSULTATION.—In conducting the study required under subsection (a), the Board shall consult with—

(1) the Department of Transportation;

(2) the Corps of Engineers;

(3) the National Transportation Safety Board;

(4) relevant ministries of the government of Canada;

(5) the Port Coordination Council for the Port of Point Spencer; and

(6) non-government entities with relevant expertise in monitoring and characterizing vessel traffic in the Arctic.

(d) REPORT.—Not later than 1 year after initiating the study under subsection (a), the Board shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing the findings and recommendations of the study.

(e) DEFINITIONS.—In this section:

(1) ARCTIC.—The term ''Arctic'' has the meaning given such term in section 112 of the Arctic Research and Policy Act of 1984 (15 U.S.C. 4111).

(2) PORT COORDINATION COUNCIL FOR THE PORT OF POINT SPENCER.—The term ''Port Coordination Council for the Port of Point Spencer'' means the Council established under section 541 of the Coast Guard Authorization Act of 2015 (Public Law 114–120).

SEC. 327. UNDERWATER INSPECTIONS BRIEF.

Not later than 30 days after the date of enactment of this Act, the Commandant, or a designated individual, shall brief the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the underwater inspection in lieu of drydock program established under section 176.615 of title 46, Code of Federal Regulations (as in effect on the date of enactment of this Act).

SEC. 328. ST. LUCIE RIVER RAILROAD BRIDGE.

Regarding Docket Number USCG–2022–0222, before adopting a final rule, the Commandant shall conduct an independent boat traffic study at mile 7.4 of the St. Lucie River.

SEC. 329. RULEMAKING REGARDING PORT ACCESS ROUTES.

Not later than 180 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall issue a final rule for the Atlantic Coast Port Route Access Study for which an Advanced Notice of Proposed Rulemaking titled ''Shipping Safety Fairways Along the Atlantic Coast'' was issued on June 19, 2020.

SEC. 330. ARTICULATED TUG-BARGE MANNING.

Section 11508 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117–263) is amended to read as follows:

''SEC. 11508. ARTICULATED TUG-BARGE MANNING.

''(a) IN GENERAL.—Notwithstanding the watch setting requirements set forth in section 8104 of title 46, United States Code, or any other provision of law or regulation, an Officer in Charge, Marine Inspection may authorize a covered vessel—

''(1) when engaged on a domestic voyage of more than 600 miles, to be manned with a minimum number of 2 licensed engineers in the engine department; and

''(2) when engaged on a voyage of less than 600 miles, to be manned with a minimum number of 1 licensed engineer in the engine department.

''(b) COVERED VESSEL DEFINED.—In this section, the term 'covered vessel' means a towing vessel issued a certificate of inspection under subchapter M of chapter I of title 46, Code of Federal Regulations, which—

''(1) forms part of an articulated tug-barge unit; and

''(2) is either—

''(A) equipped with engineering control and monitoring systems of a type accepted by a recognized classification society for a periodically unmanned machinery space notation or accepted by the Commandant for a periodically unattended machinery space endorsement; or

''(B) is a vessel that, prior to July 19, 2022, was issued a minimum safe manning document or certificate of inspection that authorized equivalent or less manning levels.''.

Subtitle D—Other Matters

SEC. 341. ANCHOR HANDLING ACTIVITIES.

Section 12111(d) of title 46, United States Code, is amended—

(1) in paragraph (1)—

(A) in subparagraph (A) by inserting ''or other energy production or transmission facility, or vessel engaged in the launch, recovery, or support of commercial space transportation or space exploration activities'' after ''drilling unit''; and

(B) in subparagraph (B) by inserting ''or other energy production or transmission facility, or vessel engaged in the launch, recovery, or support of commercial space transportation or space exploration activities'' after ''drilling unit''; and

(2) by adding at the end the following:

''(3) ENERGY PRODUCTION OR TRANSMISSION FACILITY DEFINED.—In this subsection, the term 'energy production or transmission facility' means a floating offshore facility that is—

''(A) not a vessel;

''(B) securely and substantially moored to the seabed; and

''(C) equipped with wind turbines which are used for the generation and transmission of non-mineral energy resources.''.

SEC. 342. ESTABLISHMENT OF NATIONAL ADVISORY COMMITTEE ON AUTONOMOUS MARITIME SYSTEMS.

(a) IN GENERAL.—Chapter 151 of title 46, United States Code, is amended by adding at the end the following:

"§ 15110. Establishment of National Advisory Committee on Autonomous Maritime Systems

''(a) ESTABLISHMENT.—There is established a National Advisory Committee on Autonomous Maritime Systems (in this section referred to as the 'Committee').

''(b) FUNCTION.—The Committee shall advise the Secretary on matters relating to the regulation and use of Autonomous Systems within the territorial waters of the United States.

''(c) MEMBERSHIP.—

''(1) IN GENERAL.—The Committee shall consist of 9 members appointed by the Secretary in accordance with this section and section 15109.

''(2) EXPERTISE.—Each member of the Committee shall have particular expertise, knowledge, and experience in matters relating to the function of the Committee.

''(3) REPRESENTATION.—Each of the following groups shall be represented by at least 1 member on the Committee:

''(A) Marine safety or security entities.

''(B) Vessel design and construction entities.

''(C) Entities engaged in the production or research of unmanned vehicles, including drones, autonomous or semi-autonomous vehicles, or any other product or service integral to the provision, maintenance, or management of such products or services.

''(D) Port districts, authorities, or terminal operators.

''(E) Vessel operators.

''(F) National labor unions representing merchant mariners.

''(G) Maritime pilots.

''(H) Commercial space transportation operators.

''(I) Academic institutions.''.

(b) CLERICAL AMENDMENTS.—The analysis for chapter 151 of title 46, United States Code, is amended by adding at the end the following:

''15110. Establishment of National Advisory Committee on Autonomous Maritime Systems.''.

(c) ESTABLISHMENT.—Not later than 90 days after the date of enactment of this Act, the Secretary of the department in which the Coast Guard is operating shall establish the Committee under section 15110 of title 46, United States Code (as added by this section).

SEC. 343. CONTROLLED SUBSTANCE ONBOARD VESSELS.

Section 70503(a) of title 46, United States Code, is amended—

(1) in the matter preceding paragraph (1) by striking ''While on board a covered vessel, an individual'' and inserting ''An individual'';

(2) by amending paragraph (1) to read as follows:

''(1) manufacture or distribute, possess with intent to manufacture or distribute, or place or cause to be placed with intent to manufacture or distribute a controlled substance on board a covered vessel;''; and

(3) in paragraph (2) by inserting ''aboard a covered vessel'' after ''Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. 881(a))''.

SEC. 344. NONOPERATING INDIVIDUAL.

Section 8313(b) of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116– 283) is amended by striking ''2025'' and inserting ''2027''.

SEC. 345. INFORMATION ON TYPE APPROVAL CERTIFICATES.

(a) IN GENERAL.—Title IX of the Frank LoBiondo Coast Guard Authorization Act of 2018 (Public Law 115–282) is amended by adding at the end the following:

''SEC. 904. INFORMATION ON TYPE APPROVAL CERTIFICATES.

''The Commandant of the Coast Guard shall, upon request by any State, the District of Columbia, or any territory of the United States, provide all data possessed by the Coast Guard pertaining to challenge water quality characteristics, challenge water biological organism concentrations, post-treatment water quality characteristics, and post-treatment biological organism concentrations data for a ballast water management system with a type approval certificate approved by the Coast Guard pursuant to subpart 162.060 of title 46, Code of Federal Regulations.''.

(b) CLERICAL AMENDMENT.—The table of contents in section 2 of the Frank LoBiondo Coast Guard Authorization Act of 2018 (Public Law 115–282) is amended by inserting after the item relating to section 903 the following:

''Sec. 904. Information on type approval certificates.''.

SEC. 346. MANNING AND CREWING REQUIREMENTS FOR CERTAIN VESSELS, VEHICLES, AND STRUCTURES.

(a) AUTHORIZATION OF LIMITED EXEMPTIONS FROM MANNING AND CREW REQUIREMENT.—Chapter 81 of title 46, United States Code, is amended by adding at the end the following:

''§ 8109. Exemptions from manning and crew requirements

''(a) IN GENERAL.—The Secretary may provide an exemption described in subsection (b) to the owner or operator of a covered facility if each individual who is manning or crewing the covered facility is—

''(1) a citizen of the United States;

''(2) an alien lawfully admitted to the United States for permanent residence; or

''(3) a citizen of the nation under the laws of which the vessel is documented.

''(b) REQUIREMENTS FOR ELIGIBILITY FOR EXEMPTION.—An exemption under this subsection is an exemption from the regulations established pursuant to section 302(a)(3) of the Outer Continental Shelf Lands Act (43 U.S.C. 1356(a)(3)).

''(c) LIMITATIONS.—An exemption under this section—

''(1) shall provide that the number of individuals manning or crewing the covered facility who are described in paragraphs (2) and (3) of subsection (a) may not exceed two and one- half times the number of individuals required to man or crew the covered facility under the laws of the nation under the laws of which the covered facility is documented; and

''(2) shall be effective for not more than 12 months, but may be renewed by application to and approval by the Secretary.

''(d) APPLICATION.—To be eligible for an exemption or a renewal of an exemption under this section, the owner or operator of a covered facility shall apply to the Secretary with an application that includes a sworn statement by the applicant of all information required for the issuance of the exemption.

''(e) REVOCATION.—

''(1) IN GENERAL.—The Secretary—

''(A) may revoke an exemption for a covered facility under this section if the Secretary determines that information provided in the application for the exemption was false or incomplete, or is no longer true or complete; and

''(B) shall immediately revoke such an exemption if the Secretary determines that the covered facility, in the effective period of the exemption, was manned or crewed in a manner not authorized by the exemption.

''(2) NOTICE REQUIRED.—The Secretary shall provides notice of a determination under subparagraph (A) or (B) of paragraph (1) to the owner or operator of the covered facility.

''(f) REVIEW OF COMPLIANCE.—The Secretary shall periodically, but not less than once annually, inspect each covered facility that operates under an exemption under this section to verify the owner or operator of the covered facility's compliance with the exemption. During an inspection under this subsection, the Secretary shall require all crew members serving under the exemption to hold a valid transportation security card issued under section 70105.

''(g) PENALTY.—In addition to revocation under subsection (e), the Secretary may impose on the owner or operator of a covered facility a civil penalty of $10,000 per day for each day the covered facility—

''(1) is manned or crewed in violation of an exemption under this subsection; or

''(2) operated under an exemption under this subsection that the Secretary determines was not validly obtained.

''(h) NOTIFICATION OF SECRETARY OF STATE.—The Secretary shall notify the Secretary of State of each exemption issued under this section, including the effective period of the exemption.

''(i) DEFINITIONS.—In this section:

''(1) COVERED FACILITY.—The term 'covered facility' means any vessel, rig, platform, or other vehicle or structure, over 50 percent of which is owned by citizens of a foreign nation or with respect to which the citizens of a foreign nation have the right effectively to control, except to the extent and to the degree that the President determines that the government of such foreign nation or any of its political subdivisions has implemented, by statute, regulation, policy, or practice, a national manning requirement for equipment engaged in the exploring for, developing, or producing resources, including nonmineral energy resources in its offshore areas.

''(2) SECRETARY.—The term 'Secretary' means the Secretary of the department in which the Coast Guard is operating.''.

(b) ANNUAL REPORT.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Secretary of the department in which the Coast Guard is operating shall submit to Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report containing information on each letter of nonapplicability of section 8109 of title 46, United States Code, with respect to a covered facility that was issued by the Secretary during the preceding year.

(2) CONTENTS.—The report under paragraph (1) shall include, for each covered facility—

(A) the name and International Maritime Organization number;

(B) the nation in which the covered facility is documented;

(C) the nationality of owner or owners; and

(D) for any covered facility that was previously issued a letter of nonapplicability in a prior year, any changes in the information described in subparagraphs (A) through (C).

(c) REGULATIONS.—Not later than 90 days after the date of the enactment of this Act, the Secretary shall promulgate regulations that specify the documentary and other requirements for the issuance of an exemption under the amendment made by this section.

(d) EXISTING EXEMPTIONS.—

(1) EFFECT OF AMENDMENTS; TERMINATION.—Each exemption under section 30(c)(2) of the Outer Continental Shelf Lands Act (43 U.S.C. 1356(c)(2)) issued before the date of the enactment of this Act—

(A) shall not be affected by the amendments made by this section during the 120-day period beginning on the date of the enactment of this Act; and

(B) shall not be effective after such period.

(2) NOTIFICATION OF HOLDERS.—Not later than 60 days after the date of the enactment of this Act, the Secretary shall notify all persons that hold such an exemption that it will expire as provided in paragraph (1).

(e) CLERICAL AMENDMENT.—The analysis for chapter 81 of the title 46, United States Code, is amended by adding at the end the following:

''8109. Exemptions from manning and crew requirements.''.

SEC. 347. CLASSIFICATION SOCIETIES.

Section 3316(d) of title 46, United States Code, is amended—

(1) by amending paragraph (2)(B)(i) to read as follows:

''(i) the government of the foreign country in which the foreign society is headquartered—

''(I) delegates that authority to the American Bureau of Shipping; or

''(II) does not delegate that authority to any classification society; or''; and

(2) by adding at the end the following:

''(5) CLARIFICATION ON AUTHORITY.—Nothing in this subsection authorizes the Secretary to make a delegation under paragraph (2) to a classification society from the People's Republic of China.''.

SEC. 348. AUTHORITY TO ESTABLISH SAFETY ZONES FOR SPECIAL ACTIVITIES IN EXCLUSIVE ECONOMIC ZONE.

(a) REPEAL.—Section 8343 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) is repealed.

(b) SPECIAL ACTIVITIES IN EXCLUSIVE ECONOMIC ZONE.—Subchapter I of chapter 700 of title 46, United States Code, is amended by adding at the end the following:

''§ 70008. Special activities in exclusive economic zone

''(a) IN GENERAL.—The Secretary of the department in which the Coast Guard is operating may establish safety zones to address special activities in the exclusive economic zone.

''(b) DEFINITIONS.—In this section:

''(1) SAFETY ZONE.—The term 'safety zone'—

''(A) means a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels; and

''(B) may be stationary and described by fixed limits or may be described as a zone around a vessel in motion.

''(2) SPECIAL ACTIVITIES.—The term 'special activities' includes—

''(A) space activities, including launch and reentry (as such terms are defined in section 50902 of title 51) carried out by United States citizens; and

''(B) offshore energy development activities, as described in section 8(p)(1)(C) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)(1)(C)), on or near fixed platforms (as such term is defined in section 2281(d) of title 18).

''(3) UNITED STATES CITIZEN.—The term 'United States citizen' has the meaning given the term 'eligible owners' in section 12103 of title 46, United States Code.''.

(c) CLERICAL AMENDMENT.—The analysis for chapter 700 of title 46, United States Code, is amended by inserting after the item relating to section 70007 the following:

''70008. Special activities in exclusive economic zone.''.

SEC. 349. FISHING VESSEL AND FISHERMAN TRAINING SAFETY.

Section 4502 of title 46, United States Code, is amended—

(1) in subsection (i)—

(A) in paragraph (1)—

(i) in subparagraph (A)(ii) by striking ''; and'' and inserting a semicolon;

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

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

''(B) to conduct safety and prevention training that addresses behavioral and physical health risks, to include substance use disorder and worker fatigue, facing fishing vessel operators and crewmembers; and'';

(B) in paragraph (2)—

(i) by striking '', in consultation with and based on criteria established by the Commandant of the Coast Guard''; and

(ii) by striking ''subsection on a competitive basis'' and inserting the following: ''subsection—

''(A) on a competitive basis; and

''(B) based on criteria developed in consultation with the Commandant of the Coast Guard''; and

(C) in paragraph (4) by striking ''$3,000,000 for fiscal year 2023'' and inserting ''to the Secretary of Health and Human Services $6,000,000 for each of fiscal years 2025 and 2026''; and

(2) in subsection (j)—

(A) in paragraph (1) by inserting '', and understanding and mitigating behavioral and physical health risks, to include substance use disorder and worker fatigue, facing members of the commercial fishing industry'' after ''weather detection'';

(B) in paragraph (2)—

(i) by striking '', in consultation with and based on criteria established by the Commandant of the Coast Guard,''; and

(ii) by striking ''subsection on a competitive basis'' and inserting the following: ''subsection—

''(A) on a competitive basis; and

''(B) based on criteria developed in consultation with the Commandant of the Coast Guard''; and

(C) in paragraph (4) by striking ''$3,000,000 for fiscal year 2023'' and inserting ''to the Secretary of Health and Human Services $6,000,000 for each of fiscal years 2025 and 2026''.

SEC. 350. AUTHORITY OVER DEEPWATER PORT ACT OF 1974.

(a) IN GENERAL.—Section 5(a) of the Deepwater Port Act of 1974 (33 U.S.C. 1504(a)) is amended by striking the first sentence and inserting ''Notwithstanding section 888(b) of the Homeland Security Act of 2002 (6 U.S.C. 468(b)), the Secretary shall have the authority to issue regulations to carry out the purposes and provisions of this Act, in accordance with the provisions of section 553 of title 5, United States Code, without regard to subsection (a) thereof.''.

(b) AFFIRMING THE AUTHORITY OF SECRETARY OF TRANSPORTATION OVER ENVIRONMENTAL REVIEWS.—Section 5(f) of the Deepwater Port Act of 1974 (33 U.S.C. 1504(f) is amended to read as follows:

''(f) COMPLIANCE.—Notwithstanding section 888(b) of the Homeland Security Act of 2002 (6 U.S.C. 468(b)), the Secretary, in cooperation with other involved Federal agencies and departments, shall comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) and act as the lead agency under section 4336a of title 42, United States Code, for all applications under this Act. Such compliance shall fulfill the requirement of all Federal agencies in carrying out their responsibilities under the National Environmental Policy Act of 1969 pursuant to this chapter.''.

(c) REGULATIONS.—

(1) IN GENERAL.—Not later than 6 months after the date of enactment of this Act, the Commandant shall transfer the authorities provided to the Coast Guard in part 148 of title 33, Code of Federal Regulations (as in effect on the date of the enactment of this Act), except as provided in paragraph (2), to the Secretary of Transportation.

(2) RETENTION OF AUTHORITY.—The Commandant shall retain responsibility for authorities pertaining to design, construction, equipment, and operation of deepwater ports and navigational safety.

(3) UPDATES TO AUTHORITY.—As soon as practicable after the date of enactment of this Act, the Secretary shall issue such regulations as are necessary to reflect the updates to authorities prescribed by this subsection.

(d) RULE OF CONSTRUCTION.—Nothing in this section, or the amendments made by this section, may be construed to limit the authorities of other governmental agencies previously delegated authorities of the Deepwater Port Act of 1974 (33 U.S.C. 1501 et seq.).

(e) APPLICATIONS.—Nothing in this section shall apply to any application submitted before the date of enactment of this Act.

SEC. 351. NATIONAL OFFSHORE SAFETY ADVISORY COMMITTEE COMPOSITION.

Section 15106(c) of title 46, United States Code, is amended—

(1) in paragraph (1) by striking ''15 members'' and inserting ''17 members''; and

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

''(L) 2 members shall represent entities engaged in non-mineral energy activities on the Outer Continental Shelf.''.

SEC. 352. IMPROVING VESSEL TRAFFIC SERVICE MONITORING.

(a) PROXIMITY OF ANCHORAGES TO PIPELINES.—

(1) IMPLEMENTATION OF RESTRUCTURING PLAN.—Not later than 1 year after the date of enactment of this Act, the Commandant shall implement the November 2021 proposed plan of the Vessel Traffic Service Los Angeles-Long Beach for restructuring the Federal anchorages in San Pedro Bay described on page 54 of the Report of the National Transportation Safety Board titled ''Anchor Strike of Underwater Pipeline and Eventual Crude Oil Release'' and issued January 2, 2024.

(2) STUDY.—The Secretary of the department in which the Coast Guard is operating shall conduct a study to identify any anchorage grounds other than the San Pedro Bay Federal anchorages in which the distance between the center of an approved anchorage ground and a pipeline is less than 1 mile.

(3) REPORT.—

(A) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the study required under paragraph (2).

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

(i) a list of the anchorage grounds described under paragraph (2);

(ii) whether it is possible to move each such anchorage ground to provide a minimum distance of 1 mile; and

(iii) a recommendation of whether to move any such anchorage ground and explanation for the recommendation.

(b) PROXIMITY TO PIPELINE ALERTS.—

(1) AUDIBLE AND VISUAL ALARMS.—The Commandant shall consult with the providers of vessel monitoring systems to add to the monitoring systems for vessel traffic services audible and visual alarms that alert the watchstander when an anchored vessel is encroaching on a pipeline.

(2) NOTIFICATION PROCEDURES.—Not later than 1 year after the date of enactment of this Act, the Commandant shall develop procedures for all vessel traffic services to notify pipeline and utility operators following potential incursions on submerged pipelines

within the vessel traffic service area of responsibility.

(3) REPORT.—Not later than 1 year after the date of enactment of this Act, and annually thereafter, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the implementation of paragraphs (1) and (2).

SEC. 353. ABANDONED AND DERELICT VESSEL REMOVALS.

(a) IN GENERAL.—Chapter 47 of title 46, United States Code, is amended—

(1) in the chapter heading by striking ''**BARGES**'' and inserting ''**VESSELS**'';

(2) by inserting before section 4701 the following:

''SUBCHAPTER I—BARGES''; AND

(3) by adding at the end the following:

''SUBCHAPTER II—NON-BARGE VESSELS

''§ 4710. Definitions

''In this subchapter:

''(1) ABANDON.—The term 'abandon' means to moor, strand, wreck, sink, or leave a covered vessel unattended for longer than 45 days.

''(2) COVERED VESSEL.—The term 'covered vessel' means a vessel that is not a barge to which subchapter I applies.

''(3) INDIAN TRIBE.—The term 'Indian Tribe' has the meaning given such term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).

''§ 4711. Abandonment of vessels prohibited

''(a) IN GENERAL.—An owner or operator of a covered vessel may not abandon such vessel on the navigable waters of the United States.

''(b) DETERMINATION OF ABANDONMENT.—

''(1) NOTIFICATION.—

''(A) IN GENERAL.—With respect to a covered vessel that appears to be abandoned, the Commandant of the Coast Guard shall—

''(i) attempt to identify the owner using the vessel registration number, hull identification number, or any other information that can be reasonably inferred or gathered; and

''(ii) notify such owner—

''(I) of the penalty described in subsection (c); and

''(II) that the vessel will be removed at the expense of the owner if the Commandant determines that the vessel is abandoned and the owner does not remove or account for the vessel.

''(B) FORM.—The Commandant shall provide the notice required under subparagraph (A)—

''(i) if the owner can be identified, via certified mail or other appropriate forms determined by the Commandant; or

''(ii) if the owner cannot be identified, via an announcement in a local publication and on a website maintained by the Coast Guard.

''(2) DETERMINATION.—The Commandant shall make a determination not earlier than 45 days after the date on which the Commandant provides the notification required under paragraph (1) of whether a covered vessel described in such paragraph is abandoned.

''(c) PENALTY.—

''(1) IN GENERAL.—The Commandant may assess a civil penalty of not more than $500 against an owner or operator of a covered vessel determined to be abandoned under subsection (b) for a violation of subsection (a).

''(2) LIABILITY IN REM.—The owner or operator of a covered vessel shall also be liable in rem for a penalty imposed under paragraph (1).

''(d) VESSELS NOT ABANDONED.—The Commandant may not determine that a covered vessel is abandoned under this section if—

''(1) such vessel is located at a federally approved or State approved mooring area;

''(2) such vessel is located on private property with the permission of the owner of such property;

''(3) the owner or operator of such vessel provides a notification to the Commandant that—

''(A) indicates the location of the vessel;

''(B) indicates that the vessel is not abandoned; and

''(C) contains documentation proving that the vessel is allowed to be in such location; or

''(4) the Commandant determines that such an abandonment determination would not be in the public interest.

''§ 4712. Inventory of abandoned vessels

''(a) IN GENERAL.—Not later than 1 year after the date of enactment of this section, the Commandant, in consultation with the Administrator of the National Oceanic and Atmospheric Administration and relevant State agencies, shall establish and maintain a national inventory of covered vessels that are abandoned.

''(b) CONTENTS.—The inventory established and maintained under subsection (a) shall include data on each vessel, including geographic information system data related to the location of each such vessel.

''(c) PUBLICATION.—The Commandant shall make the inventory established under subsection (a) publicly available on a website of the Coast Guard.

''(d) REPORTING OF POTENTIALLY ABANDONED VESSELS.—In carrying out this section, the Commandant shall develop a process by which—

''(1) a State, Indian Tribe, or person may report a covered vessel that may be abandoned to the Commandant for potential inclusion in the inventory established under subsection (a); and

''(2) the Commandant shall review any such report and add such vessel to the inventory if the Commandant determines that the reported vessel is abandoned pursuant to section 4711.''.

(b) RULEMAKING.—The Secretary of the department in which the Coast Guard is operating, in consultation with the Secretary of the Army, acting through the Chief of Engineers, and the Secretary of Commerce, acting through the Under Secretary for Oceans and Atmosphere, shall issue regulations with respect to the procedures for determining that a vessel is abandoned for the purposes of subchapter II of chapter 47 of title 46, United States Code (as added by this section).

(c) CONFORMING AMENDMENTS.—Chapter 47 of title 46, United States Code, is amended—

(1) in section 4701—

(A) in the matter preceding paragraph (1) by striking ''chapter'' and inserting ''subchapter''; and

(B) in paragraph (2) by striking ''chapter'' and inserting ''subchapter'';

(2) in section 4703 by striking ''chapter'' and inserting ''subchapter'';

(3) in section 4704 by striking ''chapter'' each place it appears and inserting ''subchapter''; and

(4) in section 4705 by striking ''chapter'' and inserting ''subchapter''.

(d) CLERICAL AMENDMENTS.—The analysis for chapter 47 of title 46, United States Code, is amended—

(1) by inserting before the item relating to section 4701 the following:

''SUBCHAPTER I—BARGES''; AND

(2) by adding at the end the following:

''SUBCHAPTER II—NON-BARGE VESSELS

''4710. Definitions.
''4711. Abandonment of vessels prohibited.
''4712. Inventory of abandoned vessels.''.

SEC. 354. ANCHORAGES.

Section 8437 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (Public Law 116–283) is amended—

(1) by striking subsections (d) and (e);

(2) by redesignating subsection (c) as subsection (d); and

(3) by inserting after subsection (b) the following:

''(c) PROHIBITION.—The Commandant shall prohibit any vessel anchoring on the reach of the Hudson River described in subsection (a) unless such anchoring is within any anchorage established before January 1, 2021.''.

TITLE IV—OIL POLLUTION INCIDENT LIABILITY

SEC. 401. VESSEL RESPONSE PLANS.

(a) IN GENERAL.—Section 311(j)(6) of the Federal Water Pollution Control Act (33 U.S.C. 1321(j)(6)) is amended to read as follows:

''(6) EQUIPMENT REQUIREMENTS, VERIFICATION, AND INSPECTION.—

''(A) IN GENERAL.—The President may require—

''(i) periodic inspection of containment booms, skimmers, vessels, and other major equipment used to remove discharges;

''(ii) periodic inspection of vessels, salvage and marine firefighting equipment, and other major equipment used to respond to marine casualties or prevent discharges;

''(iii) periodic verification of capabilities to appropriately, and in a timely manner, respond to a marine casualty, a worst case discharge, or a substantial threat of a discharge, including—

''(I) drills, with or without prior notice;

''(II) review of contracts and relevant third-party agreements;

''(III) testing of equipment;

''(IV) review of training; and

''(V) other evaluations of response capabilities, as determined appropriate by the President; and

''(iv) vessels operating on navigable waters and carrying oil or a hazardous substance in bulk as cargo, and nontank vessels carrying oil of any kind as fuel for main propulsion, to carry appropriate removal equipment that employs the best technology economically feasible and that is compatible with the safe operation of the vessel.

''(B) MARINE CASUALTY.—In this paragraph, the term 'marine casualty' means a marine casualty that is required to be reported pursuant to section 6101 of title 46, United States Code.''.

(b) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the state of marine firefighting authorities, jurisdiction, plan review, and other considerations with respect to vessel fires at waterfront facilities and within the navigable waters of the United States up to 3 nautical miles from the shoreline.

(2) CONTENTS.—In carrying out paragraph (1), the Comptroller General shall—

(A) examine factors that affect Federal and non-Federal collaboration aimed at reducing vessel and waterfront facility fire risk to local communities;

(B) focus on the prevalence and frequency of vessel fires described in paragraph (1); and

(C) make recommendations for preparedness, responses to, training for, and other items for consideration.

SEC. 402. USE OF MARINE CASUALTY INVESTIGATIONS.

Section 6308 of title 46, United States Code, is amended—

(1) in subsection (a) by striking ''initiated'' and inserting ''conducted''; and

(2) by adding at the end the following:

''(e) For purposes of this section, an administrative proceeding conducted by the United States includes proceedings under section 7701 and claims adjudicated under section 1013 of the Oil Pollution Act of 1990 (33 U.S.C. 2713).''.

SEC. 403. TIMING OF REVIEW.

Section 1017 of the Oil Pollution Act of 1990 (33 U.S.C. 2717) is amended by adding at the end the following:

''(g) TIMING OF REVIEW.—Before the date of completion of a removal action, no person may bring an action under this Act, section 311 of the Federal Water Pollution Control Act (33 U.S.C. 1321), or chapter 7 of title 5, United States Code, challenging any decision relating to such removal action that is made by an on-scene coordinator appointed under the National Contingency Plan.''.

SEC. 404. ONLINE INCIDENT REPORTING SYSTEM.

(a) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the National Response Center shall—

(1) develop an online capacity through a web-based application to receive a notification of an oil discharge or release of a hazardous substance; and

(2) allow any such notification to the National Response Center that is required under Federal law or regulation to be made online using the application.

(b) USE OF APPLICATION.—In carrying out subsection (a), the National Response Center may not require the notification of an oil discharge or release of a hazardous substance to be made using the application developed under such subsection.

TITLE V—IMPLEMENTATION OF ACCOUNTABILITY AND TRANSPARENCY REVIEW RECOMMENDATIONS

SEC. 501. IMPLEMENTATION STATUS OF DIRECTED ACTIONS.

(a) IN GENERAL.—Chapter 51 of title 14, United States Code, is amended by adding at the end the following:

''§ 5116. Implementation status of directed actions

''(a) IN GENERAL.—Not later than March 1, 2025, and not later than March 1 of each of the 3 subsequent years thereafter, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the status of the implementation of each directed action outlined in enclosure 1 of the memorandum of the Commandant titled 'Commandant's Directed Actions—Accountability and Transparency', dated November 27, 2023.

''(b) CONTENTS.—The report required under section (a) shall contain the following:

''(1) The status of the implementation of each directed action from enclosure 1 of the memorandum titled 'Commandant's Directed Actions—Accountability and Transparency' dated November 27, 2023.

''(2) A plan and timeline for the next steps to be taken to complete outstanding directed actions in enclosure 1 of the memorandum titled 'Commandant's Directed Actions—Accountability and Transparency' dated November 27, 2023, including identifying the individual the Commandant has selected to ensure the successful completion of each directed action.

''(3) Metrics to determine the effectiveness of each directed action in such enclosure.

''(4) Any additional actions the Commandant is taking to mitigate instances of sexual assault and sexual harassment within the Coast Guard.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 51 of title 14, United States Code, is amended by adding at the end the following:

''5116. Implementation status of directed actions.''.

SEC. 502. INDEPENDENT REVIEW OF COAST GUARD REFORMS.

(a) GOVERNMENT ACCOUNTABILITY OFFICE REPORT.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the efforts of the Coast Guard to mitigate cases of sexual assault and sexual harassment within the service.

(2) ELEMENTS.—The report required under paragraph (1) shall—

(A) evaluate—

(i) the efforts of the Commandant to implement the directed actions from enclosure 1 of the memorandum titled ''Commandant's Directed Actions—Accountability and Transparency'' dated November 27, 2023;

(ii) whether the Commandant met the reporting requirements under section 5112 of title 14, United States Code; and

(iii) the effectiveness of the actions of the Coast Guard, including efforts outside of the actions described in the memorandum titled ''Commandant's Directed Actions—Accountability and Transparency'' dated November 27, 2023, to mitigate instances of sexual assault and sexual harassment and improve the enforcement relating to such instances within the Coast Guard, and how the Coast Guard is overcoming challenges in implementing such actions.

(B) make recommendations to the Commandant for improvements to the efforts of the service to mitigate instances of sexual assault and sexual harassment and improve the enforcement relating to such instances within the Coast Guard; and

(C) make recommendations to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate to mitigate instances of sexual assault and sexual harassment in the Coast Guard and improve the enforcement relating to such instances within the Coast Guard, including proposed changes to any legislative authorities.

(b) REPORT BY COMMANDANT.—Not later than 90 days after the date on which the Comptroller General completes all actions under subsection (a), the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes the following:

(1) A plan for Coast Guard implementation, including interim milestones and timeframes, of any recommendation made by the Comptroller General under subsection (a)(2)(B) with which the Commandant concurs.

(2) With respect to any recommendation made under subsection (a)(2)(B) with which the Commandant does not concur, an explanation of the reasons why the Commandant does not concur.

SEC. 503. REQUIREMENT TO MAINTAIN CERTAIN RECORDS.

(a) IN GENERAL.—Chapter 9 of title 14, United States Code, is amended by adding at the end the following:

''§ 955. Requirement to maintain certain records

''(a) IN GENERAL.—The Commandant shall maintain all work product related to documenting a disposition decision on an investigation by the Coast Guard Investigative Service or other law enforcement entity investigating a Coast Guard member accused of an offense against chapter 47 of title 10.

''(b) RECORD RETENTION PERIOD.—Work product documents and the case action summary described in subsection (c) shall be maintained for a period of not less than 7 years from date of the disposition decision.

''(c) CASE ACTION SUMMARY.—Upon a final disposition action for cases described in subsection (a), except for offenses of wrongful use or possession of a controlled substance under section 912a of title 10 (article 112a of the Uniform Code of Military Justice) where the member accused is an officer of pay grade O-4 and below or an enlisted member of pay grade E-7 and below, a convening authority shall sign a case action summary that includes the following:

''(1) The disposition actions.

''(2) The name and command of the referral authority.

''(3) Records documenting when a referral authority consulted with a staff judge advocate or special trial counsel, as applicable, before a disposition action was taken, to include the recommendation of the staff judge advocate or special trial counsel.

''(4) A reference section listing the materials reviewed in making a disposition decision.

''(5) The Coast Guard Investigative Service report of investigation.

''(6) The completed Coast Guard Investigative Service report of adjudication included as an enclosure.

''(d) WORK PRODUCT.—In this section, the term 'work product' includes—

''(1) a prosecution memorandum;

''(2) emails, notes, and other correspondence related to a disposition decision; and

''(3) the contents described in paragraphs (1) through (6) of subsection (c).

''(e) SAVINGS CLAUSE.—Nothing in this section authorizes or requires, or shall be construed to authorize or require, the discovery, inspection, or production of reports, memoranda, or other internal documents or work product generated by counsel, an attorney for the government, or their assistants or representatives.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 9 of title 14, United States Code, is amended by adding at the end the following:

''955. Requirement to maintain certain records.''.

SEC. 504. STUDY ON COAST GUARD ACADEMY OVERSIGHT.

(a) IN GENERAL.—Not later than 30 days after the date of enactment of this Act, the Commandant, in consultation with relevant stakeholders, shall conduct a study on the governance of the Coast Guard Academy, including examining the roles, responsibilities, authorities, advisory functions, and membership qualifications and expertise of the Board of Visitors and Board of Trustees of such Academy.

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Commandant shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a written report that contains—

(1) the results of the study required under subsection (a); and

(2) recommendations to improve governance at the Coast Guard Academy.

SEC. 505. PROVIDING FOR THE TRANSFER OF A CADET WHO IS THE VICTIM OF A SEXUAL ASSAULT OR RELATED OFFENSE.

Section 1902 of title 14, United States Code, is amended by adding at the end the following:

''(f) CONSIDERATION OF REQUEST FOR TRANSFER OF CADET WHO IS THE VICTIM OF SEXUAL ASSAULT OR RELATED OFFENSE.—

''(1) IN GENERAL.—The Commandant shall provide for timely consideration of and action on a request submitted by a cadet appointed to the Coast Guard Academy who is the victim of an alleged sexual assault or other offense covered by section 920, 920c, or 930 of title 10 (article 120, 120c, or 130 of the Uniform Code of Military Justice) for transfer to a Service Academy or to enroll in a Senior Reserve Officers' Training Corps program affiliated with another institution of higher education.

''(2) RULEMAKING.—The Commandant shall prescribe regulations to carry out this subsection that—

''(A) ensure that any cadet who has been appointed to the Coast Guard Academy is informed of the right to request a transfer pursuant to this subsection, and that any formal request submitted by a cadet is processed as expeditiously as practicable for review and action by the Superintendent;

''(B) direct the Superintendent of the Coast Guard Academy, in coordination with the Superintendent of the Service Academy to which the cadet requests to transfer—

''(i) to act on a request for transfer under this subsection not later than 72 hours after receiving the formal request from the cadet;

''(ii) to approve such request for transfer unless there are exceptional circumstances that require denial of the request; and

''(iii) upon approval of such request, to take all necessary and appropriate action to effectuate the transfer of the cadet to the Service Academy concerned as expeditiously as possible; and

''(C) direct the Superintendent of the Coast Guard Academy, in coordination with the Secretary of the military department that sponsors the Senior Reserve Officers' Training Corps program at the institution of higher education to which the cadet requests to transfer—

''(i) to act on a request for transfer under this subsection not later than 72 hours after receiving the formal request from the cadet;

''(ii) subject to the cadet's acceptance for admission to the institution of higher education to which the cadet wishes to transfer, to approve such request for transfer unless there are exceptional circumstances that require denial of the request; and

''(iii) to take all necessary and appropriate action to effectuate the cadet's enrollment in the institution of higher education to which the cadet wishes to transfer and to process the cadet for participation in the relevant Senior Reserve Officers' Training Corps program as expeditiously as possible.

''(3) DENIAL OF TRANSFER REQUEST.—If the Superintendent of the Coast Guard Academy denies a request for transfer under this subsection, the cadet may request review of the denial by the Secretary of the Department in which the Coast Guard is operating, who shall act on such request not later than 72 hours after receipt of the formal request for review.

''(4) CONFIDENTIALITY OF RECORDS.—The Secretary of the Department in which the Coast Guard is operating shall ensure that all records of any request, determination, transfer, or other action under this subsection remain confidential, consistent with applicable law and regulation.

''(5) APPOINTMENT TO SERVICE ACADEMY.—A cadet who transfers under this subsection may retain the cadet's appointment to the Coast Guard Academy or may be appointed to the Service Academy to which the cadet transfers without regard to the limitations and requirements described in sections 7442, 8454, and 9442 of title 10.

''(6) APPOINTMENT UPON GRADUATION.—

''(A) PREFERENCE.—A cadet who transfers under this subsection to a Service Academy, is entitled, before graduating from such Academy, to state the preference of the cadet for appointment, upon graduation, as a commissioned officer in the Coast Guard.

''(B) MANNER OF APPOINTMENT.—Upon graduation, a cadet described in subparagraph (A) is entitled to be accepted for appointment as a permanent commissioned officer in the Regular Coast Guard in the same manner as graduates of the Coast Guard Academy as described in section 2101.

''(7) COMMISSION INTO COAST GUARD.—A cadet who transfers under this subsection to a Senior Reserve Officers' Training Corps program affiliated with another institution of higher education is entitled upon graduation from the Senior Reserve Officers' Training program to commission into the Coast Guard as described in section 3738a.

''(8) SERVICE ACADEMY DEFINED.—In this subsection, the term 'Service Academy' has the meaning given such term in section 347 of title 10.''.

SEC. 506. DESIGNATION OF OFFICERS WITH PARTICULAR EXPERTISE IN MILITARY JUSTICE OR HEALTHCARE.

(a) IN GENERAL.—Subchapter I of chapter 21 of title 14, United States Code is amended by adding at the end the following:

''§ 2132. Designation of officers with particular expertise in military justice or healthcare

''(a) SECRETARY DESIGNATION.—The Secretary may designate a limited number of officers of the Coast Guard as having particular expertise in—

''(1) military justice; or

''(2) healthcare.

''(b) PROMOTION AND GRADE.—An individual designated under this section—

''(1) shall not be included on the active duty promotion list;

''(2) shall be promoted under section 2126; and

''(3) may not be promoted to a grade higher than captain.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 21 of title 14, United States Code, is amended by inserting after the item relating to section 2131 the following:

''2132. Designation of officers with particular expertise in military justice or healthcare.''.

(c) CONFORMING AMENDMENTS.—

(1) Section 2102(a) of title 14, United States Code, is amended, in the second sentence, by striking ''and officers of the permanent commissioned teaching staff of the Coast Guard Academy'' and inserting ''officers of the permanent commissioned teaching staff of the Coast Guard Academy, and officers designated by the Secretary pursuant to section 2132''.

(2) Subsection (e) of section 2103 of title 14, United States Code, is amended to read as follows:

''(e) SECRETARY TO PRESCRIBE NUMBERS FOR CERTAIN OFFICERS.—The Secretary shall prescribe the number of officers authorized to be serving on active duty in each grade of—

''(1) the permanent commissioned teaching staff of the Coast Guard Academy;

''(2) the officers designated by the Secretary pursuant to section 2132; and

''(3) the officers of the Reserve serving in connection with organizing, administering, recruiting, instructing, or training the reserve components.''.

(3) Section 2126 of title 14, United States Code, is amended, in the second sentence, by inserting ''and as to officers designated by the Secretary pursuant to section 2132'' after ''reserve components''.

(4) Section 3736(a) of title 14, United States Code, is amended—

(A) in the first sentence by striking ''promotion list and the'' and inserting ''promotion list, officers designated by the Secretary pursuant to section 2132, and the officers on the''; and

(B) in the second sentence by striking ''promotion list or the'' and inserting ''promotion list, officers designated by the Secretary pursuant to section 2132, or the officers on the''.

SEC. 507. DIRECT HIRE AUTHORITY FOR CERTAIN PERSONNEL OF COAST GUARD.

(a) IN GENERAL.—Subchapter I of chapter 25 of title 14, United States Code, is amended by adding at the end the following:

''§ 2517. Direct hire authority for certain personnel of Coast Guard

''(a) IN GENERAL.—The Commandant may appoint, without regard to the provisions of subchapter I of chapter 33 of title 5 (other than section 3303 and 3328 of such chapter), qualified candidates to any non-clinical specialist intended to engage in the integrated primary prevention of harmful behaviors, including suicide, sexual assault, harassment, domestic abuse, and child abuse and qualified candidates to any criminal investigative law enforcement position of the Coast Guard Criminal Investigative Service intended to engage in the primary response to such harmful behaviors.

''(b) SUNSET.—Effective on September 30, 2034, the authority provided under subsection (a) shall cease.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 25 of title 14, United States Code, is amended by inserting after the item related to section 2516 the following:

''2517. Direct hire authority for certain personnel of United States Coast Guard.''.

SEC. 508. SAFE-TO-REPORT POLICY FOR COAST GUARD.

(a) IN GENERAL.—Subchapter I of chapter 19 of title 14, United States Code, is further amended by adding at the end the following:

''§ 1908. Safe-to-report policy for Coast Guard

''(a) IN GENERAL.—The Secretary of the department in which the Coast Guard is operating shall, in consultation with the Secretaries of the military departments, issue such regulations as are necessary to establish the safe-to-report policy described in subsection (b) that applies with respect to all members of the Coast Guard (including members of the reserve and auxiliary components of the Coast Guard) and cadets at the Coast Guard Academy.

''(b) SAFE-TO-REPORT POLICY.—The safe-to-report policy described in this subsection is a policy that prescribes the handling of minor collateral misconduct involving a member of the Coast Guard who is the alleged victim or reporting witness of a sexual assault.

''(c) MITIGATING AND AGGRAVATING CIRCUMSTANCES.—In issuing regulations under subsection (a), the Secretary shall specify mitigating circumstances that decrease the gravity of minor collateral misconduct or the impact of such misconduct on good order and discipline and aggravating circumstances that increase the gravity of minor collateral misconduct or the impact of such misconduct on good order and discipline for purposes of the safe-to-report policy.

''(d) TRACKING OF COLLATERAL MISCONDUCT INCIDENTS.—In conjunction with the issuance of regulations under subsection (a), Secretary shall develop and implement a process

to anonymously track incidents of minor collateral misconduct that are subject to the safe-to-report policy established under such regulations.

''(e) MINOR COLLATERAL MISCONDUCT DEFINED.—In this section, the term 'minor collateral misconduct' means any minor misconduct that is punishable under chapter 47 of title 10 that—

''(1) is committed close in time to or during a sexual assault and directly related to the incident that formed the basis of the sexual assault allegation;

''(2) is discovered as a direct result of the report of sexual assault or the ensuing investigation into such sexual assault; and

''(3) does not involve aggravating circumstances (as specified in the regulations issued under subsection (a)) that increase the gravity of the minor misconduct or the impact of such misconduct on good order and discipline.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 19 of title 14, United States Code, is further amended by inserting after the item relating to section 1907 (as added by this Act) the following:

''1908. Safe-to-report policy for Coast Guard.''.

SEC. 509. MODIFICATION OF DELIVERY DATE OF COAST GUARD SEXUAL ASSAULT REPORT.

Section 5112(a) of title 14, United States Code, is amended by striking ''January 15'' and inserting ''March 1''.

SEC. 510. HIGHER-LEVEL REVIEW OF BOARD OF DETERMINATION DECISIONS.

(a) IN GENERAL.—Section 2158 of title 14, United States Code, is amended—

(1) in the first sentence by striking ''The Secretary'' and inserting the following:

''(a) IN GENERAL.—The Secretary''; and

(2) by adding at the end the following:

''(b) HIGHER-LEVEL REVIEW OF SEXUAL ASSAULT CASES.—

''(1) IN GENERAL.—If a board convened under this section determines that the officer should be retained when the officer's record indicates that the officer has committed a sexual assault offense, the board shall forward the record of the proceedings and recommendation of the board for higher-level review, in accordance with regulations prescribed by the Secretary.

''(2) AUTHORITY.—The official exercising higher-level review shall have authority to forward the case for consideration by a Board of Inquiry in accordance with section 2159.

''(c) SEXUAL ASSAULT OFFENSE DEFINED.—In this section, the term 'sexual assault offense' means a violation of section 920 or 920b of title 10, United States Code (article 120 or 120b of the Uniform Code of Military Justice) or attempt to commit an offense specified under section 920 or 920b as punishable under section 880 of such title (article 80 of the Uniform Code of Military Justice).''.

SEC. 511. REVIEW OF DISCHARGE OR DISMISSAL.

(a) IN GENERAL.—Subchapter I of chapter 25 of title 14, United States Code, is further amended by adding at the end the following:

''§ 2518. Review of discharge or dismissal

''(a) DOWNGRADE.—

''(1) IN GENERAL.—In addition to the requirements of section 1553 of title 10, a board of review for a former member of the Coast Guard established pursuant to such section may, upon a motion of the board and subject to review by the Secretary of the department in which the Coast Guard is operating, downgrade an honorable discharge or dismissal to a general (under honorable conditions) discharge or dismissal upon a finding that a former member of the Coast Guard, while serving on active duty as a member of the armed forces, committed sexual assault or sexual harassment in violation of section 920, 920b, or 934 of this title (article 120, 120b, or 134 of the Uniform Code of Military Justice).

''(2) EVIDENCE.—Any downgrade under paragraph (1) shall be supported by clear and convincing evidence.

''(3) LIMITATION.—The review board under paragraph (1) may not downgrade a discharge or dismissal of a former member of the Coast Guard if the same action described in paragraph (1) was considered prior to separation from active duty by an administrative board in determining the characterization of discharge as otherwise provided by law and in accordance with regulations prescribed by the Secretary of the Department in which the Coast Guard is operating.

''(b) PROCEDURAL RIGHTS.—

''(1) IN GENERAL.—A review by a board established under section 1553 of title 10 shall be based on the records of the armed forces concerned and such other evidence as may be presented to the board.

''(2) EVIDENCE BY WITNESS.—A witness may present evidence to the board in person or by affidavit.

''(3) APPEARANCE BEFORE BOARD.—A person who requests a review under this section may appear before the board in person or by counsel or an accredited representative of an organization recognized by the Secretary of Veterans Affairs under chapter 59 of title 38.

''(4) NOTIFICATION.—A former member of the Coast Guard who is subject to a downgrade in discharge characterization review under subsection (b)(3) shall be notified in writing of such proceedings, afforded the right to obtain copies of records and documents relevant to the proceedings, and the right to appear before the board in person or by counsel or an accredited representative of an organization recognized by the Secretary of Veterans Affairs under chapter 59 of title 38.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 25 of title 14, United States Code, is further amended by inserting after the item relating to section 2517 (as added by this Act) the following:

''2518. Review of discharge or dismissal.''.

SEC. 512. CONVICTED SEX OFFENDER AS GROUNDS FOR DENIAL.

Section 7511(a) of title 46, United States Code, is amended—

(1) in paragraph (1) by striking ''or'';

(2) in paragraph (2) by striking ''State, local, or Tribal law'' and inserting ''Federal, State, local, or Tribal law'';

(3) by redesignating paragraph (2) as paragraph (3); and

(4) by inserting after paragraph (1) the following:

''(2) section 920 or 920b of title 10 (article 120 and 120b of the Uniform Code of Military Justice); or''.

SEC. 513. COAST GUARD ACADEMY ROOM REASSIGNMENT.

Section 1902 of title 14, United States Code, is further amended by adding at the end the following:

''(g) ROOM REASSIGNMENT.—Coast Guard Academy Cadets may request room reassignment if experiencing discomfort due to Coast Guard Academy rooming assignments.''

TITLE VI—AMENDMENTS

SEC. 601. AMENDMENTS.

(a) PROHIBITION ON ENTRY AND OPERATION.—Section 70022(b)(1) of title 46, United States Code, is amended by striking ''Federal Register'' and inserting ''the Federal Register''.

(b) PORT, HARBOR, AND COASTAL FACILITY SECURITY.—Section 70116(b) of title 46, United States Code, is amended—

(1) in paragraph (1) by striking ''terrorism cyber'' and inserting ''terrorism, cyber''; and

(2) in paragraph (2) by inserting a comma after ''acts of terrorism''.

(c) ENFORCEMENT BY STATE AND LOCAL OFFICERS.—Section 70118(a) of title 46, United States Code, is amended—

(1) by striking ''section 1 of title II of the Act of June 15, 1917 (chapter 30; 50 U.S.C. 191)'' and inserting ''section 70051''; and

(2) by striking ''section 7(b) of the Ports and Waterways Safety Act (33 U.S.C. 1226(b))'' and inserting ''section 70116(b)''.

(d) CHAPTER 701 DEFINITIONS.—Section 70131(2) of title 46, United States Code, is amended—

(1) by striking ''section 1 of title II of the Act of June 15, 1917 (50 U.S.C. 191)'' and inserting ''section 70051''; and

(2) by striking ''section 7(b) of the Ports and Waterways Safety Act (33 U.S.C. 1226(b))'' and inserting ''section 70116(b)''.

(e) NOTICE OF ARRIVAL REQUIREMENTS FOR VESSELS ON THE OUTER CONTINENTAL SHELF.—

(1) PREPARATORY CONFORMING AMENDMENT.—Section 70001 of title 46, United States Code, is amended by redesignating subsections (l) and (m) as subsections (m) and (n), respectively.

(2) TRANSFER OF PROVISION.—Section 704 of the Coast Guard and Maritime Transportation Act 2012 (Public Law 112–213; 46 U.S.C. 70001 note) is—

(A) amended by striking ''of title 46, United States Code,'';

(B) transferred to appear after 70001(k) of title 46, United States Code; and

(C) redesignated as subsection (l).

(f) TITLE 46.—Title 46, United States Code, is amended as follows:

(1) Section 2101(2) is amended by striking ''section 1'' and inserting ''section 101''.

(2) Section 2116(b)(1)(D) is amended by striking ''section 93(c)'' and inserting ''section 504(c)''.

(3) In the analysis for subtitle VII by striking the period after ''70001'' in the item relating to chapter 700.

(4) In the analysis for chapter 700 by striking the item relating to section 70006 and inserting the following:

''70006. Establishment by Secretary of the department in which the Coast Guard is operating of anchorage grounds and regulations generally.''.

(5) In the heading for subchapter IV in the analysis for chapter 700 by inserting a comma after ''DEFINITIONS''.

(6) In the heading for subchapter VI in the analysis for chapter 700 by striking ''OF THE UNITED''and inserting ''OF UNITED''.

(7) Section 70052(e)(1) is amended by striking ''section 4197 of the Revised Statutes of the United States (46 U.S.C. App. 91)'' and inserting ''section 60105''.

(g) OIL POLLUTION ACT OF 1990.—The Oil Pollution Act of 1990 (33 U.S.C. 2701 et seq.) is amended as follows:

(1) Section 1001(32)(G) (33 U.S.C. 2701(32)(G)) is amended by striking ''pipeline'' and all that follows through ''offshore facility'' and inserting ''pipeline, offshore facility''.

(2) Section 1016 (33 U.S.C. 2716) is amended—

(A) by redesignating subsections (e) through (i) as subsections (d) through (h), respectively; and

(B) in subsection (e)(1)(B), as redesignated by subparagraph (A), by striking ''subsection (e)'' and inserting ''subsection (d)''.

(3) Section 1012(b)(2) (33 U.S.C. 2712(b)(2)) is amended by striking ''section 1016(f)(1)'' and inserting ''section 1016(e)(1)''.

(4) Section 1005(b)(5)(B) (33 U.S.C. 2705(b)(5)(B)) is amended by striking ''section 1016(g)'' and inserting ''section 1016(f)''.

(5) Section 1018(c) (33 U.S.C. 2718(c)) is amended by striking ''the Act of March 3, 1851 (46 U.S.C. 183 et seq.)'' and inserting ''chapter 305 of title 46, United States Code''.

(6) Section 7001(h)(1) (33 U.S.C. 2761(h)(1)) is amended by striking ''subsection (c)(4)'' and inserting ''subsection (e)(4)''.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from California (Mr. CARBAJAL) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material on H.R. 7659.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 7659, the Coast Guard Authorization Act of 2024. This bipartisan measure authorizes funding for the Coast Guard, one of six armed services, for the next 2 fiscal years.

The men and women of the Coast Guard deserve the support of this Congress in their efforts to meet the challenges of their ever-growing mission. Those missions are wide-ranging and include ensuring the safety of maritime trade, including our vital supply chain; enforcing United States laws at sea; protecting our Nation's borders; helping counter undue Chinese influence in the Pacific; helping to develop the United States' redefined role in the rapidly changing Arctic; and countering human trafficking and the influx of illicit drugs into this country.

This bill provides the Coast Guard with the authorities and resources it needs to carry out its mission.

Mr. Speaker, I commend Ranking Member LARSEN and Coast Guard and Maritime Transportation Subcommittee Chair WEBSTER and Ranking Member CARBAJAL for working to reach a bipartisan agreement on this bill.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

Mr. CARBAJAL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of the Coast Guard Authorization Act of 2024. I am proud to have played a part in its development and passage out of committee. I appreciate the bipartisan leadership of Chairman SAM GRAVES, Ranking Member LARSEN, and Coast Guard and Maritime Transportation Subcommittee Chair WEBSTER. This legislation is an example of how working together in a bipartisan way can result in good legislation.

As one of the six branches of the armed services, the U.S. Coast Guard protects our national security and is an essential asset to DoD missions overseas. Often facilitating diplomatic relations resulting from unique authorities, the Coast Guard fosters partnerships with other countries not easily achieved by other branches. This bill will renew and enhance support for critical missions of the U.S. Coast Guard.

Every day, coasties work to safeguard our economic interests and ensure the fluidity of the marine transportation system. They maintain our Nation's waterways for the sake of commerce and human and environmental safety. Time after time, these brave coasties have demonstrated their resourcefulness, but they need our support.

The increased funding in today's bill signals our confidence in the Coast Guard and begins down the road to providing the resources coasties need to successfully complete their missions.

The Coast Guard is facing a precarious future with an aging fleet, crumbling infrastructure, and a recruiting shortfall.

In order to grow the service, we must ensure servicemembers are safe from harm, trust their leadership, and receive the benefits they have earned. That is why H.R. 7659 includes the Coast Guard Protection and Accountability Act of 2024, which will hold the Coast Guard accountable and ensure transparency in the wake of Operation Fouled Anchor and efforts by the service to hide decades' worth of sexual assault and sexual harassment.

This legislation begins to address the worsening mariner shortage by authorizing the modernization of the mariner credentialing system and modernizing mariner eligibility. This bill will provide long-term, sustainable jobs for American mariners.

I am proud to have worked with my colleagues on this important legislation, and I look forward to seeing it passed into law.

Mr. Speaker, I urge support for its passage.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 5 minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, in August of this year, we are going to hit the 234th birthday of the United States Coast Guard. We have seen profound changes in the Coast Guard's mission.

They perform the jobs of probably a dozen Federal agencies over water. They do a remarkable job. From drug and alien interdiction to maritime security and maritime safety, they do absolutely everything. I will say it again: What a dozen agencies do on land, the Coast Guard is responsible for over water. It is absolutely remarkable. The brave men and women that we refer to as the coasties have served our country with incredible honor and distinction.

Mr. Speaker, we refer to them as the Swiss Army knife of the Federal Government. They do so much. They conduct search and rescue missions, support safe navigation in our waterways, and help to defend our maritime border from nefarious actors.

Now more than ever, the Coast Guard's missions don't go unnoticed, and it is important that we provide the Coast Guard with the resources that they need to conduct their operations.

China is maneuvering to overtake the United States' maritime supremacy. Today, China has the capacity to manufacture 232 times the shipbuilding capacity of the United States. Let me say that again: Today, China has 232 times the shipbuilding capacity of the United States, and these ships aren't being used for honorable activities, Mr. Speaker. We have seen that China is now fishing approximately 42 percent of its fishing in what is known as distant waters. That means in someone else's exclusive economic zone. Said another way, they are illegally fishing in other countries' waters. They are overfishing. China is the worst IUU—illegal, unreported, and unregulated—fishing nation in the world.

This isn't limited to just China or Chinese waters. We recently had a major bust of IUU activities in the Gulf of Mexico on one of my favorite entrees, the red snapper.

The Coast Guard is vital to protecting our waters and national security, particularly, here in the United States, in the area that you and I share, Mr. Speaker, the Gulf of Mexico. The Coast Guard plays a critical role in protecting our maritime boundary from drugs and migrants.

While we rightfully focus our attention on the southern land border with Mexico, we cannot ignore the maritime border. Countless migrants enter unnoticed via boat, and often they are accompanied—or should I say they are accompanying dangerous drugs, such as fentanyl.

Louisiana's overdose death rate is nearly double the national average, largely thanks to massive influxes of fentanyl coming undetected through the southern border, including the maritime border.

Over the past year, a sheriff's office in my district removed nearly six times the fentanyl that they recovered in just 2022. Wouldn't it be amazing if the Coast Guard could help to stop the drug interdictions, stop these illegal drugs and migrants from coming across our maritime border?

Our coasties can't be successful in defending our national security without the proper resources.

As China seeks to insert itself in the Pacific, this bill authorizes two fast response cutters that will be used to support missions with partners in the Indo-Pacific. Furthermore, as the world and Russia move into the Arctic, this bill authorizes the second polar security cutter, or heavy icebreaker, for the Coast Guard.

It is imperative that we fund the Coast Guard at the levels authorized in this bill. It will protect our people, environment, and fisheries and continue to push back on nations such as China and Russia.

I am proud to have contributed to and supported this bill in committee,

and I look forward to voting in favor of this bill on the House floor.

Mr. Speaker, I thank all the Members who have been involved, especially Ranking Member WEBSTER, and I am thankful for the leadership of our fearless chairman, SAM GRAVES, as well as the ranking members who have worked on this bill for months and months.

Mr. Speaker, I urge support of the bill.

Mr. CARBAJAL. Mr. Speaker, I yield 2 minutes to the gentleman from Virginia (Mr. BEYER).

Mr. BEYER. Mr. Speaker, I rise to flag an issue on the Coast Guard reauthorization. One particular provision in the bill can negatively impact offshore wind. Installing monopiles for offshore wind requires a specialized fleet and planning. The U.S. fleet does not currently include certain offshore wind-specific vessels, which are the linchpins in construction.

With the current bill language mandating exclusive use of domestic crews on a few foreign vessels, it could lead the few vessels that can install offshore wind to exit the U.S. market altogether. Right now, adding these crewing requirements for certain international vessels would freeze offshore wind construction.

Offshore wind is essential to achieving our decarbonization goals, but it is a brand-new industry in the United States. It needs time to build a supply chain from the ground up.

I have been proud of Dominion Energy's recent announcement that the first Jones Act-compliant vessel, *Charybdis*, is on track to be completed by late 2024.

The offshore wind industry in America is investing in more than 40 American vessels, all of which will be required to have all-American crews, but until we have these vessels, we will be reliant on foreign vessels.

The stipulations in this bill would impede the involvement of the current fleet necessary to kick-start these projects and give the U.S. any viable alternatives.

The absence of these specialized vessels would mean that numerous American ships and mariners would lose employment opportunities, and there would be no offshore wind farms to build or maintain. We can address this and find a fix that avoids job losses for union workers or causes significant delays.

While we all champion American jobs in offshore wind, it is important to recognize that this industry is still in its early stages domestically.

Mr. Speaker, I urge you to address this issue moving forward as this legislation moves toward conference. It is imperative that we do not stumble as we embark on this promising new industry that holds the potential to enhance our energy security and create thousands of American jobs.

Mr. GRAVES of Missouri. Mr. Speaker, I reserve the balance of my time.

Mr. CARBAJAL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I appreciate my colleague's concern about our shared commitment to rapidly develop clean energy. I also believe that the American maritime industry should play a meaningful role in the development and maintenance of offshore energy. If everyone comes together to negotiate a compromise, I believe everyone's concerns can be addressed.

Ranking Member LARSEN and I are committed to finding that compromise, but it is important that all stakeholders, including offshore wind developers, come to the table to accomplish that.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. VAN DREW).

Mr. VAN DREW. Mr. Speaker, I rise in support of the Coast Guard Authorization Act of 2024.

My district of south Jersey is an official Coast Guard community. We are deeply proud to be the home of the United States Coast Guard Training Center Cape May. The vast majority of all recruits are trained right there.

This legislation includes historic levels of funding for the training center. It unlocks over $200 million in authorities that will build Cape May into a world-class facility through new barracks, indoor training, shooting ranges, and more.

This is a strong bill for south Jersey. It is a strong bill for the Coast Guard. It is a strong bill for the United States of America.

Mr. Speaker, I urge swift passage of this legislation, and I thank the committee chairman and ranking member and the subcommittee chairman and ranking member, as well.

Mr. CARBAJAL. Mr. Speaker, I yield 4 minutes to the gentleman from Washington (Mr. LARSEN).

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Mr. LARSEN of Washington. Mr. Speaker, I am pleased to speak in support of H.R. 7659, the Coast Guard Authorization Act of 2024.

This bipartisan legislation reauthorizes funding for the U.S. Coast Guard for fiscal years 2025 and 2026 and updates Coast Guard programs and policies.

This bill is a result of bipartisan negotiations between Chair GRAVES, Chair WEBSTER, myself, and Ranking Member CARBAJAL and includes numerous contributions from members on and off the committee.

This bill is the latest example of bipartisanship thriving on the Transportation and Infrastructure Committee.

Coast Guard operational readiness is at risk due to years of underfunding. A lack of investment led to a $3 billion shoreside infrastructure backlog, a lack of ice-breaking capacity in the Arctic and Great Lakes, and reduced capacity across several essential missions such as marine safety and mariner credentialing.

This bill begins to address the shortfall by authorizing $14.78 billion for the Coast Guard for fiscal year 2025 and $15.52 billion for fiscal year 2026.

These increases over current funding levels will give the Coast Guard the resources needed to execute its missions and ensure a basic standard of living for servicemembers.

In addition, this bill authorizes the Procurement, Construction, and Improvements account at $3.48 billion for fiscal year 2025 and $3.65 billion for fiscal year 2026—well above the President's budget request.

This level of funding should enable the Coast Guard to maintain its ongoing recapitalization programs, including the Polar Security Cutter and the Offshore Patrol Cutters.

Importantly, this bill also includes $180 million for waterfront improvements to Coast Guard Base Seattle which will ensure homeporting capacity for Polar Security Cutters.

Last Congress, we enacted substantial improvements to safety for mariners and passengers aboard vessels. This legislation builds upon that work by addressing additional safety risks on vessels and increasing the penalties for bad actors.

In 2022, the *Aleutian Isle*, a fishing vessel, began taking on water after running aground in Puget Sound off the coast of San Juan Island in my district. What should have been a salvaging-firefighting operation turned into an oil spill response operation.

The salvager listed on the vessel response plan did not have the capacity to adequately respond and that led to the vessel sinking and discharging oil.

This bill improves oil spill prevention by bolstering vessel response plans and ensuring timely, robust salvage firefighting responses when vessel incidents do occur.

This bill also includes vital provisions to begin addressing the mariner shortage.

The current mariner credentialing program, which the Coast Guard oversees, is outdated and relies on paper applications. Processing delays impact both existing and new mariners looking to enter the industry.

I appreciate Chair GRAVES working with me to include an authorization of $11 million for a new electronic credentialing system. This, coupled with other provisions, will begin to address the mariner shortage.

Finally, this bill includes the Coast Guard Protection and Accountability Act of 2024. This legislation was developed because the Coast Guard deliberately hid Operation Fouled Anchor and decades of sexual assault and harassment at the Coast Guard Academy.

The commandant is working hard to repair the lost confidence that resulted from Operation Fouled Anchor, and this legislation provides the tools to do so while increasing congressional oversight.

I thank Chair GRAVES, Coast Guard and Maritime Transportation Subcommittee Chair WEBSTER, and Ranking Member CARBAJAL for their cooperation in crafting this important legislation.

I look forward to our continued collaboration as the legislation moves forward. I urge all Members to support this bill.

Mr. CARBAJAL. Mr. Speaker, I, again, thank Chairman GRAVES, Ranking Member LARSEN, and subcommittee Chair WEBSTER.

I would also like to thank our bipartisan staff on the Republican side John Rayfield, Reed Linsk, Cameron Humphrey, Nicole Bredariol, and Ian Orr; and on the Democratic side Matt Dwyer, Cheryl Dickson, and Johanna Montiel of my staff.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. HUNT).

Mr. HUNT. Mr. Speaker, I rise today in opposition not to H.R. 7659 or the United States Coast Guard but to a provision inside this bill that will decimate offshore oil and gas production in the United States as we know it.

Section 346 of this bill will impose such burdensome regulations on crews of foreign-flagged vessels that they would cease drilling in the Gulf of Mexico.

Within 90 days of enactment, offshore oil and gas production will come to an abrupt halt. Let me repeat that. Within 90 days of this provision's enactment, American oil and gas production will cease in the Gulf of Mexico.

The vessels and crews used in this industry are highly specialized and complex and require foreign workers. As it stands, there are not enough American mariners sufficiently trained to conduct such complex offshore work.

The systems used on these vessels take years of training and experience to operate and maintain. Anything short of precision could result in catastrophic outcomes.

Many of you know that I am America First through and through, I am a veteran through and through, but I am also realistic.

Foreign-flagged vessels and crews are used because the United States simply lacks U.S.-flagged vessels or trained crews to work in this specialized area.

This manning and crewing provision will put the United States at a competitive disadvantage and will drive up prices for American families.

I have said it before and I will say it again, American offshore oil and gas operators produce the world's cleanest barrels of oil and gas. We should be producing more oil and gas in the Gulf of Mexico, not less.

This provision will cause the U.S. to produce less energy, allowing other countries to step into that void.

Let's not cede the advantages that America possesses to other nations that will produce dirtier barrels of oil and natural gas, increase the financial burden on Americans, and use the proceeds to undermine our national security and our way of life.

Mr. CARBAJAL. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. MENENDEZ).

Mr. MENENDEZ. Mr. Speaker, I rise in support of the Coast Guard Authorization Act of 2024, which includes my bill, H.R. 7702, to prevent tragedies like the Port Newark fire.

This bill is personal to me and to our district.

In July of last year, a fire broke out aboard a vessel docked at Port Newark. Two firefighters made the ultimate sacrifice while responding, Augusto ''Augie'' Acabou and Wayne ''Bear'' Brooks, Jr.

Newark and the entire State of New Jersey will always remember these heroes for their bravery on that day.

They were beloved by their families, communities, and the Newark Fire Department. While we can't bring them back, we can work to prevent tragic accidents like this one from happening again.

Responding to vessel fires is incredibly difficult. Each vessel is unique, and the presence of smoke in extremely tight, unfamiliar spaces makes them even more difficult to navigate and that much more dangerous for our firefighters.

Our bill tasks the GAO to study vessel fires, examine non-Federal collaborations to address vessel fire risk, and make recommendations on preparedness, responses, and training for fires of this nature.

I am proud this bill was included in the Coast Guard Reauthorization Act in honor of Augie and Bear.

I urge my colleagues to vote for this important bill.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 1 minute to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, I just want to quickly respond to my friend from Texas and the comments about the offshore energy industry.

I represent south Louisiana. We have six States that produce offshore energy: Alaska, California, Texas Louisiana, Mississippi, and Alabama. You can add up the offshore Federal production in those five States combined, and you would have to multiply it times four to meet the amount of offshore energy production in Federal waters off the coast of Louisiana. Yet, our entire delegation, House, Senate, Republican, Democrat, are fully supportive of the crewing and manning provision in this bill because it does improve the safety and the security of operations in the Gulf of Mexico.

Of course, Mr. Speaker, it would not cause the shutdown of oil and gas or energy operations in the Gulf of Mexico. Let me say it again. On the contrary, it would actually improve safety and security. There are waivers and exceptions for foreign vessels that ensure these vessels operate in a way that is safe and secure for our country.

I urge adoption of this legislation.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 5 minutes to the gentleman from Florida (Mr. WEBSTER), who is also the chairman of the Coast Guard and Maritime Transportation Subcommittee.

Mr. WEBSTER of Florida. Mr. Speaker, I rise in strong support of this piece of legislation.

This bill recognizes the important work the Coast Guard does to protect our waters, interdict drugs, stop human trafficking, and promote maritime safety.

As my State of Florida braces for the influx of Haitian immigrants—illegal immigrants—this bill authorizes funding through fiscal year 2026 and makes critical investments to enable the service to meet their current and growing mission demands.

The measure directs much-needed investments in the Coast Guard shoreside infrastructure and authorizes additional heavy lift aircraft, helicopters, and vessels that will support the Coast Guard's missions.

As the Coast Guard faces a shortfall of servicemembers and civilians, this legislation supports the Coast Guard's efforts to address its recruiting and retention challenges while supporting efforts to boost the pool of qualified U.S. merchant mariners that can mobilize during such a time as is needed.

I am pleased the bill also has language to strengthen the Coast Guard's ability to counter cyber threats that jeopardize the safety of our supply chain.

The bill incorporates the Coast Guard Protection and Accountability Act of 2024 that Ranking Member CARBAJAL and I introduced along with Chairman GRAVES and Ranking Member LARSEN.

The provisions will strengthen protections for members of the Coast Guard from sexual assault and harassment and increase transparency within the service about the manner in which these cases are held.

I appreciate Chairman GRAVES' work on the Coast Guard Authorization Act of 2024 along with Ranking Member LARSEN and subcommittee Ranking Member CARBAJAL.

I urge my colleagues to support this legislation.

Mr. CARBAJAL. Mr. Speaker, I thank my colleagues for this bipartisan legislation. I urge my colleagues to support this legislation, and I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself the balance of my time.

As Ranking Member LARSEN knows well, this important piece of bipartisan legislation would not be possible without the hard work of our staff. I want to thank the Coast Guard and Maritime Transportation team led by

Mrs. González-Colón. Mr. Speaker, I rise in strong support of H.R. 7659, the

Coast Guard Authorization Act of 2024. In Puerto Rico, we are the proud home to Sector San Juan and Air Station Borinquen. We know firsthand the important role our men and women in the Coast Guard play each day to save lives, protect our maritime borders, and facilitate commerce. That is why I was proud to cosponsor this important piece of legislation, which will provide needed authorities and resources to support our Coasties and strengthen the Service's critical missions.

I am especially pleased the bill includes two provisions I authored—Sections 205 and 206—to help improve the Coast Guard's drug and migrant interdiction activities. Section 205 would direct the Coast Guard to submit a report to Congress providing an overview of the maritime domain awareness in Sector San Juan, which is responsible for Puerto Rico and the U.S. Virgin Islands and oversees an area of responsibility spanning 1.3 million square nautical miles in the Eastern Caribbean.

Over the last few years, we have seen an increase in smuggling events in the region. In Fiscal Year 2021, the Coast Guard interdicted 758 migrants in the Mona Passage and waters near Puerto Rico. These numbers increased substantially in Fiscal Years 2022 and 2023, when the Coast Guard interdicted 2,395 and 2,228 migrants, respectively, in the Sector San Juan area of responsibility. Through April 30, 2024, the Coast Guard had already interdicted 1,199 migrants in waters near Puerto Rico, with five months still remaining to conclude Fiscal Year 2024.

Similarly, according to data shared by the Coast Guard with my office, from Fiscal Years 2019 to 2022, the known maritime cocaine flow to Puerto Rico and the U.S. Virgin Islands—either coming directly from South America or via the Dominican Republic—increased by over 115 percent, from 51 metric tons to 110 metric tons. During the past five years, Coast Guard narcotics seizures in the Sector San Juan area of responsibility increased by over 74 percent, from 6.6 metric tons in Fiscal Year 2019 to 11.5 metric tons in Fiscal Year 2023.

There has also been a rise in violence associated with these events. In November 2022, a U.S. Customs and Border Protection marine interdiction agent was shot and killed, and his two partners gravely injured, when drug smugglers opened fire during an interdiction off the coast of Cabo Rojo, in southwestern Puerto Rico. Two months later, another gunfight during a vessel interdiction off the coast of Fajardo in northeastern Puerto Rico resulted in the death of two drug smugglers.

The Coast Guard plays a leading role combatting these and other threats we face from transnational criminal organizations and smugglers operating in the Caribbean. It is therefore essential we ensure they have the necessary resources to effectively tackle the rise in illicit maritime activity around Puerto Rico and the U.S. Virgin Islands. Section 205 would help achieve this by directing the Coast Guard to report on maritime domain awareness gaps in the region and identify technologies, assets, and capabilities that would help address such gaps.

The second provision I authored, Section 206, seeks to improve transparency by requiring the Coast Guard to publish on its website the number of drug and migrant interdictions carried out by the Service each month. In the Don Young Coast Guard Authorization Act of 2022, Congress included a provision requiring the publication of monthly migrant interdiction statistics. Section 206 would build on this and expand the requirement to also include data on drug seizures. It would also require additional information such as the number of migrants interdicted, the amount and type of drugs that are seized, and the geographic location of such interdictions.

I want to conclude by thanking and commending House Transportation and Infrastructure Committee Chairman Sam Graves and Ranking Member Rick Larsen, as well as Coast Guard and Maritime Transportation Subcommittee Chairman Daniel Webster and Ranking Member Salud Carbajal, for their leadership on H.R. 7659. I urge my colleagues to support this important bill and ensure we provide the men and women of the Coast Guard the support they deserve. subcommittee staff director John Rayfield. I also thank Reed Linsk, Cameron Humphrey, Nicole Bredariol, Ian Orr and all of the Transportation and Infrastructure full committee staff who have worked on getting us here today, including staff director Jack Ruddy. I also want to thank the Transportation and Infrastructure minority full committee staff led by Kathy Dedrick and subcommittee staff led by Matt Dwyer.

This legislation provides the support that the men and women of the United States Coast Guard need to do their jobs.

It improves maritime safety, will help our Nation confront drug and human traffickers off our coast, and counter undue Chinese influence in the Pacific.

Mr. Speaker, I urge support of this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 7659, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GRAVES of Missouri. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

□ 1800

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO YEMEN—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 118–141)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Foreign Affairs and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, within 90 days prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a notice stating that the emergency is to continue in effect beyond the anniversary date. In accordance with this provision, I have sent to the *Federal Register* for publication the enclosed notice stating that the national emergency with respect to Yemen declared in Executive Order 13611 of May 16, 2012, is to continue in effect beyond May 16, 2024.

The actions and policies of certain former members of the Government of Yemen and others in threatening Yemen's peace, security, and stability continue to pose an unusual and extraordinary threat to the national security and foreign policy of the United States. Therefore, I have determined that it is necessary to continue the national emergency declared in Executive Order 13611 with respect to Yemen.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, *May 14, 2024.*

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 6 p.m.), the House stood in recess.

□ 1830

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. NEWHOUSE) at 6:30 p.m.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Proceedings will resume on questions previously postponed. Votes will be taken in the following order:

Motions to suspend the rules and pass:

S. 546; and

H.R. 7659.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, the remaining electronic vote will be conducted as a 5-minute vote.

RECRUIT AND RETAIN ACT

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (S. 546) to amend the Omnibus Crime Control and Safe Streets Act of 1968 to authorize law enforcement agencies to use COPS grants for recruitment activities, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. HUNT) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 370, nays 18, not voting 42, as follows:

[Roll No. 196]

YEAS—370

Adams
Aguilar
Alford
Allen
Allred
Amo
Amodei
Arrington
Auchincloss
Babin
Bacon
Baird
Balderson
Balint
Banks
Barr
Barragán
Bean (FL)
Beatty
Bentz
Bera
Bergman
Beyer
Bice
Biggs
Bilirakis
Bishop (GA)
Bishop (NC)
Blumenauer
Blunt Rochester
Boebert
Bonamici
Bost
Bowman
Boyle (PA)
Brown
Brownley
Buchanan
Bucshon
Budzinski
Burchett
Burgess
Bush
Calvert
Cammack
Caraveo
Carbajal
Cárdenas
Carey
Carl
Carson
Carter (GA)
Carter (TX)
Cartwright
Case
Casten
Castor (FL)
Castro (TX)
Chavez-DeRemer
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Cline
Cloud
Clyburn
Cohen
Cole
Collins
Comer
Connolly
Correa
Costa
Courtney
Craig
Crane
Crockett
Crow
D'Esposito
Davids (KS)
Davis (IL)
Davis (NC)
De La Cruz
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
DesJarlais
Dingell
Doggett
Duarte
Dunn (FL)
Edwards
Ellzey
Emmer
Escobar
Eshoo
Espaillat
Estes
Ezell
Fallon
Feenstra
Ferguson
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Fletcher
Flood
Foster
Foushee
Frankel, Lois
Franklin, Scott
Frost
Fry
Fulcher
Gaetz
Gallego
Garamendi
Garbarino
García (IL)
Garcia (TX)
Garcia, Robert
Gimenez
Golden (ME)
Gomez
Gonzales, Tony
Gonzalez, Vicente
Gooden (TX)
Gosar
Graves (LA)
Graves (MO)
Green (TN)
Griffith
Grothman
Guest
Guthrie
Hageman
Harder (CA)
Harshbarger
Hayes
Hern
Hill
Himes
Hinson
Horsford
Houchin
Houlahan
Hoyer
Hoyle (OR)
Hudson
Huffman
Huizenga
Hunt
Issa
Ivey
Jackson (IL)
Jackson (TX)
Jacobs
James
Jayapal
Jeffries
Johnson (GA)
Johnson (LA)
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kamlager-Dove
Kaptur
Kean (NJ)
Keating
Kelly (IL)
Kelly (MS)
Kelly (PA)
Kennedy
Khanna
Kiggans (VA)
Kildee
Kiley
Kilmer
Kim (CA)
Kim (NJ)
Krishnamoorthi
Kuster
Kustoff
LaHood
LaLota
Lamborn
Landsman
Langworthy
Larsen (WA)
Larson (CT)
Latta
LaTurner
Lawler
Lee (CA)
Lee (FL)
Lee (NV)
Leger Fernandez
Lesko
Levin
Lieu
Lofgren
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Lynch
Mace
Malliotakis
Maloy
Mann
Manning
Mast
Matsui
McBath
McCaul
McClellan
McCollum
McCormick
McGarvey
McGovern
Meeks
Menendez
Meng
Meuser
Mfume
Miller (IL)
Miller (OH)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (WI)
Moran
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Murphy
Nadler
Napolitano
Neal
Neguse
Nehls
Newhouse
Nickel
Norcross
Nunn (IA)
Obernolte
Ogles
Owens
Pallone
Palmer
Panetta
Pappas
Pascrell
Pelosi
Peltola
Pence
Perez
Perry
Peters
Pettersen
Pfluger
Phillips
Pingree
Pocan
Raskin
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Ross
Rouzer
Ruiz
Rutherford
Ryan
Salazar
Salinas
Sánchez
Sarbanes
Scalise
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Schweikert
Scott (VA)
Scott, Austin
Scott, David
Self
Sessions
Sewell
Sherman
Sherrill
Simpson
Slotkin
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Smucker
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stauber
Steel
Stefanik
Steil
Steube
Stevens
Strickland
Strong
Suozzi
Swalwell
Sykes
Takano
Tenney
Thanedar
Thompson (CA)
Thompson (MS)
Thompson (PA)
Tiffany
Timmons
Titus
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Turner
Underwood
Valadao
Van Drew
Van Duyne
Van Orden
Vargas
Vasquez
Veasey
Velázquez
Wagner
Walberg
Wasserman Schultz
Waters
Watson Coleman
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Wild
Williams (GA)
Williams (NY)
Wilson (SC)
Wittman
Womack
Yakym

NAYS—18

Brecheen
Clyde
Davidson
Duncan
Foxx
Good (VA)
Greene (GA)
Lee (PA)
Massie
McClintock
Norman
Ocasio-Cortez
Omar
Posey
Pressley
Ramirez
Roy
Tlaib

NOT VOTING—42

Aderholt
Armstrong
Burlison
Carter (LA)
Casar
Ciscomani
Cleaver
Crawford
Crenshaw
Cuellar
Curtis
Diaz-Balart
Donalds
Evans
Garcia, Mike
Goldman (NY)
Gottheimer
Granger
Green, Al (TX)
Grijalva
Harris
Higgins (LA)
Jackson (NC)
Jackson Lee
LaMalfa
Letlow
Magaziner
McClain
McHenry
Miller (WV)
Mooney
Moore (UT)
Porter
Quigley
Ruppersberger
Spartz
Trone
Waltz
Wexton
Williams (TX)
Wilson (FL)
Zinke

□ 1859

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

COAST GUARD AUTHORIZATION ACT OF 2024

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to suspend the rules and pass the bill (H.R. 7659) to authorize and amend authorities, programs, and statutes administered by the Coast Guard, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, as amended.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 376, nays 16, not voting 38, as follows:

[Roll No. 197]

YEAS—376

Adams
Aguilar
Alford
Allen
Allred
Amo
Amodei
Arrington
Babin
Bacon
Baird
Balderson
Balint
Banks
Barr
Barragán
Bean (FL)
Beatty
Bentz
Bera
Bergman
Beyer
Bice
Bilirakis
Bishop (GA)
Bishop (NC)
Blumenauer
Blunt Rochester
Bonamici
Bost
Bowman
Boyle (PA)
Brown
Brownley
Buchanan
Bucshon
Budzinski
Burgess
Burlison
Bush
Calvert
Cammack
Caraveo
Carbajal
Cárdenas
Carey
Carl
Carson
Carter (GA)
Carter (TX)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Chavez-DeRemer
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Cline
Cloud
Clyburn
Clyde
Cohen
Cole
Collins
Comer
Connolly
Correa
Costa
Courtney
Craig
Crenshaw
Crockett
Crow
D'Esposito
Davids (KS)
Davidson
Davis (IL)
Davis (NC)
De La Cruz
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
DesJarlais
Dingell
Doggett
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Escobar
Eshoo
Espaillat
Estes
Ezell
Fallon
Feenstra
Ferguson
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Fletcher
Flood
Foster
Foushee
Foxx
Frankel, Lois
Franklin, Scott
Frost
Fry
Fulcher
Gaetz
Gallego
Garamendi
Garbarino
García (IL)
Garcia (TX)
Garcia, Mike
Garcia, Robert
Gimenez
Golden (ME)
Gomez
Gonzales, Tony
Gonzalez, Vicente
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Hageman
Harder (CA)
Harshbarger
Hayes
Hern
Hill
Himes
Hinson
Horsford
Houchin
Houlahan
Hoyer
Hoyle (OR)
Hudson
Huffman
Huizenga
Issa
Ivey
Jackson (IL)
Jackson (TX)
Jacobs
James
Jayapal
Jeffries
Johnson (GA)
Johnson (LA)
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kamlager-Dove
Kaptur
Kean (NJ)
Keating
Kelly (IL)
Kelly (MS)
Kelly (PA)
Kennedy
Khanna
Kiggans (VA)
Kildee
Kiley
Kilmer
Kim (CA)
Kim (NJ)
Krishnamoorthi
Kuster
Kustoff
LaHood
LaLota
Lamborn
Landsman
Langworthy
Larsen (WA)
Larson (CT)
Latta
LaTurner
Lawler
Lee (CA)
Lee (FL)
Lee (NV)
Lee (PA)
Leger Fernandez
Lesko
Levin
Lieu
Lofgren
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Lynch
Mace
Malliotakis
Maloy
Mann
Manning

Mast
Matsui
McBath
McCaul
McClellan
McClintock
McCollum
McCormick
McGarvey
McGovern
Meeks
Menendez
Meng
Meuser
Mfume
Miller (IL)
Miller (OH)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moore (WI)
Moran
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Murphy
Nadler
Napolitano
Neal
Neguse
Nehls
Newhouse
Nickel
Norcross
Nunn (IA)
Obernolte
Ocasio-Cortez
Omar
Owens
Pallone
Palmer
Panetta
Pappas
Pascrell
Pelosi
Peltola
Pence
Perez
Peters
Pettersen
Pfluger
Phillips
Pingree
Pocan
Posey
Pressley
Ramirez
Raskin
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Ross
Rouzer
Ruiz
Rutherford
Ryan
Salazar
Salinas
Sánchez
Sarbanes
Scalise
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Schweikert
Scott (VA)
Scott, Austin
Scott, David
Self
Sessions
Sewell
Sherman
Sherrill
Simpson
Slotkin
Smith (MO)
Smith (NE)
Smith (NJ)
Smith (WA)
Smucker
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stauber
Steel
Stefanik
Steil
Stevens
Strickland
Strong
Suozzi
Swalwell
Sykes
Takano
Tenney
Thanedar
Thompson (CA)
Thompson (MS)
Thompson (PA)
Tiffany
Timmons
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Turner
Underwood
Valadao
Van Drew
Van Duyne
Van Orden
Vargas
Vasquez
Veasey
Velázquez
Wagner
Walberg
Wasserman Schultz
Waters
Watson Coleman
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Wild
Williams (GA)
Williams (NY)
Wilson (SC)
Wittman
Womack
Yakym

NAYS—16

Auchincloss
Biggs
Boebert
Brecheen
Burchett
Crane
Good (VA)
Gosar
Hunt
Massie
Norman
Ogles
Perry
Rosendale
Roy
Steube

NOT VOTING—38

Aderholt
Armstrong
Carter (LA)
Ciscomani
Cleaver
Crawford
Cuellar
Curtis
Diaz-Balart
Donalds
Evans
Goldman (NY)
Gooden (TX)
Gottheimer
Granger
Green, Al (TX)
Grijalva
Harris
Higgins (LA)
Jackson (NC)
Jackson Lee
LaMalfa
Letlow
Magaziner
McClain
McHenry
Miller (WV)
Mooney
Porter
Quigley
Ruppersberger
Spartz
Trone
Waltz
Wexton
Williams (TX)
Wilson (FL)
Zinke

□ 1906

So (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Mr. GREEN of Texas. Mr. Speaker, I was unable to attend the vote series today due to an unexpected absence. Had I been present, I would have voted YEA on Roll Call No. 196 and YEA on Roll Call No. 197.

PERSONAL EXPLANATION

Mr. CRAWFORD. Mr. Speaker, I was unable to attend votes today due to airline flight delays. Had I been present, I would have voted YEA on Roll Call No. 196 and YEA on Roll Call No. 197.

PERSONAL EXPLANATION

Mr. GOTTHEIMER. Mr. Speaker, I missed the following votes, but had I been present, I would have voted YEA on Roll Call No. 196 and YEA on Roll Call No. 197.

PERSONAL EXPLANATION

Mr. CUELLAR. Mr. Speaker, I was unable to vote today due to a recent death in the family. Had I been present, I would have voted YEA on Roll Call No. 196 and YEA on Roll Call No. 197.

PERSONAL EXPLANATION

Ms. PORTER. Mr. Speaker, I was unable to be present to cast my vote on Roll Call No. 196 and Roll Call No. 197 today. Had I been present, I would have voted YEA on Roll Call No. 196 and YEA on Roll Call No. 197.

HONORING COLONEL RICHARD JULIAN

(Mr. BURCHETT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BURCHETT. Mr. Speaker, I rise to honor Colonel Richard Julian, who passed away on May 1. He served his country in the Tennessee Air National Guard, 134th Aerial Refueling Wing, and served for over 38 years before he retired in 2004.

He then worked with me when I was Knox County mayor and was a dear friend to me. We met at Powell Auction, and dadgummit, it was a mistake because he was talking to Jack Huddleston, and Jack invited me over. We were having a campaign bologna cutting, of all things, and we became dear friends shortly after that.

He had a big heart. When my daughter, Isabel, was singing down at the veterans' home, she had her biological father's Navy insignia on her lapel, and Colonel Julian saw that, and he got choked up.

The last conversation I had with him, he told me he was going to be waiting for me in Heaven and would be there waiting for me with my momma and daddy when I got there.

I offer my deepest condolences to his wife, Linda, his family, his daughters Bronwyn and her husband, Deny Ashley; and Valissa and her husband, Warren; his son, Charlie, and his wife, Tina; and his little grandsons Brady, Logan, and Griffin.

He had many other friends and family that loved him dearly. I know he was right with the Lord when he passed because we prayed shortly before his death.

He will be missed, Mr. Speaker, but he will not be forgotten. I thank Colonel Julian for giving me a very good life.

STRENGTHENING OUR SUPPLY CHAINS

(Ms. BLUNT ROCHESTER asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. BLUNT ROCHESTER. Mr. Speaker, I am excited that this week, the House is expected to take action on the bipartisan Promoting Resilient Supply Chains Act.

Supply chains are an issue that touches every American, whether they know it or not. From shortages of PPE and baby formula to lumber and glass for housing to semiconductor chips that power our cars, weakened supply chains can delay critical goods that we rely on.

That is why this bill is so important. It is an issue that I have been working on since the pandemic, and Dr. LARRY BUCSHON and I worked tirelessly to introduce this bill after many weeks of negotiations.

This legislation creates a whole-of-government approach to mapping, monitoring, and proactively strengthening our supply chains and helping us identify shocks before they occur.

It enjoys the support of over 150 organizations and was passed out of committee unanimously. Making our supply chains more resilient will help us create good-paying jobs, lower costs for consumers, grow our economy, and strengthen our national security.

I ask our colleagues to vote ''yes'' on this legislation, and I look forward to President Biden signing it.

□ 1915

POLICE KEEP FAMILIES SAFE

(Mr. WILSON of South Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. WILSON of South Carolina. Mr. Speaker, as America recognizes National Police Week, we show our appreciation for all the officers who serve and protect us daily while honoring those who have bravely lost their lives in the line of duty.

Unfortunately, Biden and far-left Democrats' support for the defund police movement has resulted in violent crime across the country threatening families. Corrupt Judge Merchan continues his unprofessional, incompetent witch hunt, persecuting Donald Trump. Merchan's incompetence inspired 100,000 people to rally for Trump in New Jersey, proving Merchan is reelecting Donald Trump. Corrupt Judge Merchan is deserving of my invitation to be my guest at the Trump inauguration for his reelection success of Donald Trump.

In conclusion, God bless our troops who have successfully protected America for 20 years as the global war on terrorism moves from the Afghanistan safe haven to America. We do not need new border laws. We need to enforce existing border laws. Biden shamefully opens the borders for dictators as more 9/11 attacks across America are imminent, as repeatedly warned by the FBI.

CELEBRATING NATIONAL POLICE WEEK

(Ms. KAPTUR asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. KAPTUR. Mr. Speaker, I rise to celebrate National Police Week.

This week comes at a time when Republicans have spent the past year trying to cut local law enforcement budgets to the bone. Current Republican Study Committee plans threaten to cut funding for nearly 30,000 law enforcement jobs nationwide.

Our police forces perform their duties with great honor and courage. However, Republican efforts to defund our local police will only make their jobs harder.

Mr. Speaker, I urge my colleagues to support COPS funding and ask them to please cosponsor our bipartisan legislation that equips our law enforcement with the tools they need to adequately address the ongoing mental health crisis in the field, our jails, and our prisons. H.R. 3501, the Law Enforcement Training for Mental Health Crisis Response Act, will provide funding to law enforcement at all levels for responding to behavioral health crises.

Our Nation has a severe mental health crisis. Law enforcement officers are often the first to respond. It is vital for them to have all the right tools and training to manage sensitive incidents safely and effectively.

Mr. Speaker, I send a big salute to our dutiful law enforcement officers in northwest Ohio and across our Nation, who we value.

RECOGNIZING NATIONAL FENTANYL AWARENESS DAY

(Mr. CARTER of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CARTER of Georgia. Mr. Speaker, I rise today to recognize National Fentanyl Awareness Day, which was celebrated last week on May 7.

In 2023, a record number of our sons' and daughters' lives were taken by opioid overdoses, the majority of which were caused by illicit fentanyl poisoning. Fentanyl poisoning is the leading cause of death for Americans aged 18 to 45 and is predominantly sourced from our southwest border.

This is unacceptable. We must close that southern border, but there are additional steps we can take to ensure everyone, especially our youth, is protected. I have been a long-time advocate for naloxone, an overdose reversal drug, to be available over the counter. I am so glad the FDA finally took this step so that more people can access this lifesaving medication.

As a pharmacist, I understand just how important access to naloxone is. I carry it around with me in my backpack everywhere I go. I never had to use it, and I hope I don't have to use it, but it is there just in case of an emergency.

I have introduced legislation, the Saving Lives in Schools Act, which would require schools to carry naloxone. Wherever you see a defibrillator, you should see naloxone. It is safe, effective, and easy to use, and it could save a life.

This National Fentanyl Awareness Day, we must band together and commit to ending the fentanyl poisoning epidemic for good.

HIGHLIGHTING AAPI HERITAGE MONTH

(Ms. STEVENS asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. STEVENS. Mr. Speaker, I rise today to highlight Asian American and Pacific Islander Heritage Month, an annual celebration that recognizes the many historical and cultural contributions of Asian and Pacific Islander descent to the United States.

From science to medicine, literature and arts, sports and recreation, government and politics, activism, and law, our Asian-American community is so vital to our country's success.

I would like to shine a light on the Asian Pacific American Chamber of Commerce back in my home state of Michigan, which I had the honor of celebrating with for their 23rd annual anniversary and gala that included so many constituents, leaders from throughout Michigan. Yet again, Michigan continues to lead the way alongside our AAPI community.

CELEBRATING CATA'S 50TH ANNIVERSARY

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to celebrate 50 years of the Centre Area Transportation Authority, or CATA.

For the last 50 years, CATA has connected the borough of State College and surrounding townships with reliable transportation. Whether you are a college student looking to run errands or a full-time resident relying on CATA to help you get to your job, you can count on the bus to get you where you need to go.

Mr. Speaker, as State College continued to grow, so did CATA's services, originally starting out as Nittany Transit Company and growing to CATA in 1974. Today, CATA continues to develop and provide for residents.

CATA remains a premier small transit system and is continually recognized for its growth, service, and ingenuity. I congratulate CATA on 50 years of dedicated service to the community.

RECOGNIZING NATIONAL POLICE WEEK

(Mr. MRVAN asked and was given permission to address the House for 1 minute.)

Mr. MRVAN. Mr. Speaker, it is with great respect that I rise today in recognition of National Police Week.

Every day, our brave law enforcement officers respond at a moment's notice to keep our communities safe and secure. We have the responsibility to make sure they have the support and financial resources that they need to protect themselves and to perform their duties to the best of their abilities.

That is why, throughout my time as a Member of Congress, I have been proud to successfully secure community project funding requests and appropriation measures for police departments throughout northwest Indiana, including most recently for Gary, Hammond, Merrillville, Michigan City, and Munster.

Let us continue to build on this success and support our law enforcement officers and their families, not just during police week but every day throughout the year.

HONORING OFFICER JACOB DERBIN

(Mr. MILLER of Ohio asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MILLER of Ohio. Mr. Speaker, I rise with a heavy heart to recognize the service of Officer Jacob Derbin and to celebrate his life.

While responding to a disturbance, Officer Derbin gave the ultimate sacrifice when he was ambushed and killed in the line of duty last Sunday.

Mr. Speaker, from Brooklyn Heights, Jacob had joined the Euclid Police Department less than a year ago after serving in the Army National Guard. He protected his family, his country, his community.

Officer Derbin's fellow officers will remember him as an incredible person with a great heart and an incredible smile.

I echo Ohio Attorney General Yost in saying: ''It is a cruel irony that a mother lost her son on Mother's Day and that this murder happened just as we prepare to solemnize our fallen during Police Memorial Week.''

I am grateful for the service of our law enforcement officers, who have put their lives on the line every single day to protect us. My deepest condolences go to the family, friends, and fiancee of Officer Derbin and to the Euclid Police Department.

God bless Euclid. God bless Ohio.

CONDEMNING GREAT REPLACEMENT THEORY

(Mr. BOWMAN asked and was given permission to address the House for 1

minute and to revise and extend his remarks.)

Mr. BOWMAN. Mr. Speaker, 2 years ago, a gunman drove to a Black neighborhood with an assault rifle in his hand and hate in his heart, opening fire and killing 10 people in Buffalo, New York. He was radicalized by the great replacement theory, a white supremacist, racist, anti-Semitic conspiracy.

We are still mourning 10 souls lost to this senseless violence.

The only way to move forward is to acknowledge that what is killing us in droves is hatred and continued white supremacy. Congress cannot continue to ignore these hateful and discriminatory ideologies that are being promoted by far-right MAGA extremists.

I introduced a resolution to condemn the great replacement theory, racism, anti-Semitism, hatred, and bigotry in all its forms. We must stand up together and say clearly that white supremacy is an existential threat. We also need reparations for the Black community in Buffalo and around the country, like food justice for community members and free mental health to support and address community trauma.

Mr. Speaker, I urge my colleagues to join me in condemning the great replacement theory, repairing the harms of white supremacy, and fighting to root out hatred once and for all.

NATIONAL POLICE WEEK RIDE-ALONG

(Mr. DAVIS of North Carolina asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DAVIS of North Carolina. Mr. Speaker, after putting on a bullet-proof vest, I hopped in a police cruiser to help patrol the town. Joining Snow Hill Police Chief Josh Smith for a ride-along was enlightening.

During our patrol, Chief Smith and I spoke about equipment needs, funding challenges, and staffing issues police officers face. We also took a moment to connect with our community, waving at kids skateboarding and passing by memaw's house to make sure she was okay.

Dedicated officers work hard daily. Indeed, they are the backbone of our communities. As we observe National Police Week, let us recognize the bravery and sacrifice of our law enforcement personnel.

I thank Chief Smith and all the men and women who faithfully protect and serve communities across eastern North Carolina and the Nation.

HONORING FALLEN HEROES

The SPEAKER pro tempore (Mr. KILEY). Under the Speaker's announced policy of January 9, 2023, the gentleman from New York (Mr. D'ESPOSITO) is recognized for 60 minutes as the designee of the majority leader.

GENERAL LEAVE

Mr. D'ESPOSITO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the topic of this Special Order.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. D'ESPOSITO. Mr. Speaker, beginning on Sunday evening, the United States of America welcomed thousands upon thousands of men and women who wear the uniform and protect and serve their communities throughout this country.

Mr. Speaker, Police Week 2024 welcomes law enforcement professionals from every corner of this great Nation. Some are here to share important information. Some are here for training. Some are here for camaraderie. We have members of the Nassau County Emerald Society here celebrating their 50th anniversary.

The main reason we are here, Mr. Speaker, the key to why thousands upon thousands travel to Capitol Hill for National Police Week, is to recognize, remember, and honor the men and women of law enforcement who have laid down their lives for the sake of others.

Just last week, we gathered here on the House floor to pay honor to Syracuse Police Officer Michael Jensen and Onondaga County Sheriff's Lieutenant Michael Hoosock. We also paid tribute to law enforcement officers in North Carolina, who, on Monday, April 29, 2024, experienced the deadliest attack on law enforcement since 2016 when Joshua Eyer, Thomas Weeks, Jr., Alden Elliott, and Sam Poloche were killed in the line of duty.

Mr. Speaker, just minutes ago, the FBI released their 2023 law enforcement officers killed or assaulted report. There were 60 who were killed or assaulted in the line of duty across this country.

□ 1930

Mr. Speaker, we are here on Capitol Hill for Police Week to honor the more than 26,000 law enforcement officers that have died or been killed in the line of duty since 1786.

Mr. Speaker, 136 law enforcement officers died in the line of duty in 2023, and their names are forever etched on the wall at the National Law Enforcement Officers Memorial just blocks from here.

Mr. Speaker, I was proud before coming to Congress to serve in what some would argue was the greatest police department in the world, the New York City Police Department, and I had the honor to serve with some of the best of the best, the greatest detectives as an NYPD detective.

Mr. Speaker, last year, 5,363 of my brothers and sisters from the NYPD were injured on the job. The NYPD PBA president Patrick Hendry has been quoted as calling assaults on the NYPD a ''full-blown epidemic.'' The 5,363 of my brothers and sisters that were assaulted or attacked in 2023 was 13 percent higher than the previous year.

Mr. Speaker, there are many reasons as to why we could argue that that number continues to rise, but I think all one would have to do is turn on the news or scroll through social media or perhaps listen to news radio.

Radical protests, an influx of criminal migrants at the hands of the Biden border crisis, cashless bail, and criminal justice reform—which has been a completely failed policy of Democrats in the New York State legislature starting with our Governor and working its way down through the senate and the assembly—has failed New Yorkers, and it has failed in places just like here in Washington, D.C.

What do these places have in common where we see criminals having more rights than law-abiding citizens? What is the common denominator in communities and cities and counties throughout this country that have emboldened criminals, that have literally taken the handcuffs off the gun belts of law enforcement officers?

Those handcuffs are now being utilized against police, not allowing them to do their job, not allowing them to go out there and live out the oath to protect and serve.

Mr. Speaker, what do those places have in common?

They are governed by Democrats, radical Democrats who continue each and every day to put criminals ahead of law-abiding citizens.

You see, we have seen the increase in police assaults. We have seen the increase in police officers being killed. Why?

Because of radical protests, an influx of criminal migrants, bail reform, cashless bail, criminal justice reform, anticop rhetoric, and soft-on-crime, rogue district attorneys like Alvin Bragg in Manhattan.

Mr. Speaker, 1,287 of my brothers and sisters throughout this country died from suicide between 2016 and 2022. Mr. Speaker, that number is startling. There are many reasons as to why we see law enforcement officers struggle, and it is one of the reasons as to why I am working with my colleagues to erase that stigma and to make law enforcement officers realize that there is help available and that their mental health is so critically important.

We cannot put our heads in the sand. We cannot ignore the fact that law enforcement officers are seeing even more stress because of the failed policies of so many so-called leaders throughout this country.

Law enforcement work is challenging and dangerous. Very often we hear a police officer responded to a routine 911 call. Mr. Speaker, and to those listening at home, no 911 call is routine. No car stop is routine.

Mr. Speaker, just months ago, Police Officer Jonathan Diller of the NYPD

was out doing what he does best, taking illegal firearms off the street. He and his team stopped a car, which for most would probably seem like a routine car stop. Someone was sitting at a bus stop. Police Officer Diller exited, approached the car, and was met with bullets from an illegal firearm carried by an individual who was arrested 21 times prior.

Mr. Speaker, the individual who murdered Police Officer Jonathan Diller was arrested over 20 times and let back out on the street to commit more crimes. That individual should have rotted in a cell. I pray that prosecutors give him that destiny because Jonathan Diller went to work that morning, put on his bulletproof vest, and went out to the streets of the city of New York to reduce crime, to make life safer for everyday New Yorkers, and he was murdered by a career criminal who should have been behind bars.

In a split second, a family was destroyed. Jonathan Diller's son will wake up every single day for the rest of his life without his father. Jonathan's widow, Stephanie, will wake up every single day without her husband.

Mr. Speaker, we are gathered here in Washington, D.C., for Police Week to remember people, heroes, just like Jonathan Diller. At Jonathan's funeral when he was posthumously promoted to detective first grade, his wife spoke from the altar and said that 2 years earlier she listened in on the funeral of two other NYPD officers who were murdered and thought to herself something needs to change, the laws in New York need to change. She stood on that altar eulogizing her hero husband, pleading with elected officials in New York State to rethink their justice reform and cashless bail, but, unfortunately, it is not going to change because Democrats in New York have doubled down.

You see, I made a promise when I was sworn into the New York City Police Department. I put my hand up and took an oath. I took an oath to protect and serve the Constitution. I took an oath to protect and serve the city of New York. I also made a promise in my heart to never, ever forget the men and women who I had the honor to serve with who made the ultimate sacrifice.

That day at that funeral, I made that same promise to Detective First Grade Jonathan Diller that I would make sure we never forget him, and we won't.

I am thankful that I have colleagues on both sides of the aisle here tonight to pay tribute to law enforcement officers throughout this country. I urge all of you to visit the memorial just blocks away and read the quote below the statue of the lion when you enter that memorial. It says: ''It is not how these officers died that made them heroes, it is how they lived.''

Mr. Speaker, it is not how Jonathan Diller died that made him a hero. It is how he lived. It is not how Officers Ramos and Liu, it is not how they died that made them heroes, it is how they lived.

Over 30 years ago, Police Officer Steven McDonald from my Congressional District was shot at point blank range in Central Park by a group of teenage thugs. He went to the hospital where they said he wasn't expected to live, but Steven McDonald fought back every single day. His wife, Patti Ann, prayed by his bedside. His son, Conor, my good friend, was baptized at his hospital bed.

Steven McDonald spent his life advocating for the New York City Police Department and for law enforcement officers throughout this country. He talked about peace and forgiveness and forgave his near assassins. Steven McDonald was from the Fourth Congressional District, and just a couple of weeks ago I got to witness his son being promoted to captain of the New York City Police Department, and Conor continues to preserve the legacy of his great father, Steven.

Mr. Speaker, that is another example of it is not how he died that made him a hero, it is how Steven McDonald lived that made him a hero.

We are gathered here in Washington, D.C., for Police Week to honor those men and women who are heroes because we promised to never forget.

Mr. Speaker, I yield to the gentleman from Florida (Mr. RUTHERFORD) my good friend and brother in blue.

Mr. RUTHERFORD. Mr. Speaker, ''As a law enforcement officer, my fundamental duty is to serve mankind; to safeguard lives and property; to protect the innocent against deception, the weak against oppression or intimidation, and the peaceful against violence or disorder; and to respect the constitutional rights of all men to liberty, equality, and justice.''

Mr. Speaker, that is the opening line of the Law Enforcement Officers Code of Ethics, a code every officer whose name is etched into the National Law Enforcement Officers Memorial lived and died by.

Today, I rise to honor two fallen police officers from my district whose names were added to the memorial wall this year, Sergeant Michael Paul Kunovich and Deputy Sheriff Peder Thomas Johnson.

Mr. Speaker, on Friday, May 19, 2023, following the arrest of a combative suspect armed with a knife, Sergeant Michael Paul Kunovich suffered a fatal heart attack from the physical exertion and stress caused while apprehending the fleeing suspect.

□ 1945

Sergeant Kunovich served 26 years in the St. Johns County Sheriff's Office. He received numerous awards, including a Meritorious Service Award in 2023 and 2013, an Exceptional Service Award in 2010, and many letters of commendation. Sergeant Kunovich also served on the SWAT team for 5 years while earning his bachelor's degree in public administration from Flagler College.

Through and through, Sergeant Kunovich was a servant leader, dedicated to protecting his community until the end of his watch. He will be greatly missed by the whole northeast Florida law enforcement community.

My thoughts and prayers are with his family, including his two sons, Michael Jr. and Max; his friends; and the men and women of the St. Johns County Sheriff's Office.

Mr. Speaker, I also rise today to honor the life and service of Deputy Sheriff Peder Thomas Johnson who was shot and killed while investigating reports of a discharge of a firearm on December 24, 1913. That is right, 1913. You see, Mr. Speaker, Deputy Johnson served in the Duval County Sheriff's Office for 11 months before his end of watch over 110 years ago. However, until this year, he had never been recognized. We are forever grateful for his service and the heroic legacy that he left behind.

We promise our officers every day that, as has been said so eloquently by my colleague here, we will never forget. This is evidence tonight that we will never forget if an officer is called upon to lay down that full measure of devotion.

Ralph Waldo Emerson once said: ''The purpose of life is not to be happy. It is to be useful, to be honorable, to be compassionate, to have it make some difference that you have lived and lived well.''

Mr. Speaker, these two men whom we honor tonight lived well. May these heroes never be forgotten.

Mr. Speaker, as a law enforcement officer for 40 years, including 12 years as sheriff of Jacksonville, I have dedicated my life to protecting and serving my northeast Florida community alongside some of the finest men and women.

Now, in Congress it is my calling to protect those men and women who are serving today. Anyone who has put on a badge and answered the call of duty knows the dangers that may await. Sadly, that is the reality officers and their families accept each time they leave home.

In 2023, with a 30 percent increase in ambushing of law enforcement officers, 378 law enforcement officers were shot in the line of duty compared to 331 in 2022. That is a 13 percent increase in just 1 year.

These attacks must end. That is why I introduced the Protect and Serve Act, a bipartisan bill to increase penalties on those who want to target, ambush, and harm our police officers. I urge Congress to pass it.

If these bad actors want to target the police, then we in Congress should target them. It is our responsibility to protect those who protect us.

As anyone who has worked in law enforcement knows, losing a loved one, a colleague, or a friend in the line of duty changes you forever.

I know what officers go through every day when they put on their uniform and say goodbye to their families.

During my over 40-year career, I lost 26 colleagues and friends who laid down their lives in service to our community.

One police officer killed in an ambush is one too many. The increase in ambushes and dangerous rhetoric about law enforcement has left many agencies struggling now to hire and retain the best and the brightest. We must give agencies the tools they need to hire and keep these officers. That is also why I introduced the HELPER Act, a bicameral and bipartisan bill that I introduced in the House to make it easier for police officers and other public servants in our community to buy their first home.

Families everywhere are struggling to get by. In fact, many of our Nation's first responders and teachers are priced out of the very neighborhoods that they are called to serve. By making homeownership easier, the HELPER Act would work to boost the recruitment and retention of our dedicated public servants and help make our communities safer. Everyone benefits from being neighbors with those serving and protecting our way of life.

Mr. Speaker, I urge the House to pass these important bills to make our communities safer and deliver for our law enforcement officers nationwide.

Mr. Speaker, I just hope and pray that all of us can lead lives that are worthy of their sacrifice.

Mr. D'ESPOSITO. Mr. Speaker, I thank Mr. RUTHERFORD for his comments.

Mr. Speaker, I yield to my friend from New Jersey (Mr. PASCRELL), who is the co-chair of the Law Enforcement Caucus.

Mr. PASCRELL. Mr. Speaker, I thank Congressman D'ESPOSITO for yielding.

Mr. Speaker, I am always proud to stand and support our brave law enforcement officers who suit up every day. That is especially true during National Police Week.

This year, the National Law Enforcement Officers Memorial will add 282 names of officers who have died in the line of duty.

I am thinking of my good friend, Passaic County Sheriff Richard Berdnik. A dedicated public servant, we will never forget his sacrifices that made our community a better place.

As the longtime co-chair of the Law Enforcement Caucus, I know any successful effort to fund and support the police must be bipartisan. I am deeply disappointed to see law enforcement politicized these last several years. We must stand united against all attacks on police, not just certain attacks, all attacks. That includes our brothers and sisters working for Federal agencies, too, who many times are forgotten.

When I say all attacks, I mean attacks on January 6, 2021. Mr. Speaker, you don't need a cannon on the front lawn of the Capitol of the greatest country in the world to say there are actions against our police and law enforcement. Of course, there was no cannon on the front lawn that day.

This is Police Week. This is Police Week that can be any week in our society. It should be every week, the respect that we show for those people who protect our lives day in and day out.

I am proud of the bipartisan solutions we have enacted to improve the physical and mental health of our officers, the same thing with our firefighters. In 2015, we enacted the bipartisan National Blue Alert Act to protect law enforcement officers who become targets of violent criminal attacks. This law has resulted in 37 States developing blue alert plans to help catch those who seek to hurt our police.

In 2019, we permanently authorized the lifesaving Bulletproof Vest Partnership grant program. Vests are directly attributable to saving the lives of over 300 officers in the last 10 years. Last Congress, I introduced my Law Enforcement Training Act which authorized $270 million to support officer counseling and training for addressing mental health. It cannot be a stigma, and we need to address it. It should be something that someone comes forth with to seek help. We have to create that environment within our departments and within our society.

This Police Week, let us do right by law enforcement communities. Let us pass bills that actually fund the police not in words but in action.

Frankly, I regret that each of the police bills coming to the floor this week are more partisan and political than the next. Take a look at them, Mr. Speaker. Read them.

Conversely, across the building, I am glad to see the Senate acting by advancing my Honoring Our Fallen Heroes Act. This bill would ensure first responders who die or become disabled from occupational cancer get their Public Safety Officers' Benefits. This builds on the bill to reform and expand Federal death and disability benefits that we passed during Police Week in 2021.

Pay, benefits, healthcare, housing assistance, and fair retirement treatment, bills addressing these items can make a real difference for our officers and their families. I hope that we can get that Honor Act and other important priorities to the President's desk this Congress.

God bless our police, and God bless our America.

Mr. D'ESPOSITO. Mr. Speaker, I was hoping that tonight was about honoring, but we want to, I guess, talk about the bills that are on the floor this week. We can do that prior to debating, but to say that the bills this week are partisan that are supporting law enforcement, I would have to disagree. One of them I actually wrote myself. It is about providing for the law enforcement officers who are actually being attacked in city streets like New York by illegal migrants. The bill requires that law enforcement agencies throughout the country are given updates as to how this migrant crisis, the Biden border crisis, how it is affecting law enforcement so that Congress and local municipalities can do the job that they need to do to make sure that law enforcement has the resources they need to protect themselves. That does not seem partisan to me.

Mr. Speaker, I yield to the gentleman from Minnesota (Mr. STAUBER), who is another brother in law enforcement.

Mr. STAUBER. Mr. Speaker, I thank my colleague from New York, Congressman D'ESPOSITO, for leading this important conversation this evening.

Mr. Speaker, I am proud to stand here in this hallowed institution. I am pleased to honor my brothers and sisters in law enforcement.

As a police officer with over 20 years of experience, I know firsthand the sacrifices law enforcement officers make for the safety and security of the communities.

Policing is a noble and honorable profession, and it can be a dangerous one. However, in the years since I have left the profession, there has been a dramatic increase in violent attacks on law enforcement.

In 2023 alone, as was previously stated, 378 police officers were shot in the line of duty. This is the highest number ever recorded. This increase in violence against law enforcement is the direct result of the extreme Democrats' disastrous defund-the-police movement, soft-on-crime policies, and activist prosecutors who have emboldened violent criminals and have allowed them to remain free.

In my colleague's State of New York, we recently lost Officer Jonathan Diller who was killed by a career criminal who had been released from jail 21 times—21 times. Let that sink in for a moment.

□ 2000

I watched the eulogy given by Officer Diller's widow, Stephanie, and she asked a heartbreaking and very powerful question: ''How many more police officers . . . have to make the ultimate sacrifice before we start protecting them?''

Similar questions have been echoed by law enforcement officers in my home State of Minnesota, where Burnsville Police Officers Paul Elmstrand and Matthew Ruge and Firefighter-Paramedic Adam Finseth were recently gunned down responding to a domestic crisis.

Much like New York, Minnesota is filled with officials who have a soft-on-crime, anti-law-enforcement agenda. There is no better example of this dysfunction than Hennepin County Attorney Mary Moriarty, who is consistently handing out lenient sentences to violent criminals. In one particularly egregious case, she attempted to give someone who had committed murder a sentence of 2 years in a rehabilitation

program. Meanwhile, Moriarty is leading a political prosecution against a Minnesota State trooper who acted heroically and lawfully to save the life of his partner.

Mr. Speaker, I am sick and tired of seeing people in power attacking our law enforcement heroes while going easy on criminals who wreak havoc in our communities. Because of these continued attacks on law enforcement by criminals and elected officials, we are unable to attract young people to the policing profession.

Meanwhile, more and more officers are retiring early from the force. This has, of course, allowed crime to skyrocket, leaving remaining officers and the communities they swore to protect less safe.

During National Police Week, I demand that all of our Nation's leaders do a better job standing up against the ugly attacks on law enforcement. There are too many politicians who are all too eager to show up to the funerals of our fallen heroes while doing absolutely nothing to protect the brave men and women who remain in this noble profession. We have a responsibility to defend those who defend us.

Mr. Speaker, I ask all of my colleagues in this Chamber to consider Stephanie Diller's questions once more: ''How many more police officers . . . have to make the ultimate sacrifice before we start protecting them?''

Mr. D'ESPOSITO. Mr. Speaker, I yield to the gentleman from Indiana (Mr. BAIRD).

Mr. BAIRD. Mr. Speaker, every day, our men and women in blue leave their homes and families not knowing whether they will return. This is a heartbreaking reality that we do not give enough credit to. These heroes selflessly go out into our communities every day to ensure the safety of their families, friends, and strangers that they do not know and ask for nothing in return.

Mr. Speaker, this year alone, 98 officers were killed in the line of duty. That is 98 too many. One of them is Deputy Sheriff Fred Fislar of Hendricks County, Indiana. Deputy Fislar's life tragically ended on April 16, 2024, while he responded to a deadly car crash. Officer Fislar is survived by his wife and two children. I pray for his family and every other officer who has been killed in the line of duty.

They sacrificed their lives for our safety. As we honor their lives during National Police Week, let us not forget how we are all impacted by these unsung heroes. Whether we see it or not, we must always back the blue.

Mr. D'ESPOSITO. Mr. Speaker, I yield to the gentleman from New York (Mr. WILLIAMS), my friend and fellow New Yorker.

Mr. WILLIAMS of New York. Mr. Speaker, I thank the gentleman for yielding. I know that he speaks with experience and from the heart, and I speak on behalf of this body when I thank him for his leadership in this important area.

Mr. Speaker, we remember Lieutenant Michael Hoosock and Officer Michael Jensen tonight. God bless their families as they mourn.

Thinking about what it is we are doing here during National Police Week, my mind goes to how we can best support law enforcement through our work here in Congress. That support can take many forms, but it certainly must be more than just rhetoric. What resources do they need to carry out their work safely and successfully? The madness and stupidity of defund the police is over.

In my district in central New York, we worked through the appropriations process while keeping the needs of our district's police at top of mind.

Some of the most fulfilling work I have had the honor of doing since coming to Congress has involved sitting down with local law enforcement, hearing about their needs directly from them, and advocating for them here in Washington.

When you speak with these folks, you get a real sense of the gravity of their work. They know all too well that they place their lives at risk every time they clock in, and they do so for our sake.

At every opportunity I get, I tell them to make sure that they go home to their family at the end of their shift, that they kiss their wife and kids, and that they are able to suit up the next day.

How can we expect law enforcement to have the backs of Americans when, so often, politicians with a duty to represent them turn their backs on the police? When our police are facing the most difficult challenges, it is up to those with the ability to support them to do so in any capacity that they can.

I was proud to join many of my colleagues on both sides of the aisle last year to pass the POLICE Act of 2023, which would make assaulting a law officer a deportable offense. It is a shame that the Senate has not voted on this bill for a year.

In my home State of New York especially, the police community has faced significant trials in recent memory, and I ask again: What more can we do? What more must we do?

Mr. Speaker, I call on my colleagues to offer support to those who do so much to support us. I am honored to be here to speak on behalf of the law enforcement community today.

Mr. D'ESPOSITO. Mr. Speaker, I yield to the gentleman from Mississippi (Mr. GUEST), my friend.

Mr. GUEST. Mr. Speaker, blessed are the peacemakers, for they shall be called children of God.

This week, National Police Week, we thank and reaffirm our support for our peacemakers. This week, we honor those men and women who lost their lives in the line of duty, the brave men and women who serve and protect, who dedicate their lives to defending innocent citizens from those who seek to do evil, and who routinely place themselves in harm's way. They are the heroes we call in our time of need.

President Ronald Reagan once said: ''There can be no more noble vocation than the protection of one's fellow citizens. . . . No single group is more fully committed to the well-being of their fellow Americans and to the faithful discharge of duty than our law enforcement personnel.''

In the performance of their duties, danger is a routine part of their job, and we, on occasion, lose some valiant men and women.

Mr. Speaker, let us never forget those who have paid the ultimate sacrifice in service to their fellow man, and let the families of our fallen officers be comforted by the words in the Gospel of John, 15:13: ''Greater love has no man than this, to lay down his life for another.''

May we never forget our heroes and their sacrifice.

Mr. D'ESPOSITO. Mr. Speaker, as was said, we gathered over the last few days and will continue to gather this week for National Police Week to honor men and women throughout this great Nation who have worn the uniform, who kissed their loved ones goodbye and never came home, people like Detective Jonathan Diller, heroes like Patrick Rafferty, like Paul Tuozzolo.

I actually met with Eileen Rafferty and Lisa Tuozzolo today, two women who didn't know each other but who have now formed a beautiful bond—not a bond out of happiness but a bond from losing their husbands on the streets of New York City, both to illegal firearms, murdered and taken from this world because they wore the uniform.

Lisa and Eileen made their trip to Washington, D.C., this week from New York not by train, not by bus, not by air, but by bike. They pedaled from Ground Zero in Lower Manhattan. They pedaled their way here to Washington, D.C., and arrived at the Law Enforcement Officers Memorial. They did it to continue to honor their husbands. They did it with other line-of-duty families who are honoring their loved ones.

That is what this week is about. It is about raising awareness of the dangers that members of law enforcement face each and every day. It is about raising awareness of the fact that, in places like New York, Democrats have made the jobs and the lives of law enforcement less safe. We heard it from the widow of Jonathan Diller, who was pleading during her eulogy for elected officials to do something.

Mr. Speaker, I am truly thankful to my colleagues who came this evening to not just pay tribute to individuals from their districts but to pay tribute to law enforcement throughout this country.

I have to disagree with my friend on the other side of the aisle who talked about the bills this week being partisan because I look at them as a way to keep this community safe and this

country safe, like Mr. VAN DREW's Detain and Deport Illegal Aliens Who Assault Cops Act. We have seen it on the streets of New York City, cops being assaulted in broad daylight by illegal migrants from the Biden border crisis.

How about the Police Our Border Act, my piece of legislation that will authorize the Justice Department to provide information to law enforcement agencies throughout this country about the migrant crisis so that law enforcement has the resources they need to be safe, or legislation from DON BACON that broadens the ability of qualified, trained active and retired law enforcement officers to carry firearms. That is not partisan. That is giving trained law enforcement professionals the right to carry and broaden their right to carry firearms.

□ 2015

The DC CRIMES Act of 2024 from my good friend, BYRON DONALDS, allows Congress to exert their oversight power over the D.C. Council and promote safety in Washington, D.C. The common denominator, again, in D.C. is it is led by radical Democrats who have made this Nation's Capital less safe. That is not partisan; it is actually common sense.

Then we have Mr. BISHOP's Improving Law Enforcement Officer Safety and Wellness Through Data Act which requires the attorney general to assemble reports on violence against law enforcement officers. It requires the attorney general to assemble reports on violence against law enforcement officers.

Mr. Speaker, I don't see how that is partisan. It is about keeping law enforcement safe. That is not a Republican issue. It is not a Democrat issue. It is a United States of America issue.

Next, we have my brother in blue, CLAY HIGGINS, which condemns President Biden's border crisis and the burdens it has created for America's law enforcement officers. That is not partisan. The facts and the data tell the story. Joe Biden and Secretary Mayorkas have allowed millions of illegal migrants into this country. They have been arrested for assaulting and attacking law enforcement. Again, that is not partisan. Attacking law enforcement is not a Republican concern or a Democrat concern; it is an American people concern.

Further, we have the resolution by Mr. STAUBER regarding violence against law enforcement officers. There were 374 officers killed since 2021, a record-breaking 378 officers shot in the line of duty in 2023, a 60 percent increase since 2018. The NYPD estimates a record number of assaults on officers for 2023, so that doesn't seem partisan either.

Mr. Speaker, we gather here this week to recognize and remember men and women who have made the ultimate sacrifice. We also gather to raise awareness that law enforcement in this country is under attack, and they are under attack because there are reckless policies and laws being put in place, promoting a far-left agenda that emboldens criminals and restricts law enforcement from doing the job they took the oath to do. That is what Police Week is about.

As I just read down that line of legislation that Speaker JOHNSON and Leader SCALISE and WHIP EMMER and our Conference Chair ELISE STEFANIK have put on the agenda for this week, I find my colleague's comment that they are partisan even more ridiculous because as I read through each piece of that legislation right now, it is a commonsense approach. It is about standing with law enforcement. It is about giving them the tools and the resources that they need to do their job. Mr. Speaker, that is not a partisan issue. Every piece of legislation on the floor this week should have every vote of every Member of this Chamber.

Mr. Speaker, I thank my colleagues from both sides of the aisle for being here this evening, for saluting heroes, for welcoming men and women in blue from throughout this country to their offices and to this Hill this week. I truly mean it when I say thank you from the bottom of my heart.

I speak to the children and the widows. This week matters to them. It matters to the men and women right now who are in locker rooms throughout this country, suiting up for their night out on the street. It matters that we stand with them.

Mr. Speaker, I leave you with: ''It is not how these officers died that made them heroes; it is how they lived.''

Mr. Speaker, may they all rest in peace and may they remain the motto of the New York City Police Department, ''Fidelis Ad Mortem,'' ''Faithful Unto Death.''

Mr. Speaker, I yield back the balance of my time.

Mr. LALOTA. Mr. Speaker, I first thank my colleague, a true public servant, and good friend, ANTHONY D'ESPOSITO, for giving me time to speak tonight.

As the son and grandson of dedicated police officers, I am honored to be here tonight to recognize National Police Week. This week, we pay tribute to the brave men and women who put their lives on the line every day to keep our communities safe.

Back home on Long Island, we have a proud legacy of supporting our law enforcement officers. From Nassau to Suffolk, our communities stand united in gratitude for their service and sacrifice. We recognize the unwavering commitment they demonstrate, often at great personal risk, to uphold the values of justice, integrity, and service.

I'd like to specifically recognize the many Suffolk County Police Officers who are here in Washington, D.C. this week. We thank them for their service, and I look forward to engaging with them this week and in the future.

This week is a poignant reminder of the dedication and the risks officers face daily. The recent killing of NYPD Detective Jonathan Diller, who was killed in the line of duty, underscores this reality. The widespread support following his death from across Long Island exemplifies our collective appreciation for those who protect us.

As we reflect on the challenges faced by law enforcement, let us also reaffirm our support for their vital work. Let us stand together in appreciation for their dedication to protecting and serving us all.

To our police officers, I say thank you. Their courage, professionalism, and selflessness inspire us all. During National Police Week, let's unite in support of law enforcement officers nationwide, recognizing their courage, dedication, and sacrifices. We must reaffirm our commitment to providing them with the necessary resources, support, and respect, enabling them to continue their vital work with integrity and honor.

THE 70TH ANNIVERSARY OF BROWN V. BOARD OF EDUCATION

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the gentlewoman from Florida (Mrs. CHERFILUS-MCCORMICK) is recognized for 60 minutes as the designee of the minority leader.

GENERAL LEAVE

Mrs. CHERFILUS-McCORMICK. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the subject of this Special Order hour.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Florida?

There was no objection.

Mrs. CHERFILUS-McCORMICK. Mr. Speaker, it is with great honor that I rise today as co-anchor of this CBC Special Order hour, along with my distinguished colleague, Representative JONATHAN JACKSON.

For the next 60 minutes, members of the CBC have an opportunity to discuss the importance of the 70th anniversary of Brown v. Board of Education, an issue of great importance to the Congressional Black Caucus, Congress, the constituents we represent, and all Americans.

Today, I rise to reflect upon the 70th anniversary of one of the most pivotal moments in our Nation's history: the landmark Supreme Court case, Brown v. Board of Education. This ruling forever altered the course of our Nation, shattering the chains of segregation and paving the way for a more just and equitable society.

Our educational institutions were marred by racial segregation, denying countless Black children the opportunity to receive a quality education simply because of the color of their skin. The Brown v. Board of Education decision struck down the doctrine of ''separate but equal,'' declaring that segregated education facilities were inherently unequal, and thus unconstitutional. This ruling not only dismantled the legal framework of segregation in schools but sent a powerful message that discrimination and inequality have no place in our society.

However, the significance of Brown v. Board of Education extends far beyond

the realm of education. It laid the groundwork for a more inclusive and equitable society, one in which every individual is afforded the same rights and opportunities regardless of race, creed, or background.

It ignited a spark of change that reverberated throughout the Nation, catalyzing the civil rights movement, and inspiring generations of activists to fight for equality and justice. It emboldened individuals to challenge institutionalized racism and discrimination in all of its forms, paving the way for monumental legislative victories, such as the Civil Rights Act of 1964 and the Voting Rights Act of 1965.

Today, we can see the impact of Brown v. Board of Education in every corner of our Nation. It has transformed our economy, unleashing the untapped potential of millions of African Americans who now have the opportunity to pursue their dreams and contribute to the prosperity of our country.

It has strengthened our social fabric, fostering greater understanding and empathy among people of different races and backgrounds. It has reaffirmed our commitment to the principles of justice and equality that lie at the heart of our democracy, but our work is far from over.

Despite the progress we have made, we still face inequalities that divide our society. The legacy of Brown v. Board of Education reminds us that the fight for civil rights is ongoing and that we must remain vigilant in our pursuit of a more perfect Union.

So let us honor this legacy by redirecting ourselves to the cause of justice and equality. Let us continue to strive for a future where every child, regardless of their race or background, has the opportunity to succeed and thrive. Let us never forget the power of our collective voices to bring about meaningful change in our communities and in our Nation.

Mr. Speaker, I yield now to the gentleman from Illinois, Representative JONATHAN JACKSON, my co-anchor.

Mr. JACKSON of Illinois. Mr. Speaker, I thank the honorable Congresswoman SHEILA CHERFILUS-MCCORMICK from Florida and the co-anchor of this Special Order hour for yielding.

Mr. Speaker, tonight just a few of my colleagues and I gather in this place and at this time to remind the Members of this body and the American people of the cost of progress in this country. I submit to you that there are too many people who have come to believe that progress is inevitable, that history is slanted upward, and that if left to its own devices, this country will magically always do the right thing.

It is not ironic that those are usually also the same people who believe that marches and demonstrations are untimely and excessive. In a very real sense, these are the people who said that Reverend Martin Luther King was a rabble-rouser; that Thurgood Marshall was delusional; that college protests are inconveniences and not to be taken seriously; that the preservation of the status quo is of more social value than is the expansion of opportunity and liberty.

They do further believe that public demonstrations of discontent are more about law and order than about the irrepressible yearning in every human being to unapologetically be free.

What they miss is that all of us want and deserve to be treated with respect and have our dignity intact. What they fail to realize is that all of us want to see our children live in communities where they are safe and valued and have opportunity. Regrettably not all of us have access to the things that make for peace.

In the words of Reverend Martin Luther King, peace is not the absence of noise, but it is the presence of justice. Not all of us are judged by the content of our character nor simply the color of our skin. As long as a child in Brooklyn cannot read and a child in Atlanta and Appalachia may not have a desire to learn, we cannot be complacent in a Nation of great wealth.

What the purveyors of inevitability fail to understand is that freedom and justice have never come to those who waited for someone else to decide it was time for them to be free. Even in this body, there are far too many individuals under the impression that this Nation will become a more perfect Union if we just leave things alone, but nothing could be further from the truth.

Today, and this week, we commemorate the 70th anniversary of Brown v. Board of Education. What made this a landmark decision was not just that it undermined the fallacious reasoning that made segregation possible in this country, but also the fact that the decision itself was the result of generations of American citizens working diligently in the shadows of American history to push this Nation forward.

Brown v. Board of Education didn't just happen 70 years ago. An entire movement made it possible for the Supreme Court not to ignore the arrival of an idea whose time had come. We are only able to have this commemoration because Black people and honorable White people in this country refused to wait another generation before we could enjoy some of the promises of America.

What happened in that courtroom in 1954 in Arkansas cannot be understood apart from what is happening in the streets of America today.

Progress in America is a fact that cannot be denied, but it did not happen because America wanted to change. This Nation is not a better place to live in because southern segregationists changed their minds. Change happened in America because, though the wheels of God grind slow, they grind exceedingly small but go forward.

That is to say it was nothing but the righteous indignation of ordinary people doing extraordinary things that made justice roll down like waters and righteousness like a mighty stream.

Just the other day, not far from here in the Capitol in Statuary Hall, we celebrated the statue of Daisy Bates taking her rightful place in Statuary Hall.

As a child, I grew up in Chicago and Mrs. Bates oftentimes came and shared the holidays with my family. It was indeed an honor to be a Member of the 118th Congress and to see the unveiling of her statue, an African-American woman, who at the age of 8, had lost her mother to men that had raped her and killed her and put her in a mill pond in Arkansas never having faced justice, but then to see President Bill Clinton and Governor Mike Huckabee unveil a statue and a highway, a road in her honor, was truly an honor in 1998.

□ 2030

As we celebrated the valorization and veneration of her likeness, I would remind us of how many different kinds of people it takes to move a nation forward in the direction of its principles on paper.

Daisy Bates was a publisher and an activist who gave counsel to the Little Rock Nine, nine children who were denied access to a public education under Governor Orval Faubus of Arkansas.

She was someone instrumental in the effort to undermine the Nation's separate but equal law, a Jim Crow-era law that still remained. She didn't come out of her mother's womb wanting to be an activist, but she lived in a country where activism was as much a necessity as breathing. When our young children are gathering up on the campuses today, they yearn for freedom.

She did what she had to do for herself and her progeny. This Nation owes her our deepest gratitude for laying such a costly sacrifice upon the altars of equity and equality in America.

To each and all of the remarkable trailblazers who dedicated their lives to the possibility of unbridled opportunity in this country, we owe you and Miss Daisy Bates our devotion, and we owe our children common sense.

Do not be deceived. We still need people who are willing to do extraordinary things in the cause of freedom and justice because when a Black United States airman can be murdered in his house for expressing his Second Amendment right to bear arms while Kyle Rittenhouse can shoot three people and walk down the streets with an AR–15 in his hands and nobody even asks him a question, clearly there is work that still needs to be done in our country.

Be not deceived. As long as women do not get equal pay for equal work, we have work to do. As long as anti-Semitism is taking on a life of its own while anti-Blackness has never truly subsided, there is still work that must be done, and we are the ones to do it.

Let us continue the work. Let us continue to fight for what is right.

Let us challenge our friends to do more, our enemies to do better, and ourselves to never give up. God bless the memory of all of those who kept America strong and made America better.

We commemorate this day for Miss Daisy Bates, the children of Little Rock, and those who brought in a new era of desegregation.

Mrs. CHERFILUS-McCORMICK. Mr. Speaker, the landmark ruling in Brown v. Board of Education not only shattered the doctrine of separate but equal but firmly established that racial segregation is abhorrent to the principles enshrined in our Constitution. It affirmed unequivocally that every child in America, regardless of race, deserves equal protection and opportunity under law.

Today, as we reflect on this pivotal moment, we are reminded of its profound impact on our journey toward civil rights and educational equity. Yet, despite the progress we have made, we must confront the realities that still persist—inequalities that continue to hold back our youth from reaching their full potential, especially in marginalized communities.

Innovation in education has been monumental but not uniformly felt. As we grapple with the challenges of economic disparities and systemic barriers, we are called to what Dr. Martin Luther King, Jr., described as the fierce urgency of now.

The fight for educational opportunity and the quest for civil rights are inextricably intertwined. Focusing on education as a civil rights issue changes the cadence of our conversation. We must ensure that the promise of Brown v. Board of Education extends beyond our history and into the lived experiences of every student.

Let us champion policies that foster innovation and collaboration across all sectors to create holistic solutions that uplift every child. We must secure the necessary investments to revitalize our educational system and affirm our unwavering commitment to the next generation. This is not just an educational mandate; it is a moral imperative.

In addition, the economic significance of Brown v. Board of Education cannot be overstated. By dismantling the legal framework of segregation in education, it opened up doors that had long been closed to Black Americans. Education is not just a means of imparting knowledge; it is the key to economic opportunity, the gateway to prosperity.

Prior to this ruling, Black students were assigned to underfunded, substandard schools, deprived of the resources and opportunities afforded to their White counterparts. This perpetuated a cycle of poverty and limited upward mobility for generations of Black Americans. With the desegregation of schools mandated by Brown v. Board of Education, Black students gained access to better funded schools, qualified teachers, and educational opportunities previously denied to them. This led to a burgeoning Black middle class and contributed to the overall economic growth and prosperity of our entire Nation.

Yet, despite the gains made since Brown, racial disparities persist in our educational system and in our economy. These disparities have far-reaching economic consequences.

For example, a recent report from the National Urban League finds that the racial income gap has been stagnant for over 20 years, with Black Americans earning an average of 64 percent of the income of White Americans.

As we commemorate Brown v. Board of Education, let us recommit ourselves to the unfinished work of achieving true equality in education and economic opportunity for all.

Mr. Speaker, you have heard from my distinguished colleagues about the 70th anniversary of Brown v. Board of Education, issues of great importance to the Congressional Black Caucus, our constituents, Congress, and all Americans tonight.

Mr. Speaker, I yield back the balance of my time.

MARKING SOLEMN ANNIVERSARY OF BUFFALO MASS SHOOTING

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the Chair recognizes the gentleman from New York (Mr. KENNEDY) for 30 minutes.

GENERAL LEAVE

Mr. KENNEDY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the topic of my Special Order in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. KENNEDY. Mr. Speaker, I rise this evening to mark the solemn anniversary of the racist mass shooting in Buffalo, New York.

On this day 2 years ago, good people who simply made an afternoon stop at a grocery store were gunned down in broad daylight—10 innocent lives stolen from friends, families, and our community.

It is important that their names continue to live on in our hearts and in the RECORD: Celestine Chaney, Roberta A. Drury, Andre Mackniel, Katherine Massey, Margus D. Morrison, Heyward Patterson, Aaron Salter, Jr., Geraldine Talley, Ruth Whitfield, and Pearl Young.

The perpetrator was not from the City of Good Neighbors. This racist white supremacist intentionally came to our community and targeted the only grocery store in a predominantly Black neighborhood.

Every western New Yorker remembers the first phone call we received, the horror as we realized the full extent of what had happened, and then the heartbreak of burying people whose lives were taken simply for the color of their skin.

It has changed Buffalo forever, but rather than divide us, the people of Buffalo came together, as we often do during the toughest of times, embracing one another and championing change. We prayed together. We fed our Cold Springs neighbors who were forced into a food desert with the closing of their only grocery store. We rallied for change.

My dear friend and now a Buffalo councilwoman, Zeneta Everhart, nearly lost her son, Zaire Goodman, that day. Zaire worked at Tops. He was just doing his job, helping a customer, when a bullet entered his neck. He fell to the ground. When the shooter moved on, he was able to escape and place the most terrifying phone call of his mother's life. Miraculously, by the grace of God, Zaire is alive and thriving today.

I had the privilege of joining Zeneta as she traveled right here to Washington and testified before Congress, refusing to hold back details as she explained the horror of what had happened to Zaire and the other victims. Zeneta gave powerful testimony, along with former Fire Commissioner Garnell Whitfield, whose 86-year-old mother was murdered right in front of Zaire when he was carrying her groceries to her car for her.

Zeneta and Garnell were supported in their testimony by the families of the other Buffalo victims. For the first time in 30 years, Congress acted, passing the Bipartisan Safer Communities Act.

Still, in the 2 years since the Buffalo tragedy, senseless mass shootings have continued throughout the Nation. More cities and families have endured the pain of burying their loved ones due to gun violence.

We need to do better. That means passing Representative MCBATH's Assault Weapons Ban of 2023, Representative CLYBURN's Enhanced Background Checks Act of 2023, Representative FITZPATRICK's Bipartisan Background Checks Act of 2023, Representative MENG's Aaron Salter, Jr., Responsible Body Armor Possession Act, Representative KRISHNAMOORTHI's Hate Crimes Commission Act, Representative BOWMAN's resolution condemning the great replacement theory, and Representative SCHIFF's Equal Access to Justice for Victims of Gun Violence Act of 2023, just to name a few.

This package represents commonsense legislation that rejects hate and will help keep weapons of war out of the hands of dangerous individuals.

Public safety is not a partisan issue. Mass murders like the one that happened in Buffalo have happened in red States and blue States, cities and suburbs, farming communities, schools, churches, synagogues, mosques, and grocery stores all across this Nation. It shouldn't happen at all.

Further action is needed, and it is long overdue. We must find common

ground to stop the pain felt by our community in Buffalo, and so many other communities across this Nation.

□ 2045

Buffalo and western New York will continue to persevere as we always do.

These past few days have been a roller coaster of emotions, to say the least, as we relive these awful moments of 2 years ago today and continue down the path of honoring and remembering the lives that were lost.

On Monday, just yesterday, we unveiled the final design for the 5/14 Memorial that will be built in Buffalo.

It is an amazing concept, and it will serve as a permanent testament to the character of our city and the beautiful commemoration of the victims of this hate crime.

It features 10 interconnected pillars, each inscribed with the names of the victims and survivors, each one unique in its arc and height, reflective of the uniqueness and irreplaceability of each of the victims, and it will feature a new building to serve as a gathering place to bring the community together, to unite us.

When it is completed, I hope my colleagues will join me to visit this moving space, this memorial, to gain a greater understanding for the loss that we have experienced and perhaps a greater commitment to preventing future tragedies.

Following the shooting, an impromptu memorial sprung up at the corner of Jefferson and Landon Streets. The corner was filled with flowers, toys, photos, candles, cards, and much more. Much of that was archived at the Buffalo History Museum to make way for a permanent honor space.

Today, that space at the Tops on Jefferson was dedicated, permanently commemorating the lives that were lost at that location, ensuring that the supermarket, already a neighborhood landmark, becomes a living memorial.

As we honor these beautiful souls, it is important that we take a moment to thank the brave first responders who got there almost immediately that day to secure the scene, tend to the wounded, and prevent more bloodshed.

The Buffalo Police Department had the suspect in custody within 6 minutes of the first 911 call. However, because of the weapons of war that this terrorist had, he was able to inflict horrible damage in a very short amount of time.

These 10 people taken from us 2 years ago today aren't just statistics. They were mothers, fathers, brothers, sisters, friends, and leaders in our community.

I will take a moment to talk about each of them. Pearl Young. Pearl Young was 77 years old. Pearl was a native of Fayette, Alabama, coming to Buffalo following her marriage to Oliver Young, Jr., in 1967.

She was a substitute teacher, a Sunday school teacher, and an active member of the Church of God in Christ where she helped to run the food pantry for a quarter of a century.

She was the loving mother of James, Pamela, and Damon; sister of Annie Ruth Winston and Jean Craig; grandmother to 10; great-grandmother to 7; and beloved by countless nieces and nephews.

Ruth Whitfield. Ruth Whitfield was 86 years old. She was a long-time parishioner at Durham Memorial AME Zion Church where she sang in the choir.

She was a devoted wife, caring for her husband and soulmate, Garnell Whitfield of 68 years, nearly every day for 8 years in a nursing home, everything from clipping his nails to doing his laundry and, of course, visiting him on a daily basis.

She left behind her husband, Garnell Whitfield, Sr.; her children, Robin Harris, former Buffalo Fire Commissioner, Garnell Whitfield, Jr., Angela Crawley, and Raymond Whitfield; nine grandchildren; eight great-grandchildren; five great-great-grandchildren; and numerous extended family.

Margus D. Morrison. Margus Morrison was 52 years old, one of three brothers, and graduated from Bennett High School in 1990.

Margus was a bus aide for Buffalo Public Schools' Stanley Makowski Early Childhood Center. His colleagues remembered him as punctual, reliable, and filled with a wonderful sense of humor.

When he was killed, he was out buying Saturday evening dinner for his family.

Margus Morrison left behind his six beloved children and his adored companion of the last 25 years, Regina Patterson.

Andre Mackniel. Andre Mackniel was 53 years old and a brother to seven siblings. He was a Buffalo native, attended South Park High School.

He loved basketball, playing guitar, writing poetry, listening to music, and, of course, spending time with his family, including his fiance, Tracey Maciulewicz.

He was the adoring father to his five children: Shawanda Rogers, Andrea Beckman, LeAdrea Elliott, Deja Brown, and Andre Mackniel, Jr., known affectionately as A.J. When Andre was murdered, he was out buying a birthday cake for A.J.'s third birthday.

He also left behind eight siblings; brothers, Vyonne James Elliott, Marcus Elliott, Malik Elliott, and Jimmy Elliott; sisters, Andre'Anna Unique Porter, Rose White, Darlissa Elliott, and Marshett Elliott; three grandchildren; numerous aunts and uncles; nieces, nephews, cousins, and friends.

Aaron Salter, Jr. Lieutenant Aaron Salter, Jr., was 55 years old. He died a hero, delaying the shooter and giving more people precious seconds to escape. He saved lives that day.

Lieutenant Salter was a retired Buffalo police officer working that day as an armed security guard. When the shooter walked in, armed with an AR–15-style rifle and clad in body armor, Lieutenant Salter didn't hesitate.

He opened fire, hitting the target, but because of the shooter's body armor, he was unharmed and fired back, killing Lieutenant Salter.

After Lieutenant Salter retired from the Buffalo Police Department in 2018, he began working as a security guard at Tops where he would engage with customers and employees, making everyone feel safe, seen, and appreciated.

He was the son of Carol and Aaron Salter, Sr.; husband to Kimberly; adoring father to Latisha Slaughter, Aaron Salter III, and Tanya Salter.

Lieutenant Salter also leaves behind a sister, Cashell Durham; nieces, nephews, cousins, friends, and his beloved pets.

Geraldine Talley. Geraldine Talley, known as Gerri to her friends and family, was 62 years old. She was a native of Grove Hill, Alabama, moving to Buffalo in 1971 with her family.

She earned her degree in secretarial science from Bryant & Stratton College, eventually working for a nonprofit, assisting people with mental illness and related substance abuse issues.

She was famous for her love of baking and for sharing her creations with others. Her specialty was banana pudding cakes.

When she was at Tops, she was shopping for a few ingredients for her weekly waterfront picnic with her fiance.

She left behind her children, Genicia Smith and Mark Talley, Jr., a stepdaughter, Marquish Jacobs; three sisters and one brother; her beloved fiance, Gregory Allen; and numerous family and friends.

Katherine Massey. Katherine Massey, known to many simply as Kat, was 72 years old. Kat worked for 40 years for Blue Cross Blue Shield and was always committed to the betterment of our community.

She worked to educate kids on healthy diets, to rid our Nation of gun violence, and to beautify her neighborhood.

In fact, she was a long-time campaigner against gun violence, founding We are Women Warriors with her beloved friends Betty Jean Grant and Dr. Eva Doyle.

She was a regular contributor to the Buffalo Challenger and the Buffalo Criterion. Kat was also an active resident in Buffalo's Fruit Belt neighborhood, helping to form a block club and successfully lobbying for the creation of a new public park on her home street of Cherry Street.

She was survived by her dear siblings, Barbara Mapps and Warren Massey; as well as her adored nieces and nephews: Adrienna Massey, Damone Mapps, Damien Mapps, Darrale, Demetrius, and Dawn Massey; numerous great-nieces and nephews and one great-great niece.

Roberta A. Drury. Roberta Drury was 32 years old. She was originally from

Cicero, New York, and attended Cicero-North Syracuse High School.

It was her love for family that brought her to Buffalo, relocating to our community to help care for her brother who was recovering from his battle with leukemia. Her greatest passion was family, highlighted by their annual trips to Wildwood, New Jersey.

She was survived by her dear mother, Leslie VanGiesen; father, Philip Drury; grandfather, John Traeger; her beloved siblings, Christopher Moyer, Daniel Moyer, Amanda Drury, Nicole VanGiesen, and Brett VanGiesen; as well as numerous aunts, uncles, nephews, cousins, and friends.

Heyward Patterson. Heyward Patterson was 67 years old. He was in his truck waiting for a friend he drove to Tops to pick up groceries, something he did often.

He was a deacon at the State Tabernacle Church of God in Christ in Buffalo located on Glenwood Avenue, reflecting his devotion and faith in God.

According to his fellow churchgoers, Deacon Patterson was often the first one to arrive and the last to leave.

He helped open and close the church, clean, shovel, and he volunteered in every capacity, including in the church's soup kitchen, Plate of Love Ministry.

He is survived by his three children, Diona, Schrita, and Jake; his beloved wife, Tirzah; as well as his parents, siblings, grandchildren, great-grandchildren, and many more.

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Celestine Chaney was 65 years old. When she was killed, she was out purchasing ingredients for strawberry shortcake for her family. She was a fighter, surviving three aneurysms and breast cancer.

Celestine was a graduate of Fosdick Masten Girls Vocational High School, where she learned to sew, later attending Bryant & Stratton College for business administration.

She worked at several large manufacturers, including M. Wile and New Era Cap. She attended Elim Christian Fellowship Church in Buffalo.

She was survived by her beloved partner and fiance, Raymond Johnson; her only son, Wayne Donell Jones; nine grandchildren, Wayne Donell Jones, Jr., Kayla Jones, Charon Reed, Chayna Jones, Donell Jones, Nasir Jones, Dominique Brown, Latifa Johnson, and Latoya Baugh; nine great-grandchildren; one sister, Joann Daniel; and a host of nieces and nephews.

To conclude my remarks, Mr. Speaker, I ask that my colleagues and those in the gallery join me in a moment of silence on behalf of the beautiful souls who were stolen from the city of Buffalo 2 years ago today, on May 14, 2022.

Mr. Speaker, I yield to the gentleman from South Carolina (Mr. CLYBURN), the sponsor of the Enhanced Background Checks Act.

Mr. CLYBURN. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, as we mark the second anniversary of the tragic events that unfolded on May 14, 2022, at the Tops supermarket in Buffalo, New York, it is a solemn reminder of the devastating impact of hate-fueled violence. This is not just an attack on innocent individuals but an assault on the very fabric of the Buffalo community.

A self-professed white supremacist targeted the Tops supermarket and drove more than 200 miles to get there because of its location in a predominantly Black community. His actions took 10 precious lives. They were sons, daughters, parents, and friends whose absences continue to be felt deeply.

The pain New Yorkers feel is known all too well by us down in South Carolina. In 2015, a white supremacist walked into the Mother Emanuel, the oldest African-American Methodist church in the South.

Dylann Roof targeted that church because of its historical significance. He worshipped with them. He prayed with them. He was welcomed into their Bible study with open arms. He repaid that kindness by opening fire on the innocent group of worshippers, killing nine.

These horrific acts must serve as a stark reminder of the dangerous consequences of online radicalization, racism, and the all too easy access to weapons of war.

The Buffalo shooter's online writings praised Roof's actions. Although he obtained his weapon legally, the shooter made illegal modifications to make it much more deadly.

In the case of Mother Emanuel AME Church, a simple background check could have helped to prevent the tragedy. Roof never should have been allowed to buy a gun, but a deadly loophole in our Federal laws allowed him to do just that. If the required background checks process takes more than 3 business days, the Charleston loophole allows firearms to be transferred to buyers before the process is complete. That is how Roof was able to get a gun.

I have introduced legislation to close the Charleston loophole, which the gentleman from New York has joined as a cosponsor. I thank him for that. That only solves one piece of the puzzle.

Our communities have emerged from these tragedies stronger than ever, but white supremacy is the scourge on our society that we must confront head-on. We must join together to push back against the harmful ideologies that tear us apart.

Mr. Speaker, I thank Representative KENNEDY for his leadership.

Mr. KENNEDY. Mr. Speaker, I yield back the balance of my time.

ADJOURNMENT

Mr. KENNEDY. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 9 o'clock and 7 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, May 15, 2024, at 10 a.m. for morning-hour debate.

EXPENDITURE REPORTS CONCERNING OFFICIAL FOREIGN TRAVEL

Reports concerning the foreign currencies and U.S. dollars utilized for Official Foreign Travel during the fourth quarter of 2023 and the first quarter of 2024, pursuant to Public Law 95–384, are as follows:

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
Hon. Debbie Wasserman Schultz	1/2	1/2	France				12,712.89		170.00		12,882.89
	1/3	1/4	Egypt		796.00						796.00
	1/4	1/4	Jordan						69.05		69.05
	1/4	1/5	Israel		742.00				327.54		1,069.54
	1/5	1/7	Qatar		612.67				115.05		727.72
	1/7	1/8	Bahrain		369.00				116.83		485.83
Hon. Andy Harris	2/19	2/19	Germany		983.00		5,716.10		741.87		7,440.97
	2/19	2/24	Austria		1,590.04				1,440.99		3,031.03
Hon. Adriano Espaillat	2/24	2/26	Philippines		297.03				21.51		318.54
	2/26	2/28	Vietnam		729.00				1,047.00		1,776.00
	2/28	2/30	South Korea		709.00				1,097.00		1,806.00
	2/30	2/31	Japan		805.86				1,572.86		2,378.72
Hon. Ben Cline	3/24	3/26	Morocco		796.60				306.46		1,103.06
	3/26	3/28	Egypt		546.00				233.27		779.27
	3/28	3/30	Turkey		871.12				874.43		1,745.55
Hon. Barbara Lee	3/26	3/28	Nigeria		552.00		7,955.20		624.00		9,131.20

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024—Continued

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
	3/28	3/30	Ghana		544.66				139.55		684.21
	3/30	3/31	Chad		245.86		3,879.14		3,488.77		7,613.77
Committee total					11,189.84		30,263.33		12,386.18		53,839.35

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. TOM COLE, Apr. 30, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON EDUCATION AND THE WORKFORCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2023

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
HOUSE COMMITTEES Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return. ☒											

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. VIRGINIA FOXX, May 3, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON EDUCATION AND THE WORKFORCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
HOUSE COMMITTEES Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return. ☒											

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. VIRGINIA FOXX, May 3, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON OVERSIGHT AND ACCOUNTABILITY, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
Hon. Brad Wenstrup	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/24	Belgium		405.91						405.91
							6,420.60				6,420.60
									19,057.07		19,057.07
Hon. Raul Ruiz	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/24	Belgium		405.91						405.91
							10,341.50				10,341.50
Hon. Nicole Malliotakis	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/25	Belgium		405.91						405.91
							1,670.00				1,670.00
Hon. Ami Bera	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/24	Belgium		405.91						405.91
							7,760.00				7,760.00
Mitchell Benzine	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/24	Belgium		405.91						405.91
							2,282.50				2,282.50
Marie Policastro	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/24	Belgium		405.91						405.91
							2,282.50				2,282.50
Miles Lichtman	2/20	2/21	Switzerland		352.00						352.00
	2/21	2/23	France		1,079.00						1,079.00
	2/23	2/24	Belgium		405.91						405.91
							2,282.50				2,282.50
Committee total					12,858.37		33,039.60		19,057.09		64,955.04

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. JAMES COMER, Apr. 30, 2024.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC–4157. A letter from the Program Analyst, Food and Nutrition Service, Department of Agriculture, transmitting the Department's FY 24 request for grant applications — Fiscal Year 2024 Request for Applications (RFA) for Supplemental Nutrition Assistance Program (SNAP) Fraud Framework Implementation Grant received April 30, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Agriculture.

EC–4158. A letter from the Legal Counsel, Equal Employment Opportunity Commission, transmitting the Commission's significant subregulatory guidance — Enforcement Guidance on Harassment in the Workplace (RIN: 3046-ZA02) received April 29, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Education and the Workforce.

EC–4159. A letter from the Attorney for Regulatory Affairs, Division, Office of General Counsel, Consumer Product Safety Commission, transmitting the Commission's final rule — Poison Prevention Packaging Requirements; Exemption of Baloxavir Marboxil Tablets in Packages Containing Not More Than 80 mg of the Drug [Docket No.: CPSC-2021-0027] received May 6, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4160. A letter from the Regulations Coordinator, FDA, Department of Health and Human Services, transmitting the Department's final rule — Standards for the Growing, Harvesting, Packing, and Holding of Produce for Human Consumption Relating to Agricultural Water [Docket No.: FDA-2021-N-0471] (RIN: 0910-AI49) received May 1, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4161. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Asbestos Part 1; Chrysotile Asbestos; Regulation of Certain Conditions of Use Under the Toxic Substances Control Act (TSCA); Correction [EPA-HQ-OPPT-2021-0057; FRL-8332-05-OCSPP] (RIN: 2070-AK86) received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4162. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Procedures for Chemical Risk Evaluation Under the Toxic Substances Control Act (TSCA) [EPA-HQ-OPPT-2023-0496; FRL-8529-02-OCSPP] (RIN: 2070-AK90) received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4163. A letter from the Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Air Plan Approval; California; Feather River Air Quality Management District; Nonattainment New Source Review; 2015 Ozone Standard [EPA-R09-OAR-2022-0090; FRL-9528-02-R9] received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4164. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Air Plan Approval; New Hampshire; Reasonable Available Control Technology for the 2008 and 2015 Ozone Standards [EPA-R01-OAR-2023-0188; FRL-11025-03-R1] received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4165. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Approval and Promulgation of Plans for Designated Facilities; New Jersey; Delegation of Authority [EPA-R02-OAR-2023-0636, FRL-11638-02-R2] received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4166. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Determination To Defer Sanctions; California; Antelope Valley Air Quality Management District and Mojave Desert Air Quality Management District [EPA-R09-OAR-2024-0142; FRL-11848-02-R9] received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4167. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — Escherichia coli Strain K-12 P678-54 Micelles in Pesticide Formulations; Tolerance Exemption [EPA-HQ-OPP-2021-0681 FRL-11878-01-OCSPP] received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4168. A letter from the Associate Director, Regulatory Management Division, Environmental Protection Agency, transmitting the Agency's final rule — BLB2 and AMR3 Proteins in Potato; Temporary Exemption From the Requirement of a Tolerance [EPA-HQ-OPP-2024-0052; FRL-11896-01-OCSPP] received April 23, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Energy and Commerce.

EC–4169. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Magnuson-Stevens Act Provisions; Fisheries Off West Coast States; Tribal Usual and Accustomed Fishing Areas [Docket No.: 180531512-8512-01] (RIN: 0648-BH97) received May 6, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC–4170. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Framework Adjustment 12 to the Atlantic Mackerel, Squid, and Butterfish Fishery Management Plan [Docket No.: 180807736-8999-02] (RIN: 0648-BI41) received May 8, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC–4171. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Framework Adjustment 29 to the Atlantic Sea Scallop Fishery Management Plan [Docket No.: 180202111-8353-02] (RIN: 0648-BH56) received May 6, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC–4172. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Northeastern United States; Atlantic Mackerel, Squid, and Butterfish; Amendment 20 [Docket No.: 170828816-8999-02] (RIN: 0648-BH16) received May 6, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Natural Resources.

EC–4173. A letter from the Management Analyst, FAA, Department of Transportation, transmitting the Department's final rule — Airman Certification Standards and Practical Test Standards for Airmen; Incorporation by Reference [Docket No.: FAA-2022-1463; Amdt. No.: 65-64A] (RIN: 2120-AL74) received May 6, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Transportation and Infrastructure.

EC–4174. A letter from the Chief, Publications and Regulations Section, Internal Revenue Service, transmitting the Service's notice of proposed rulemaking — Advanced Manufacturing Investment Credit [REG-120653-22] (RIN: 1545-BQ54) received May 3, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Ways and Means.

EC–4175. A letter from the Chief, Publications and Regulations Section, Internal Revenue Service, transmitting the Service's notice of proposed rulemaking and notice of public hearing — Section 45V Credit for Production of Clean Hydrogen; Section 48(a)(15) Election To Treat Clean Hydrogen Production Facilities as Energy Property [REG-117631-23] (RIN: 1545-BQ97) received May 3, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Ways and Means.

EC–4176. A letter from the Chief, Publications and Regulations Section, Internal Revenue Service, transmitting the Service's notice — Energy Community Bonus Credit Amounts Under the Inflation Reduction Act of 2022 [Notices 2023-29] received May 3, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Ways and Means.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. JORDAN: Committee on the Judiciary. H.R. 354. A bill to amend title 18, United States Code, to improve the Law Enforcement Officer Safety Act and provisions relating to the carrying of concealed weapons by law enforcement officers, and for other purposes; with an amendment (Rept. 118–502). Referred to the Committee of the Whole House on the state of the Union.

Mr. GRAVES of Missouri: Committee on Transportation and Infrastructure. H.R. 5754. A bill to designate the United States courthouse located at 350 W. 1st Street, Los Angeles, California, as the ''Felicitas and Gonzalo Mendez United States Courthouse'' (Rept. 118–503). Referred to the House Calendar.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 7406. A bill to amend the Public Health Service Act to authorize the Secretary of Health and Human Services to carry out a program of research, training, and investigation related to Down syndrome, and for other purposes; with an amendment (Rept. 118–504). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 7589. A bill to direct the Secretary of Commerce, acting through the Assistant Secretary of Commerce for Communications and Information, to conduct a study of the national security risks posed by consumer routers, modems, and devices that combine a modem and router, and for other purposes (Rept. 118–505). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 1513. A bill to direct the Federal Communications Commission to establish a task force to be known as the ''6G Task Force'', and for other purposes

(Rept. 118–506). Referred to the Committee of the Whole House on the state of the Union.

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 2706. A bill to prohibit discrimination on the basis of mental or physical disability in cases of organ transplants; with an amendment (Rept. 118–507). Referred to the Committee of the Whole House on the state of the Union.

Mr. GRAVES of Missouri: Committee on Transportation and Infrastructure. H.R. 3317. A bill to amend title 49, United States Code, to remove the lifetime exemption from the prohibition on procurement of rolling stock from certain vehicle manufacturers for parties to executed contracts (Rept. 118–508). Referred to the Committee of the Whole House on the state of the Union.

Mr. STEIL: Committee on House Administration. H.R. 7319. A bill to amend the Internal Revenue Code of 1986 to prohibit 501(c)(3) organizations from providing direct funding to official election organizations and to amend the Help America Vote Act of 2002 to prohibit the District of Columbia from receiving or using funds or certain donations from private entities for the administration of a District of Columbia election, and for other purposes; with an amendment (Rept. 118–509, Pt. 1). Ordered to be printed.

Mr. GRAVES of Missouri: Committee on Transportation and Infrastructure. H.R. 6248. A bill to require Amtrak to report to Congress information on Amtrak compliance with the Americans with Disabilities Act of 1990 with respect to trains and stations; with an amendment (Rept. 118–510). Referred to the Committee of the Whole House on the state of the Union.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions of the following titles were introduced and severally referred, as follows:

By Mr. CALVERT (for himself, Mr. COLE, Mr. DIAZ-BALART, Mr. JOYCE of Ohio, Mr. MCCAUL, Mrs. HOUCHIN, Mr. YAKYM, Mr. MCCLINTOCK, Ms. TENNEY, Mr. WEBER of Texas, Mr. ADERHOLT, Mr. LAWLER, Mr. MOOLENAAR, Mr. ELLZEY, Mr. FLEISCHMANN, Mr. RESCHENTHALER, Mrs. MILLER of West Virginia, Mrs. MILLER-MEEKS, Mrs. KIGGANS of Virginia, Mr. WITTMAN, Mr. ZINKE, Mr. VALADAO, Mr. CARTER of Texas, Mr. WOMACK, Mr. PFLUGER, Mr. LAMBORN, Mr. ARMSTRONG, Mr. FITZPATRICK, Mr. OWENS, Mr. TONY GONZALES of Texas, Mr. VAN DREW, Mrs. WAGNER, Mr. BURCHETT, Mrs. HINSON, Mr. LANGWORTHY, Mr. BUCHANAN, Mr. FULCHER, Ms. STEFANIK, Ms. HAGEMAN, Mr. BARR, Mr. GUEST, Mr. GRAVES of Missouri, Mr. MIKE GARCIA of California, Mr. KEAN of New Jersey, Ms. FOXX, Mr. BILIRAKIS, Mr. GARBARINO, Mr. MORAN, Mr. GIMENEZ, Mr. ROSE, Mr. LALOTA, Mr. KELLY of Mississippi, Mr. SESSIONS, Mr. MANN, Mr. SIMPSON, Mr. NEWHOUSE, Mr. SMITH of New Jersey, Mr. BERGMAN, Mr. LAMALFA, Mr. CARTER of Georgia, Mr. DUNN of Florida, Ms. GRANGER, Mrs. BICE, Mr. STAUBER, Mr. MAST, Mr. HUNT, Mr. LUCAS, Mr. MEUSER, Mr. BOST, Mr. WILLIAMS of New York, Mr. GUTHRIE, Mr. MCHENRY, Ms. LETLOW, Mr. AUSTIN SCOTT of Georgia, Mr. BACON, Mr. GRAVES of Louisiana, Mr. KUSTOFF, Mr. FRY, Mr. JAMES, Mr. SMITH of Nebraska, Mr. GOODEN of Texas, Mr. LATURNER, Mr. GROTHMAN, Mr. BURGESS, Mr. JACKSON of Texas, Mr. HILL, Mr. WALTZ, Mr. JOHNSON of South Dakota, Mr. AMODEI, Mr. CISCOMANI, Mr. WILLIAMS of Texas, Ms. VAN DUYNE, Mr. ROGERS of Kentucky, Mr. EDWARDS, Mr. KELLY of Pennsylvania, Mr. ALLEN, Mr. JOYCE of Pennsylvania, Mr. ROUZER, Mr. BALDERSON, Mr. BABIN, Mr. NUNN of Iowa, Mr. GREEN of Tennessee, Mr. SCALISE, Mr. MILLS, Mr. DUARTE, Mr. FINSTAD, Mr. WALBERG, Mr. KILEY, Mr. SMITH of Missouri, Mrs. CHAVEZ-DEREMER, Mr. FEENSTRA, Mr. LATTA, Mr. STEUBE, Mr. RUTHERFORD, Mr. D'ESPOSITO, Mr. SCOTT FRANKLIN of Florida, Mr. BANKS, and Ms. MALLIOTAKIS):

H.R. 8369. A bill to provide for the expeditious delivery of defense articles and defense services for Israel and other matters; to the Committee on Foreign Affairs, and in addition to the Committees on Armed Services, and Intelligence (Permanent Select), for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. THOMPSON of Mississippi (for himself, Mr. RASKIN, Ms. DELAURO, Mr. THANEDAR, Ms. UNDERWOOD, Ms. JACKSON LEE, Mr. SWALWELL, Mr. CORREA, Mr. FITZPATRICK, Mr. VAN DREW, Mrs. CHAVEZ-DEREMER, Ms. MALLIOTAKIS, Mr. GARBARINO, Mr. BOST, Mr. MOLINARO, and Mr. BACON):

H.R. 8370. A bill to enhance the security operations of the Transportation Security Administration and stability of the transportation security workforce by applying the personnel system under title 5, United States Code, to employees of the Transportation Security Administration, and for other purposes; to the Committee on Homeland Security, and in addition to the Committee on Oversight and Accountability, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CISCOMANI (for himself, Mr. ELLZEY, Mr. CAREY, Mr. BAIRD, Mr. BERGMAN, Mr. LUTTRELL, Mr. BACON, Mr. MURPHY, Mr. BOST, Mrs. KIGGANS of Virginia, Mrs. MILLER-MEEKS, Mr. GIMENEZ, Mr. WILLIAMS of New York, Mr. EDWARDS, and Mrs. STEEL):

H.R. 8371. A bill to make certain improvements in the laws administered by the Secretary of Veterans Affairs, and for other purposes; to the Committee on Veterans' Affairs, and in addition to the Committees on Natural Resources, and Armed Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. ARRINGTON (for himself, Mr. ESTES, and Mr. GROTHMAN):

H.R. 8372. A bill to require the annual budget submission of the President to Congress and the annual concurrent resolution on the budget provide an estimate of certain additional information per each taxpayer, and for other purposes; to the Committee on the Budget, and in addition to the Committees on Ways and Means, and Rules, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. SESSIONS (for himself and Ms. HOULAHAN):

H.R. 8373. A bill to amend title 5, United States Code, to prohibit the payment of annuities and retired pay to individuals convicted of certain sex crimes, and for other purposes; to the Committee on Oversight and Accountability.

By Mr. MASSIE (for himself, Ms. PINGREE, Mr. DAVIDSON, Mr. HIGGINS of Louisiana, Mr. GOSAR, Ms. GREENE of Georgia, Mr. GRIFFITH, Mr. GROTHMAN, Mr. PERRY, Mr. ROY, and Mr. SMUCKER):

H.R. 8374. A bill to prohibit Federal interference with the interstate traffic of unpasteurized milk and milk products that are packaged for direct human consumption; to the Committee on Energy and Commerce.

By Ms. CARAVEO (for herself, Mr. FITZPATRICK, Mrs. WATSON COLEMAN, Ms. JACKSON LEE, Mr. THANEDAR, Ms. LEE of California, Ms. NORTON, Ms. TLAIB, and Ms. STANSBURY):

H.R. 8375. A bill to require the Secretary of Health and Human Services to issue guidance to States on strategies under Medicaid and CHIP to increase pediatric mental and behavioral health provider education, training, recruitment, retention, and support, and for other purposes; to the Committee on Energy and Commerce.

By Ms. CARAVEO (for herself, Mr. CÁRDENAS, Mrs. NAPOLITANO, Ms. SALINAS, Mr. GRIJALVA, Ms. VELÁZQUEZ, Ms. BARRAGÁN, Ms. NORTON, Mrs. WATSON COLEMAN, Ms. JACKSON LEE, Mr. THANEDAR, Mr. TORRES of New York, Mr. VARGAS, Ms. LEE of California, Mr. ESPAILLAT, Ms. TLAIB, and Ms. STANSBURY):

H.R. 8376. A bill to amend the Public Health Service Act to provide for a national awareness and outreach campaign to improve mental health among the Hispanic and Latino youth population; to the Committee on Energy and Commerce.

By Ms. CARAVEO (for herself, Mr. WILLIAMS of New York, Mrs. WATSON COLEMAN, Ms. JACKSON LEE, Mr. THANEDAR, Mr. KRISHNAMOORTHI, Ms. LEE of California, Ms. TLAIB, and Ms. STANSBURY):

H.R. 8377. A bill to amend the Advancing Research to Prevent Suicide Act to expand the areas of focus regarding childhood suicide, and for other purposes; to the Committee on Science, Space, and Technology.

By Mr. CASTRO of Texas (for himself and Mr. ISSA):

H.R. 8378. A bill to strengthen the role of the United States with respect to the Indian Ocean region, and for other purposes; to the Committee on Foreign Affairs.

By Mr. GOTTHEIMER (for himself, Mr. MENENDEZ, and Mr. GALLEGO):

H.R. 8379. A bill to codify certain rules issued by the Secretary of Transportation relating to airline fare transparency, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. GREEN of Tennessee:

H.R. 8380. A bill to criminalize fraudulent statements made with respect to clinical vaccine trials; to the Committee on Energy and Commerce, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HORSFORD:

H.R. 8381. A bill to direct the Comptroller General of the United States and the Secretary of Veterans Affairs to each report on certain disparities that affect the receipt of certain benefits administered by the Secretary, and for other purposes; to the Committee on Veterans' Affairs.

By Mr. HORSFORD:

H.R. 8382. A bill to amend the Internal Revenue Code of 1986 to exclude certain combat zone compensation of certain servicemembers relating to remotely piloted aircraft from gross income; to the Committee on Ways and Means.

By Ms. KELLY of Illinois (for herself, Mrs. KIM of California, Mr. MEUSER, and Ms. SCHRIER):

H.R. 8383. A bill to improve obstetric emergency care; to the Committee on Energy and Commerce.

By Mr. KILMER (for himself and Mr. TONY GONZALES of Texas):

H.R. 8384. A bill to prohibit the distribution of materially deceptive AI-generated audio or visual media relating to candidates for Federal office, and for other purposes; to the Committee on House Administration.

By Mr. KRISHNAMOORTHI (for himself and Mr. CÁRDENAS):

H.R. 8385. A bill to amend the Federal Food, Drug, and Cosmetic Act to ensure the safety of food and limit the presence of contaminants in infant and toddler food, and for other purposes; to the Committee on Energy and Commerce.

By Mrs. LUNA (for herself, Mr. OGLES, Mr. WEBER of Texas, Mr. RESCHENTHALER, Mr. WALTZ, Ms. BOEBERT, Mr. GOOD of Virginia, Mrs. MILLER of Illinois, and Ms. TENNEY):

H.R. 8386. A bill to award a Congressional Gold Medal to President Donald J. Trump in recognition of his exceptional leadership and dedication to strengthening America's diplomatic relations during his presidency; to the Committee on Financial Services.

By Ms. MACE:

H.R. 8387. A bill to amend title 18, United States Code, to prohibit the disclosure of intimate images, and for other purposes; to the Committee on the Judiciary.

By Ms. MENG (for herself, Mr. KENNEDY, Mr. MORELLE, Ms. VELÁZQUEZ, Mr. JOHNSON of Georgia, and Ms. NORTON):

H.R. 8388. A bill to prohibit the purchase, ownership, or possession of enhanced body armor by civilians, with exceptions; to the Committee on the Judiciary.

By Mr. MOLINARO (for himself and Mr. GOTTHEIMER):

H.R. 8389. A bill to amend the Higher Education Act of 1965 to require institutions of higher education to report to the Secretary of Education each incident of antisemitism reported to campus security authorities or local police agencies; to the Committee on Education and the Workforce, and in addition to the Committee on Oversight and Accountability, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Ms. MOORE of Wisconsin (for herself, Ms. KUSTER, Mrs. MCBATH, Ms. TOKUDA, Ms. NORTON, Mr. GOTTHEIMER, Mrs. HAYES, Ms. JACKSON LEE, Ms. MCCOLLUM, Mrs. WATSON COLEMAN, Ms. DELBENE, Mr. MFUME, Ms. TITUS, Mr. POCAN, Mr. TORRES of New York, Ms. TLAIB, Ms. CRAIG, Ms. PORTER, Mrs. DINGELL, Ms. BUSH, and Mr. THANEDAR):

H.R. 8390. A bill to amend the Public Health Service Act, the Employee Retirement Income Security Act of 1974, and the Internal Revenue Code of 1986 to require that group health plans and health insurance issuers offering group or individual health insurance that provide coverage for mental health services and substance use disorder services provide such services without the imposition of cost-sharing from the diagnosis of pregnancy through the 1-year period following such pregnancy, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committees on Education and the Workforce, Ways and Means, and Oversight and Accountability, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. MOYLAN (for himself, Mrs. PELTOLA, and Mrs. GONZÁLEZ-COLÓN):

H.R. 8391. A bill to amend the Water Resources Development Act of 1986 with respect to cost sharing provisions for the territories and Indian Tribes, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. NEAL (for himself and Mr. KELLY of Pennsylvania):

H.R. 8392. A bill to add Ireland to the E3 nonimmigrant visa program; to the Committee on the Judiciary.

By Mr. NEGUSE:

H.R. 8393. A bill to amend title 49, United States Code, to require that certain rotorcraft manufactured before April 5, 2020, comply with requirements relating to fuel system crash resistance, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. OGLES:

H.R. 8394. A bill to restrict the Chinese Government from accessing United States capital markets and exchanges if it fails to comply with international laws relating to finance, trade, and commerce; to the Committee on Financial Services, and in addition to the Committee on Agriculture, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. RODGERS of Washington:

H.R. 8395. A bill to require the Administrator of the Environmental Protection Agency to provide for an objective and independent audit of the programs and activities of the Agency under the Clean Air Act and other applicable authorities relating to air pollution, and for other purposes; to the Committee on Energy and Commerce.

By Ms. SEWELL:

H.R. 8396. A bill to amend the Internal Revenue Code of 1986 to provide a credit for American infrastructure bonds, and for other purposes; to the Committee on Ways and Means.

By Ms. SHERRILL:

H.R. 8397. A bill to provide funding to the Bureau of Prisons, States, and localities to carry out mental health screenings and provide referrals to mental healthcare providers for individuals in prison or jail; to the Committee on the Judiciary.

By Mr. SMITH of Nebraska (for himself, Mr. BUCHANAN, Mr. SCHWEIKERT, Mr. LAHOOD, Mr. WENSTRUP, Mr. ARRINGTON, Mr. FERGUSON, Mr. ESTES, Mr. SMUCKER, Mr. HERN, Mrs. MILLER of West Virginia, Mr. KUSTOFF, Mrs. FISCHBACH, Mr. MOORE of Utah, Ms. VAN DUYNE, Mrs. STEEL, Mr. FEENSTRA, Mr. CAREY, Mr. EMMER, Mr. NORMAN, and Mr. KELLY of Pennsylvania):

H.R. 8398. A bill to amend the Harmonized Tariff Schedule of the United States to modify temporarily certain rates of duty, and for other purposes; to the Committee on Ways and Means.

By Mr. STEIL (for himself and Mrs. BICE):

H.R. 8399. A bill to amend the Federal Election Campaign Act of 1971 to further restrict contributions of foreign nationals, and for other purposes; to the Committee on House Administration, and in addition to the Committee on Oversight and Accountability, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. VEASEY (for himself and Mr. BILIRAKIS):

H.R. 8400. A bill to amend the Public Health Service Act to improve children's vision and eye health through grants to States, territories, and Tribal organizations, and the provision of technical assistance to support those efforts; to the Committee on Energy and Commerce.

By Mr. GRAVES of Louisiana (for himself, Mr. MOULTON, and Mr. AMO):

H. Res. 1225. A resolution expressing support for the designation of June, 9, 2024 in June as ''Veterans Get Outside Day''; to the Committee on Oversight and Accountability.

By Mr. GUEST (for himself, Ms. LETLOW, Mr. PAPPAS, Ms. SPANBERGER, Mr. GRAVES of Louisiana, Mr. NORMAN, Mr. LATURNER, Mr. HUIZENGA, Mr. CRENSHAW, Mr. GARBARINO, Mr. EZELL, Mr. RUTHERFORD, Mr. BACON, Mr. KILDEE, Mrs. LESKO, Mr. ROGERS of Alabama, Mr. D'ESPOSITO, Mr. STAUBER, Mr. KELLY of Mississippi, Mr. OGLES, Mrs. KIM of California, Mrs. HOUCHIN, Mr. KEAN of New Jersey, Mr. MEUSER, Ms. DE LA CRUZ, Ms. SALAZAR, Mr. MCCAUL, Mr. LAMBORN, Mr. GALLEGO, Mr. STRONG, Mrs. CHAVEZ-DEREMER, Mr. KUSTOFF, Mr. HARRIS, Mr. JOYCE of Ohio, Mr. VAN DREW, Mrs. CAMMACK, Mr. CARL, Mr. ARMSTRONG, Mr. VALADAO, Mr. TONY GONZALES of Texas, Mr. KELLY of Pennsylvania, Mr. THOMPSON of Pennsylvania, Mr. STEIL, Mr. COSTA, Mr. MCCORMICK, Ms. VAN DUYNE, Mr. CALVERT, Mr. CARTER of Georgia, Mr. SESSIONS, Mr. GUTHRIE, Ms. TITUS, Mr. FEENSTRA, Mr. LAWLER, Mr. MOOLENAAR, Mr. DUNN of Florida, Mr. ROUZER, Ms. MACE, Mr. ROSE, Mr. CISCOMANI, Mr. GIMENEZ, Mr. MIKE GARCIA of California, Mr. ADERHOLT, Ms. MALLIOTAKIS, Mr. FITZPATRICK, Mr. MILLER of Ohio, Mr. HUDSON, Mr. BALDERSON, Mr. BANKS, Mr. KILEY, Mr. FLEISCHMANN, Mr. GOODEN of Texas, Mr. WESTERMAN, Ms. LEE of Florida, Mr. GROTHMAN, Mr. MOONEY, Mr. WILLIAMS of New York, Mrs. FISCHBACH, Mr. MILLS, Ms. STEFANIK, Ms. KUSTER, Mrs. HINSON, Mr. GOTTHEIMER, Mr. LANGWORTHY, Mrs. BICE, Mr. WITTMAN, Mr. BILIRAKIS, and Mr. MCHENRY):

H. Res. 1226. A resolution resolution memorializing law enforcement officers killed in the line of duty; to the Committee on the Judiciary.

CONSTITUTIONAL AUTHORITY AND SINGLE SUBJECT STATEMENTS

Pursuant to clause 7(c)(1) of rule XII and Section 3(c) of H. Res. 5 the following statements are submitted regarding (1) the specific powers granted to Congress in the Constitution to enact the accompanying bill or joint resolution and (2) the single subject of the bill or joint resolution.

By Mr. CALVERT:

H.R. 8369.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 9, Clause 7: ''No Money shall be drawn from the Treasury, but in Consequence of Appropriations made by Law; and a regular Statement and Account of the Receipts and Expenditures of all public Money shall be published from time to time.''

The single subject of this legislation is:

To provide for the expeditious delivery of defense articles and defense services for Israel.

By Mr. THOMPSON of Mississippi:

H.R. 8370.

Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8
The single subject of this legislation is:
To enhance the security operations of the Transportation Security Administration and stability of the transportation security workforce by applying the personnel system under title 5, United States Code, to employees of the Transportation Security Administration.

By Mr. CISCOMANI:
H.R. 8371.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8 of the United States Constitution, which states ''[t]he Congress shall have power to lay and collect taxes, duties, imposts and excises, to pay the debts and provide for the common defense and general welfare of the United States; but all duties, imposts and excises shall be uniform throughout the United States''
The single subject of this legislation is:
Enhance and reform the delivery of services at the Department of Veterans Affairs and ensure that the men and women who have served have access to modern and good care.

By Mr. ARRINGTON:
H.R. 8372.
Congress has the power to enact this legislation pursuant to the following:
Article I Section 8
The single subject of this legislation is:
To inform taxpayers about the nation's level of debt

By Mr. SESSIONS:
H.R. 8373.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8, Clause 18
The single subject of this legislation is:
To prohibit the payment of pensions to civil servants who are convicted of child exploitation and sex crimes

By Mr. MASSIE:
H.R. 8374.
Congress has the power to enact this legislation pursuant to the following:
Article I Section 8
The single subject of this legislation is:
Agriculture

By Ms. CARAVEO:
H.R. 8375.
Congress has the power to enact this legislation pursuant to the following:
Constitutional Authority—Necessary and Proper Clause (Art. I, Sec. 8, Clause 18)
THE U.S. CONSTITUTION
ARTICLE I, SECTION 8: POWERS OF CONGRESS
CLAUSE 18
The single subject of this legislation is:
To require the Secretary of Health and Human Services to issue guidance to States on strategies under Medicaid and CHIP to increase pediatric mental and behavioral health provider education, training, recruitment, retention, and support, and for other purposes.

By Ms. CARAVEO:
H.R. 8376.
Congress has the power to enact this legislation pursuant to the following:
Constitutional Authority—Necessary and Proper Clause (Art. I, Sec. 8, Clause 18)
THE U.S. CONSTITUTION
ARTICLE I, SECTION 8: POWERS OF CONGRESS
The single subject of this legislation is:
To amend the Public Health Service Act to provide for a national awareness and outreach campaign to improve mental health among the Hispanic and Latino youth population.

By Ms. CARAVEO:
H.R. 8377.
Congress has the power to enact this legislation pursuant to the following:
Constitutional Authority—Necessary and Proper Clause (Art. I, Sec. 8, Clause 18)
THE U.S. CONSTITUTION
ARTICLE I, SECTION 8: POWERS OF CONGRESS
The single subject of this legislation is:
To amend the Advancing Research to Prevent Suicide Act to expand the areas of focus regarding childhood suicide, and for other purposes.

By Mr. CASTRO of Texas:
H.R. 8378.
Congress has the power to enact this legislation pursuant to the following:
Article 1, section 8, clauses 11–16
The single subject of this legislation is:
To strengthen the role of the United States with respect to the Indian Ocean region.

By Mr. GOTTHEIMER:
H.R. 8379.
Congress has the power to enact this legislation pursuant to the following:
Article I Section 8
The single subject of this legislation is:
The ETA Act codifies important recent rule changes to promote airline transparency and protect passengers from the Department of Transportation, so they can't be changed on a whim by a future Administration.

By Mr. GREEN of Tennessee:
H.R. 8380.
Congress has the power to enact this legislation pursuant to the following:
Article 1, Section 8 of the Constitution.
The single subject of this legislation is:
This bill would criminalize fraudulent statements made with respect to clinical vaccine trials.

By Mr. HORSFORD:
H.R. 8381.
Congress has the power to enact this legislation pursuant to the following:
Article 1 of the U.S. Constitution.
The single subject of this legislation is:
This legislation will expand VA and DOD reporting on disparities in judicial and nonjudicial punishments, characterizations of discharge, and application for and access to veteran benefits.

By Mr. HORSFORD:
H.R. 8382.
Congress has the power to enact this legislation pursuant to the following:
Article 1 of the U.S. Constitution.
The single subject of this legislation is:
This bill extends the tax exclusion of the combat zone compensation of enlisted personnel and commissioned offices to include individuals operating a remotely piloted aircraft in a combat zone or providing certain intelligence with respect to such aircraft.

By Ms. KELLY of Illinois:
H.R. 8383.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8, clause 18
The single subject of this legislation is:
Maternal health legislation

By Mr. KILMER:
H.R. 8384.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8 of the U.S. Constitution
The single subject of this legislation is:
To prohibit the distribution of materially deceptive AI-generated content relating to candidates for Federal office.

By Mr. KRISHNAMOORTHI:
H.R. 8385.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8, Clause I
The single subject of this legislation is:
To amend the Federal Food, Drug, and Cosmetic Act to ensure the safety of food and limit the presence of contaminants in infant and toddler food, and for other purposes.

By Mrs. LUNA:
H.R. 8386.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8, Clause 18
The single subject of this legislation is:
This bill would award a Congressional Gold Medal to President Donald J. Trump.

By Ms. MACE:
H.R. 8387.
Congress has the power to enact this legislation pursuant to the following:
Clause 3 of Section 8 of Article I of the Constitution.
The single subject of this legislation is:
To prohibit the nonconsensual disclosure of intimate images.

By Ms. MENG:
H.R. 8388.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section 8 of the United States Constitution
The single subject of this legislation is:
Body Armor

By Mr. MOLINARO:
H.R. 8389.
Congress has the power to enact this legislation pursuant to the following:
Article I Section 8
The single subject of this legislation is:
Education

By Ms. MOORE of Wisconsin:
H.R. 8390.
Congress has the power to enact this legislation pursuant to the following:
The Congress enacts this bill pursuant to Sections 8 of Article I of the United States Constitution and Amendment XVI of the United States Constitution.
The single subject of this legislation is:
Healthcare

By Mr. MOYLAN:
H.R. 8391.
Congress has the power to enact this legislation pursuant to the following:
Section 1156 of the Water Resource Development Act of 1986 (33 U.S.C. 2310).
The single subject of this legislation is:
To amend the Water Resource Development Act of 1986 with respect to cost sharing provisions for the territories and Indian Tribes, and for other purposes.

By Mr. NEAL:
H.R. 8392.
Congress has the power to enact this legislation pursuant to the following:
Article 1, Section 8 of the United States Constitution.
The single subject of this legislation is:
Includes Ireland in the E–3 visa program, and for other purposes.

By Mr. NEGUSE:
H.R. 8393.
Congress has the power to enact this legislation pursuant to the following:
Article 1, Section 8
The single subject of this legislation is:
Helicopter Safety

By Mr. OGLES:
H.R. 8394.
Congress has the power to enact this legislation pursuant to the following:
Article I, Section VIII of the United States Constitution
The single subject of this legislation is:
To restrict the Chinese Government from accessing United States capital markets and exchanges if it fails to comply with international laws relating to finance, trade, and commerce.

By Mrs. RODGERS of Washington:
H.R. 8395.
Congress has the power to enact this legislation pursuant to the following:
Article I Section 8

The single subject of this legislation is:

To require the Administrator of the Environmental Protection Agency to provide for an objective and independent audit of the programs and activities of the Agency under the Clean Air Act and other applicable authorities relating to air pollution, and for other purposes.

By Ms. SEWELL:

H.R. 8396.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 1 of the U.S. Constitution

The single subject of this legislation is:

To provide additional borrowing measures for states and municipalities.

By Ms. SHERRILL:

H.R. 8397.

Congress has the power to enact this legislation pursuant to the following:

Clause 18 of Section 8 of Article 1 of the Constitution of the United States of America

The single subject of this legislation is:

Improving community safety by expanding access to mental health services for justice-involved individuals

By Mr. SMITH of Nebraska:

H.R. 8398.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clauses 1 and 3

The single subject of this legislation is:

Trade

By Mr. STEIL:

H.R. 8399.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18, Congress has the legislative power ''to make all Laws which shall be necessary and proper for carrying into Execution the foregoing Powers, and all other Powers vested by this Constitution in the Government of the United States, or in any Department or Officer thereof.''

The single subject of this legislation is:

This bill prohibits foreign nationals from improperly influencing American elections.

By Mr. VEASEY:

H.R. 8400.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 1 of the Constitution

The single subject of this legislation is:

To amend the Public Health Service Act to improve children's, vision and eye health through grants to States, territories, and Tribal organizations, and the provision of technical assistance to support those efforts.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions, as follows:

H.R. 33: Mr. SOTO.
H.R. 38: Mr. ALLEN.
H.R. 130: Mrs. HARSHBARGER.
H.R. 253: Ms. WILD.
H.R. 354: Mr. MOONEY.
H.R. 531: Mrs. BICE.
H.R. 598: Ms. JACKSON LEE and Mr. THANEDAR.
H.R. 603: Mr. SUOZZI and Mr. AMO.
H.R. 619: Mr. WILLIAMS of New York.
H.R. 694: Mr. NEGUSE.
H.R. 698: Mr. KENNEDY.
H.R. 709: Mr. GARAMENDI.
H.R. 767: Mr. PHILLIPS.
H.R. 779: Mr. TIMMONS and Mr. SCOTT FRANKLIN of Florida.
H.R. 789: Ms. DELAURO, Mr. SMITH of Washington, and Mr. CROW.
H.R. 791: Ms. JAYAPAL and Ms. CHU.
H.R. 809: Mr. COLE.
H.R. 860: Mr. NEHLS.
H.R. 882: Mr. CASAR, Ms. PINGREE, Ms. SÁNCHEZ, Mr. SARBANES, Mr. SORENSEN, and Mr. DELUZIO.
H.R. 898: Ms. MANNING.
H.R. 932: Ms. OMAR, Ms. BUSH, and Mr. SCHIFF.
H.R. 987: Mr. MOULTON.
H.R. 1015: Mr. RUPPERSBERGER, Ms. SCHAKOWSKY, Mr. HORSFORD, Mr. ROGERS of Alabama, Mr. KHANNA, Mr. TONY GONZALES of Texas, and Mr. CLOUD.
H.R. 1088: Mr. HOYER, Mr. PETERS, Ms. DAVIDS of Kansas, Ms. SCANLON, Mr. NEAL, and Mr. GOMEZ.
H.R. 1118: Mr. ESPAILLAT.
H.R. 1167: Mr. CASTEN.
H.R. 1247: Mr. LALOTA.
H.R. 1278: Mr. HORSFORD.
H.R. 1369: Mr. BOWMAN.
H.R. 1385: Ms. CARAVEO and Ms. DAVIDS of Kansas.
H.R. 1425: Mr. MORAN.
H.R. 1465: Ms. OMAR.
H.R. 1507: Mr. KIM of New Jersey.
H.R. 1511: Mr. KIM of New Jersey.
H.R. 1572: Mr. GARAMENDI, Mr. HUFFMAN, Ms. KAPTUR, and Mr. THOMPSON of Mississippi.
H.R. 1671: Ms. BARRAGÁN.
H.R. 1787: Mr. CISCOMANI, Mr. VALADAO, Mrs. WATSON COLEMAN, and Mr. EDWARDS.
H.R. 1806: Mr. KUSTOFF.
H.R. 1818: Mr. LIEU.
H.R. 2367: Mr. BUCSHON.
H.R. 2370: Mr. CARTER of Texas.
H.R. 2377: Mr. PFLUGER and Mr. PANETTA.
H.R. 2403: Mr. KENNEDY.
H.R. 2413: Mr. CLEAVER, Ms. TITUS, and Mr. KIM of New Jersey.
H.R. 2436: Ms. MACE.
H.R. 2439: Mr. VALADAO.
H.R. 2451: Mr. STEUBE and Mr. JOHNSON of South Dakota.
H.R. 2630: Mr. CASTRO of Texas and Mr. EVANS.
H.R. 2663: Ms. SALINAS, Ms. CARAVEO, and Ms. LOFGREN.
H.R. 2700: Mr. TIFFANY and Mr. DUNN of Florida.
H.R. 2732: Mr. GOTTHEIMER.
H.R. 2742: Mrs. PELTOLA.
H.R. 2808: Mr. BEAN of Florida.
H.R. 2822: Ms. ADAMS.
H.R. 2830: Mr. BUCSHON.
H.R. 2921: Ms. TOKUDA and Mr. BLUMENAUER.
H.R. 2955: Mr. COHEN.
H.R. 3012: Mr. MEEKS and Mr. SMITH of New Jersey.
H.R. 3018: Mr. SCOTT of Virginia, Ms. LOIS FRANKEL of Florida, Ms. WILD, Mr. SOTO, Mr. SUOZZI, Mr. ROBERT GARCIA of California, Ms. ESCOBAR, Ms. HOYLE of Oregon, Mr. HOYER, Ms. MATSUI, Ms. PLASKETT, Mrs. DINGELL, Mr. AGUILAR, Mr. BOYLE of Pennsylvania, and Mr. CÁRDENAS.
H.R. 3019: Mr. SMITH of Washington and Mr. CARBAJAL.
H.R. 3090: Mr. SCOTT FRANKLIN of Florida.
H.R. 3100: Mr. JACKSON of Illinois.
H.R. 3148: Mr. KEAN of New Jersey.
H.R. 3170: Ms. BONAMICI and Mr. MOULTON.
H.R. 3204: Mr. KIM of New Jersey.
H.R. 3246: Mr. LAWLER.
H.R. 3413: Mr. KELLY of Mississippi.
H.R. 3416: Ms. SPANBERGER.
H.R. 3418: Mr. GROTHMAN.
H.R. 3432: Mr. COHEN and Ms. NORTON.
H.R. 3433: Ms. SCHAKOWSKY and Mr. EVANS.
H.R. 3481: Mr. CROW and Mr. SMITH of Washington.
H.R. 3583: Mr. GOLDMAN of New York and Ms. LOIS FRANKEL of Florida.
H.R. 3619: Ms. BROWN.
H.R. 3620: Ms. BROWN.
H.R. 3621: Ms. BROWN.
H.R. 3622: Ms. BROWN.
H.R. 3850: Ms. CLARKE of New York.
H.R. 3876: Mr. PFLUGER and Mr. BURGESS.
H.R. 3882: Mr. CARSON.
H.R. 3904: Mr. NEGUSE and Mr. MILLER of Ohio.
H.R. 3933: Ms. PETTERSEN.
H.R. 4006: Mr. WEBER of Texas.
H.R. 4121: Mr. THOMPSON of California and Ms. SCHOLTEN.
H.R. 4172: Mr. KENNEDY and Mr. LYNCH.
H.R. 4184: Mr. GOTTHEIMER.
H.R. 4274: Mr. GOTTHEIMER.
H.R. 4307: Mr. GOTTHEIMER.
H.R. 4413: Mr. POSEY.
H.R. 4417: Mr. ROSE.
H.R. 4439: Ms. BROWNLEY, Mr. TRONE, Ms. CARAVEO, Mr. LAWLER, Mr. PHILLIPS, Mr. GOTTHEIMER, and Ms. TLAIB.
H.R. 4663: Mr. GOLDMAN of New York.
H.R. 4699: Mr. CONNOLLY and Mr. ROBERT GARCIA of California.
H.R. 4721: Mr. EMMER.
H.R. 4818: Mr. THOMPSON of California and Mr. BEYER.
H.R. 4845: Mr. ALLRED and Mr. TONKO.
H.R. 4978: Mr. TONKO.
H.R. 5000: Mr. GOLDMAN of New York.
H.R. 5012: Mr. MEEKS.
H.R. 5029: Mr. GALLEGO.
H.R. 5080: Mr. ALLRED.
H.R. 5248: Mr. SMITH of Washington.
H.R. 5256: Mr. GUEST.
H.R. 5419: Mr. MCCORMICK.
H.R. 5488: Mr. EDWARDS.
H.R. 5526: Ms. TITUS.
H.R. 5530: Ms. LOFGREN and Mr. ALLRED.
H.R. 5531: Mr. PERRY, Mr. CLOUD, Mr. VAN DREW, Ms. HAGEMAN, and Mr. BIGGS.
H.R. 5564: Mr. CARSON.
H.R. 5686: Mr. GOTTHEIMER.
H.R. 5837: Mr. SIMPSON, Mr. WILSON of South Carolina, Mr. GOTTHEIMER, Mr. ROSENDALE, and Mr. GROTHMAN.
H.R. 5840: Mr. MANN, Mr. BUCSHON, and Mrs. PELTOLA.
H.R. 5909: Ms. CRAIG.
H.R. 5973: Mr. MILLER of Ohio.
H.R. 5995: Ms. SPANBERGER and Mr. AMO.
H.R. 6033: Mr. BILIRAKIS.
H.R. 6049: Ms. SPANBERGER and Ms. GARCIA of Texas.
H.R. 6094: Mr. TONKO.
H.R. 6111: Mr. CLEAVER.
H.R. 6116: Mr. GAETZ and Mr. STEUBE.
H.R. 6159: Mr. COMER and Ms. TENNEY.
H.R. 6173: Mrs. DINGELL.
H.R. 6179: Mr. LAWLER, Mr. CISCOMANI, and Ms. BONAMICI.
H.R. 6244: Mr. CASTRO of Texas.
H.R. 6286: Mr. DUNN of Florida, Mr. HIGGINS of Louisiana, and Mr. OGLES.
H.R. 6307: Mr. GOTTHEIMER.
H.R. 6415: Ms. ADAMS.
H.R. 6428: Mr. WILSON of South Carolina.
H.R. 6467: Ms. PORTER.
H.R. 6652: Ms. PORTER.
H.R. 6654: Mr. LARSEN of Washington.
H.R. 6664: Mr. COHEN.
H.R. 6808: Mr. CARSON.
H.R. 6951: Mr. BAIRD, Mr. WALTZ, and Mrs. RODGERS of Washington.
H.R. 6961: Ms. SPANBERGER.
H.R. 6978: Ms. STANSBURY.
H.R. 7039: Mr. SWALWELL, Mr. VEASEY, and Ms. SHERRILL.
H.R. 7056: Ms. TLAIB and Mr. GRIJALVA.
H.R. 7082: Mrs. HAYES.
H.R. 7133: Mr. CARSON, Mr. PETERS, and Ms. JACOBS.
H.R. 7134: Mr. CARSON.
H.R. 7174: Ms. MALLIOTAKIS and Mr. KEAN of New Jersey.
H.R. 7203: Ms. TOKUDA and Ms. SCHRIER.
H.R. 7227: Ms. BALINT, Ms. PINGREE, and Mr. CLEAVER.
H.R. 7248: Mr. MULLIN.
H.R. 7371: Ms. MCCOLLUM.
H.R. 7384: Mr. DUNN of Florida.

H.R. 7390: Ms. WILD.
H.R. 7401: Mr. HUNT and Mr. SCOTT FRANKLIN of Florida.
H.R. 7416: Mr. GOMEZ and Mr. DESAULNIER.
H.R. 7438: Mr. NORCROSS, Mr. BEAN of Florida, Mrs. FLETCHER, Mr. ALLRED, Mr. GARCÍA of Illinois, Mr. CALVERT, Ms. CLARKE of New York, Mr. COSTA, Mrs. LESKO, Mr. SIMPSON, Mr. MCCORMICK, Mr. KIM of New Jersey, and Ms. VELÁZQUEZ.
H.R. 7450: Mr. SCOTT FRANKLIN of Florida.
H.R. 7475: Mr. MEUSER.
H.R. 7479: Mr. MEUSER.
H.R. 7480: Mr. GOTTHEIMER.
H.R. 7542: Ms. PINGREE.
H.R. 7629: Mr. SWALWELL.
H.R. 7688: Mr. KILMER and Mr. WILLIAMS of New York.
H.R. 7752: Mr. GREEN of Texas.
H.R. 7764: Mr. GARBARINO, Ms. WILD, Mrs. WATSON COLEMAN, and Mr. DIAZ-BALART.
H.R. 7766: Mr. GOTTHEIMER.
H.R. 7770: Mr. CARSON, Mr. CLEAVER, Ms. MOORE of Wisconsin, Mr. KEATING, Mr. SHERMAN, Mr. CONNOLLY, Mr. JACKSON of Illinois, Ms. LEE of California, Mr. TRONE, Ms. ESCOBAR, Ms. WILLIAMS of Georgia, Mr. ROBERT GARCIA of California, Mr. CORREA, Ms. SALAZAR, Ms. SÁNCHEZ, and Ms. KUSTER.
H.R. 7771: Mr. KEATING.
H.R. 7779: Mr. SIMPSON.
H.R. 7794: Mr. COMER.
H.R. 7802: Mr. GAETZ.
H.R. 7803: Ms. ROSS.
H.R. 7840: Mr. COHEN.
H.R. 7842: Mr. TRONE.
H.R. 7849: Mr. AGUILAR and Mr. VALADAO.
H.R. 7862: Ms. BONAMICI.
H.R. 7914: Mr. COSTA and Ms. LOIS FRANKEL of Florida.
H.R. 7925: Ms. TOKUDA and Mr. CASE.
H.R. 7936: Mr. CONNOLLY and Ms. SCANLON.
H.R. 7954: Mr. POSEY.
H.R. 8003: Mr. BARR.
H.R. 8012: Ms. BARRAGÁN.
H.R. 8040: Mr. SORENSEN and Mr. CASTEN.
H.R. 8042: Ms. NORTON.
H.R. 8046: Mr. MCCAUL and Mr. LAWLER.
H.R. 8061: Mrs. GONZÁLEZ-COLÓN.
H.R. 8101: Mr. BILIRAKIS.
H.R. 8120: Mr. KEAN of New Jersey.
H.R. 8195: Mr. MOOLENAAR.
H.R. 8212: Mr. SHERMAN, Ms. MENG, Mr. FLEISCHMANN, Mr. GOTTHEIMER, and Mr. MENENDEZ.
H.R. 8238: Mr. MOULTON.
H.R. 8247: Ms. TLAIB, Ms. MENG, Ms. UNDERWOOD, Mrs. PELTOLA, Mrs. FLETCHER, Mr. THANEDAR, Ms. ESCOBAR, Ms. CRAIG, and Ms. BALINT.
H.R. 8253: Mr. SCHIFF, Mr. CASAR, Ms. TOKUDA, and Mr. BLUMENAUER.
H.R. 8254: Mr. FITZPATRICK.
H.R. 8264: Mr. MEUSER.
H.R. 8271: Ms. BROWN, Ms. KAMLAGER-DOVE, and Mr. SCHNEIDER.
H.R. 8281: Mr. MEUSER, Mr. OGLES, Mr. LOUDERMILK, Mr. MOONEY, Mr. DUNN of Florida, Mr. GOOD of Virginia, Mr. STEUBE, Mr. EDWARDS, and Mr. DUNCAN.
H.R. 8291: Mr. KELLY of Pennsylvania.
H.R. 8295: Mr. DONALDS, Mrs. HOUCHIN, Mr. DUARTE, Mr. WEBER of Texas, and Mrs. MILLER of West Virginia.
H.R. 8297: Mr. GOLDMAN of New York, Ms. BALINT, Mr. TRONE, and Mr. BLUMENAUER.
H.R. 8298: Mr. RASKIN.
H.R. 8303: Mr. RUTHERFORD and Mr. DUNN of Florida.
H.R. 8310: Mr. LAWLER.
H.R. 8322: Mrs. HOUCHIN.
H.R. 8331: Mr. ROGERS of Alabama and Mr. MEUSER.
H.R. 8333: Mrs. HINSON and Ms. SLOTKIN.
H.R. 8340: Ms. NORTON and Mrs. WATSON COLEMAN.
H.R. 8341: Mr. BISHOP of North Carolina, Ms. MACE, Mr. GROTHMAN, Mr. MCCORMICK, Mr. NORMAN, Mr. BIGGS, Mr. DONALDS, Mr. BAIRD, Mrs. LESKO, and Mr. ROUZER.
H.R. 8361: Mr. MOOLENAAR and Mr. LAWLER.
H.R. 8362: Mr. LAWLER.
H.R. 8368: Mr. CASTRO of Texas, Mr. LAWLER, and Mr. BERA.
H.J. Res. 13: Ms. STANSBURY.
H.J. Res. 54: Ms. BONAMICI.
H.J. Res. 82: Mr. QUIGLEY.
H.J. Res. 135: Mr. HUIZENGA.
H.J. Res. 136: Mr. LUTTRELL.
H.J. Res. 138: Mr. MOORE of Alabama, Mrs. LESKO, Mrs. MILLER-MEEKS, Mr. SELF, and Mr. YAKYM.
H. Con. Res. 28: Mr. YAKYM.
H. Con. Res. 42: Mr. CARBAJAL and Mr. EVANS.
H. Con. Res. 106: Mrs. RODGERS of Washington, Mrs. GONZÁLEZ-COLÓN, and Mr. WALTZ.
H. Res. 620: Mr. BUCSHON.
H. Res. 881: Mr. TONKO and Ms. STEVENS.
H. Res. 934: Mr. GARCÍA of Illinois.
H. Res. 990: Ms. MCCLELLAN and Ms. BLUNT ROCHESTER.
H. Res. 1053: Ms. WASSERMAN SCHULTZ.
H. Res. 1076: Mr. LAWLER.
H. Res. 1079: Mr. CASTEN.
H. Res. 1131: Mr. MILLER of Ohio.
H. Res. 1159: Ms. TENNEY, Mr. BISHOP of Georgia, Ms. SALINAS, Mr. COSTA, Ms. STEVENS, and Mr. SOTO.
H. Res. 1180: Mr. EVANS and Ms. NORTON.
H. Res. 1184: Ms. LEGER FERNANDEZ.
H. Res. 1192: Mr. MCGOVERN.
H. Res. 1197: Mr. LUETKEMEYER.
H. Res. 1202: Ms. STANSBURY and Mr. BLUMENAUER.
H. Res. 1203: Mr. TRONE, Mr. LIEU, Ms. BONAMICI, Mr. LAWLER, Mr. VALADAO, Mr. CARBAJAL, and Mr. CRENSHAW.
H. Res. 1206: Mr. CLEAVER, Mr. DOGGETT, Mr. CARSON, Mr. NICKEL, Mr. SCHNEIDER, Mr. KILDEE, Mr. COHEN, Ms. Velázquez, and Ms. CRAIG.
H. Res. 1207: Mr. BILIRAKIS.
H. Res. 1208: Mr. STEIL.
H. Res. 1210: Ms. TENNEY, Mrs. HOUCHIN, Mr. RESCHENTHALER, Mr. SESSIONS, Mr. FRY, Ms. MACE, Mr. D'ESPOSITO, Mrs. KIGGANS of Virginia, Mrs. CAMMACK, Mr. CRENSHAW, Mr. MOONEY, Mr. NEWHOUSE, Mr. MCCLINTOCK, Mr. ARMSTRONG, Mr. LANGWORTHY, Mr. KELLY of Mississippi, Mr. OGLES, Mr. LATURNER, Mr. EDWARDS, and Mr. BABIN.
H. Res. 1213: Mrs. HOUCHIN and Ms. TENNEY.
H. Res. 1219: Mrs. HOUCHIN.
H. Res. 1220: Mr. HIGGINS of Louisiana, Ms. BOEBERT, Ms. TENNEY, and Mr. BRECHEEN.
H. Res. 1223: Mr. WEBER of Texas and Mrs. BICE.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, OR LIMITED TARIFF BENEFITS

Under clause 9 of rule XXI, lists or statements on congressional earmarks, limited tax benefits, or limited tariff benefits were submitted as follows:

OFFERED BY MR. MCCAUL

The provisions that warranted a referral to the Committee on Foreign Affairs in H.R. 8369, the Israel Security Assistance Support Act, do not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9 of rule XXI.

OFFERED BY MR. ROGERS

The provisions that warranted a referral to the Committee on Armed Services in H.R. 8369, the Israel Security Assistance Support Act, do not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9 of rule XXI.

OFFERED BY MR. TURNER

The provisions that warranted a referral to the House Permanent Select Committee on Intelligence in H.R. 8369, the Israel Security Assistance Support Act do not contain any congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9 of rule XXI.