

making sure that we have got in place a system so the remotely piloted or autonomous or vertical takeoff and landing aircraft are able to integrate into our existing air infrastructure.

Mr. Speaker, it is incredibly important to do that in a way that is effective and that is safe. As the chairman said, Mr. Speaker, that is where H.R. 6270 comes in, the Advanced Aviation Infrastructure Modernization Act. It does establish a pilot program which would provide targeted grants related to the planning and construction of this AAM.

We all know that the United States has a robust network of general aviation airports and heliports. Their impact on most every community in America is probably not fully grasped. They are a critically important part of our Nation's infrastructure.

We want to make sure that those facilities have the necessary infrastructure in place for innovative new entrants so we can make sure our Nation's airports and airspace system are used by these innovative new entrants in a way that is safe and safely integrated with the existing traffic.

Of course, as is the case with most transportation planning, it is State and local experts that are best suited to help plan for the integration of AAM into our national system.

Mr. Speaker, that is the approach that this bill takes. It doesn't give all the money to USDOT. It makes sure that these grants are targeted at the State and local level so we can get the best bang for our buck. Making certain that AAM works for all of our constituent communities is the goal. It is the goal of this bill. I look forward to seeing how different communities embrace advanced air mobility operations.

Mr. Speaker, I thank Subcommittee Chairman RICK LARSEN and Ranking Member GARRET GRAVES for their work and leadership on this bill.

Mr. Speaker, I urge support of the legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I am prepared to close, and I yield myself such time as I may consume.

Mr. Speaker, in closing, H.R. 6270 takes an important step in giving our State and local transportation planning experts the tools they need to continue the introduction of advanced air mobility aircraft.

Mr. Speaker, I urge support of the legislation, and I yield back the balance of my time.

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

Mr. Speaker, to reiterate, we have an emerging technology. For once, we need to get ahead of the curve, including the FAA, so that we are not impeding the tremendous potential of AAM across so many sectors and virtually every community in America.

Mr. Speaker, I strongly urge my colleagues to support this legislation, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of H.R. 6270, the Advanced Aviation Infrastructure Modernization Act, or the AAIM Act.

H.R. 6270 would establish a pilot program to help state, local and Tribal governments prepare for advanced air mobility operations and ensure that communities can take advantage of the potential benefits of the safe integration of these technologies in our nation's airspace.

The AAIM Act outlines a comprehensive set of considerations for infrastructure planning that will enable communities to maximize the societal benefits that Advanced Air Mobility (AAM) stands to offer.

Air mobility is a promising industry set to advance and enhance American methods of transportation.

For more than 100 years, the U.S. aerospace and defense (A&D) industry has been at the forefront of innovation.

From the first flight in the air to the first steps on the moon, the industry has led the United States' economic and national security success domestically and internationally.

AAM is a new concept of air transportation using electric vertical takeoff and landing (eVTOL) aircraft to move people and cargo between places not currently or easily served.

The AAM market is estimated to reach US\$115 billion annually by 2035, employing more than 280,000 high-paying jobs.

To keep pace with this growing sector, states and localities need to prepare for anticipated AAM operations and ensure local communities can take advantage of the potential benefits of the safe integration of AAM technologies in U.S. airspace.

H.R. 6270 establishes a two-year pilot program that invests \$25 million in competitive grants for state, local, territorial, and Tribal governments to prepare for the development and deployment of AAM vertiports and related infrastructure.

Powered by electric or hybrid propulsion, AAM offers significant potential to improve mobility and complement existing public, transportation networks while reducing congestion and carbon and noise emissions.

I urge all my colleagues to support H.R. 6270 the Advanced Aviation Infrastructure Modernization Act.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, H.R. 6270, 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. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

ADVANCED AIR MOBILITY COORDINATION AND LEADERSHIP ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill

(S. 516) to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 516

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 "Advanced Air Mobility Coordination and Leadership Act".

SEC. 2. ADVANCED AIR MOBILITY WORKING GROUP.

(a) IN GENERAL.—Not later than 120 days after the date of enactment of this Act, the Secretary of Transportation shall establish an advanced air mobility interagency working group (in this section referred to as the "working group").

(b) PURPOSE.—Advanced Air Mobility represents a key area of sustainable transportation and economic growth for the United States and it is imperative that the Federal Government foster leadership and interagency collaboration in the adoption and deployment of this technology. The purpose of the working group established under this section shall be to plan for and coordinate efforts related to safety, operations, infrastructure, physical security and cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem in the United States, particularly passenger-carrying aircraft, in order to—

- (1) grow new transportation options;
- (2) amplify economic activity and jobs;
- (3) advance environmental sustainability and new technologies; and
- (4) support emergency preparedness and competitiveness.

(c) MEMBERSHIP.—Not later than 60 days after the establishment of the working group under subsection (a), the Secretary of Transportation shall—

- (1) appoint the Under Secretary of Transportation for Policy to chair the working group;
- (2) designate not less than 1 additional representative to participate on the working group from each of—
 - (A) the Department of Transportation; and
 - (B) the Federal Aviation Administration; and

(3) invite the heads of each of the following departments or agencies to designate not less than 1 representative to participate on the working group, including—

- (A) the National Aeronautics and Space Administration;
- (B) the Department of Commerce;
- (C) the Department of Defense;
- (D) the Department of Energy;
- (E) the Department of Homeland Security;
- (F) the Department of Agriculture;
- (G) the Department of Labor;
- (H) the Federal Communications Commission; and

(I) such other departments or agencies as the Secretary of Transportation determines appropriate.

(d) COORDINATION.—

(1) IN GENERAL.—The working group shall engage with State, local, and Tribal governments, aviation industry and labor stakeholders, stakeholder associations, and others determined appropriate by the Secretary of Transportation and the Administrator of the Federal Aviation Administration, including—

- (A) manufacturers of aircraft, avionics, propulsion systems, structures, and air traffic management systems;

(B) commercial air carriers, commercial operators, unmanned aircraft system operators, and general aviation operators, including helicopter operators;

(C) intended operators of AAM aircraft;

(D) airports, heliports, fixed-base operators;

(E) certified labor representatives for pilots associations, air traffic control specialists employed by the Federal Aviation Administration, aircraft mechanics, and aviation safety inspectors;

(F) State, local, and Tribal officials or public agencies, with representation from both urban and rural areas;

(G) first responders;

(H) groups representing environmental interests;

(I) electric utilities, energy providers and energy market operators;

(J) academia with experience working with industry on new technology and commercialization;

(K) groups representing the telecommunications industry; and

(L) aviation training and maintenance providers.

(2) **ADVISORY COMMITTEES.**—The Secretary of Transportation and Administrator of the Federal Aviation Administration may use such Federal advisory committees as may be appropriate to coordinate with the entities listed in paragraph (1).

(e) **REVIEW AND EXAMINATION.**—Not later than 1 year after the working group is established under subsection (a), the working group shall complete a review and examination of, at a minimum—

(1) the steps that will mature AAM aircraft operations, concepts, and regulatory frameworks beyond initial operations;

(2) the air traffic management and safety concepts that might be considered as part of evolving AAM to higher levels of traffic density;

(3) current Federal programs and policies that could be leveraged to advance the maturation of the AAM industry;

(4) infrastructure, including aviation, cybersecurity, telecommunication, multimodal, and utility infrastructure, necessary to accommodate and support expanded operations of AAM after initial implementation;

(5) steps needed to ensure a robust and secure domestic supply chain;

(6) anticipated benefits associated with AAM aircraft operations, including economic, environmental, emergency and natural disaster response, and transportation benefits;

(7) the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft operations; and

(8) other factors that may limit the full potential of the AAM industry, including community acceptance or restrictions of such operations.

(f) **AAM NATIONAL STRATEGY.**—Based on the review and examination performed under subsection (e), the working group shall develop an AAM National Strategy that includes—

(1) recommendations regarding the safety, operations, security, infrastructure, air traffic concepts, and other Federal investment or actions necessary to support the evolution of early AAM to higher levels of activity and societal benefit; and

(2) a comprehensive plan detailing the roles and responsibilities of each Federal department and agency, and of State, local, and Tribal governments, necessary to facilitate or implement the recommendations developed under paragraph (1).

(g) **REPORT.**—Not later than 180 days after the completion of the review and examina-

tion performed under subsection (e), the working group shall submit to the appropriate committees of Congress a report—

(1) detailing findings from the review and examination performed under subsection (e); and

(2) providing the AAM National Strategy, including the plan and associated recommendations developed under subsection (f).

(h) **EVALUATION OF TERMINATION OF WORKING GROUP.**—Not later than 30 days after the date on which the working group submits the report required under subsection (g), the Secretary of Transportation shall evaluate and decide whether to terminate the working group and shall notify the appropriate committees of Congress of such decision.

(i) **DEFINITIONS.**—For purposes of this section and section 3:

(1) **ADVANCED AIR MOBILITY; AAM.**—The terms “advanced air mobility” and “AAM” mean a transportation system that 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, in both controlled and uncontrolled airspace.

(2) **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 Transportation and Infrastructure of the House of Representatives.

(3) **ELECTRIC AIRCRAFT.**—The term “electric aircraft” means an aircraft with a fully electric or hybrid (fuel and electric) driven propulsion system used for flight.

(4) **FIXED-BASE OPERATOR.**—The term “fixed-base operator” means a business granted the right by an airport sponsor or heliport sponsor to operate on an airport or heliport and provide aeronautical services, including fueling and charging, aircraft hangaring, tiedown and parking, aircraft rental, aircraft maintenance, and flight instruction.

(5) **STATE.**—The term “State” has the meaning given such term in section 47102 of title 49, United States Code.

(6) **VERTICAL TAKE-OFF AND LANDING.**—The term “vertical take-off and landing” means an aircraft with lift/thrust units used to generate powered lift and control and with two or more lift/thrust units used to provide lift during vertical take-off or landing.

SEC. 3. GAO STUDY AND REPORT.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(1) conduct a study on the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations; and

(2) submit to the appropriate committees of Congress a report on the study, including the Comptroller General’s findings and conclusions.

(b) **REQUIREMENTS.**—In conducting the study required under subsection (a), the Comptroller General shall review the following:

(1) The state of the law as of the enactment of this Act with respect to Federal authority over operations of AAM aircraft systems in the national airspace system.

(2) The state of the law as of the enactment of this Act with respect to State, local, and Tribal authority over operations of AAM aircraft in the national airspace system.

(3) Potential gaps between authorities under paragraphs (1) and (2).

(4) Proposals to facilitate the safe and financially viable growth and development of

the AAM industry and integration of AAM aircraft into the national airspace system.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Oregon (Mr. DEFAZIO) and the gentleman from South Dakota (Mr. JOHNSON) each will control 20 minutes.

The Chair recognizes the gentleman from Oregon, the chairman of the Committee on Transportation and Infrastructure.

GENERAL LEAVE

Mr. DEFAZIO. 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 S. 516, as amended.

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

There was no objection.

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

Mr. Speaker, I rise in support of S. 516, the Advanced Air Mobility Coordination and Leadership Act.

Last November, this Chamber took a critical first step in fostering innovative advanced air mobility, AAM, in the U.S., by passing with an overwhelming majority, H.R. 1339, companion legislation also titled Advanced Air Mobility Coordination and Leadership Act.

That bill would establish an interagency working group comprised of the Federal Government, States, localities, the aviation industry, labor unions, and other key stakeholders to plan and coordinate efforts to safely integrate AAM operations into our airspace system.

Today, we are one step closer to making what was once only thought of as a figment of the imagination—as people used to refer to flying cars and things like that. S. 516, as amended, reflects a bipartisan, bicameral agreement that will make this a reality.

It will require the development of an AAM National Strategy; include a Government Accountability Office study on the interests, roles and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations; and direct the Department of Transportation to conduct an evaluation of whether the AAM working group should be terminated after the group submits its required recommendations to Congress. It will incorporate relevant language and technical corrections from H.R. 1339; and clarify the key stakeholders with whom the new AAM working group will collaborate.

The Federal Government industry stakeholders alike recognize the potential for AAM aircraft to alleviate traffic congestion, reduce the current burden on surface infrastructure, create good-paying U.S. jobs, and provide a more environmentally sustainable mode of daily transportation.

As these new aircraft emerge in an already complex national airspace, we must be certain that they are safe for

those on board, those on the ground, and fully and safely and effectively integrated into the national airspace system.

The interagency working group and subsequent AAM National Strategy on safety, security, and infrastructure will help support the development and deployment of AAM and advance U.S. leadership in this growing global industry.

Mr. Speaker, I thank the sponsors of the original House bill, Representatives SHARICE DAVIDS and GARRET GRAVES, for their bipartisan effort.

Mr. Speaker, I support S. 516, as amended, and I urge all my colleagues to do the same.

Mr. Speaker, I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, to maintain safe airspace, we know we have to have coordination. Think about all of the moving parts that are required to keep people safe in that shared resource. That kind of coordination is also important at the Federal level if we want to keep everybody safe, and if we want to make sure AAM keeps moving in the right direction.

That is what S. 516 does, the Advanced Air Mobility Coordination and Leadership Act. It makes sure that we are able to continue moving forward and that AAM has the Federal support it needs from a variety of agencies to be successful.

As the chairman mentioned, we had a similar bill, H.R. 1339, which passed the House overwhelmingly, 383 yeas to 41 nays.

□ 1515

I think we all realize that that kind of strong bipartisan support is not always as typical around here as we would like. Of course, this has got a Senate number so, of course, we have strong bicameral support as well. Indeed, the text that is before us today has been amended, and so it reflects language that has been negotiated and agreed upon, Mr. Speaker, by both Chambers.

This sort of bipartisan, bicameral agreement ensures that industry and government can start to hash out these questions on the tough and sometimes thorny issues that have to be addressed so that we make sure that innovative new entrants are able to operate safely within our transportation system.

We know that it is not always easy to deal with the Senate—our colleagues on the other side of the Capitol—but my hope is that once we pass this legislation, they will quickly take up the amended bill and send it to the President's desk for speedy signing into law.

Mr. Speaker, I commend Congresswoman SHARICE DAVIDS, as well as Aviation Subcommittee Ranking Member GARRET GRAVES, whom I am normally loath to say anything good about, but in this instance, I will. I

thank them both for their leadership on this bill.

Mr. Speaker, I urge support of this legislation, and I reserve the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I yield 5 minutes to the gentleman from California (Mr. OBERNOLTE).

Mr. OBERNOLTE. Mr. Speaker, advanced air mobility has the potential to revolutionize personal transportation in the United States.

Imagine a future just a few years from now where instead of summoning a taxicab, Mr. Speaker, you walk several blocks to a nearby vertiport where an autonomous aerial vehicle comes down to pick you up, hovers briefly, touches down, the doors open for you, and it takes you straight to your destination at a cost similar to calling an Uber today. That is the potential of advanced air mobility. Unfortunately, it is going to require the coordination and cooperation of many different Federal, State, and local government agencies to realize its potential.

There are many thorny problems that have to be solved before that reality is available to us, for example, problems around the certification of these vehicles and problems around the regulation of the industry.

Are they regulated like a taxicab operator, or are they regulated like an air carrier?

Who pays for and conducts the planning for these vertiports?

What considerations are there for aircraft noise?

What certification standards surround the autonomous vehicle software that controls these aerial vehicles?

All of these are problems that will have to be solved before this can become a reality.

If we are not careful about laying the foundation for success with this industry, then, unfortunately, regulation will serve to crush this optimistic future instead of catalyzing it.

That is why I am so happy that we are considering two important bills with respect to advanced air mobility on the floor of the House today. The first of these bills will establish a working group of different government agencies whose coordination and cooperation will be necessary to solve some of these regulatory problems that face this burgeoning industry.

The second of these bills will establish a new grant program for the planning and development of the infrastructure necessary to support advanced air mobility.

Mr. Speaker, together these bills represent a very meaningful first investment in this incredibly exciting new industry. I urge support, and I am happy to see the House take up these bills tonight.

Mr. DEFAZIO. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Mr. JOHNSON of South Dakota. Mr. Speaker, I have no further speakers, and I yield myself the balance of my time to close.

Mr. Speaker, I think the gentleman from California just did a wonderful job rattling off a number of key questions that policymakers have to settle on before we can make sure that AAM is safely integrated into our existing airports and airspace. This bill will do much to make sure that we have the coordination that will be necessary to answer those questions.

Mr. Speaker, I ask all of my colleagues to support this legislation, and I yield back the balance of my time.

Mr. DEFAZIO. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, we have just heard the bipartisan consensus expressed by the two speakers on that side about the looming extraordinary importance of this industry and how we have to get it right as we move forward to not impede it but also to protect safety.

Mr. Speaker, I strongly recommend this legislation to my colleagues, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Oregon (Mr. DEFAZIO) that the House suspend the rules and pass the bill, S. 516, as amended.

The question was taken.

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

Mr. GOOD of Virginia. Mr. Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

POST-DISASTER ASSISTANCE ONLINE ACCOUNTABILITY ACT

Mr. DEFAZIO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2020) to provide for an online repository for certain reporting requirements for recipients of Federal disaster assistance, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2020

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 “Post-Disaster Assistance Online Accountability Act”.

SEC. 2. SUBPAGE FOR TRANSPARENCY OF DISASTER ASSISTANCE.

(a) ESTABLISHMENT OF REPOSITORY FOR REPORTING REQUIREMENTS.—The Director of the Office of Management and Budget, in consultation with the Secretary of the Treasury and the head of each covered Federal agency, shall establish a subpage within the website established under section 2 of the Federal Funding Accountability and Transparency Act of 2006 (31 U.S.C. 6101 note) to publish the information required to be made available to the public under this section.

(b) SUBMISSION OF INFORMATION BY FEDERAL AGENCIES.—Not later than 30 days after