

On page 1, line 2, strike “5 days” and insert “6 days”.

**SA 5009.** Mr. SCHUMER proposed an amendment to amendment SA 5008 proposed by Mr. SCHUMER to the amendment SA 5007 proposed by Mr. SCHUMER to the bill H.R. 4521, to provide for a coordinated Federal research initiative to ensure continued United States leadership in engineering biology; as follows:

On page 1, line 1, strike “6 days” and insert “7 days”.

#### AUTHORITY FOR COMMITTEES TO MEET

Ms. WARREN. Mr. President, I have ten requests for committees to meet during today's session of the Senate. They have the approval of the Majority and Minority Leaders.

Pursuant to rule XXVI, paragraph 5(a), of the Standing Rules of the Senate, the following committees are authorized to meet during today's session of the Senate:

##### COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

The Committee on Commerce, Science, and Transportation is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 10 a.m., to conduct a hearing.

##### COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

The Committee on Environment and Public Works is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 10 a.m., to conduct a hearing.

##### COMMITTEE ON FOREIGN RELATIONS

The Committee on Foreign Relations is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 10 a.m., to conduct a business meeting.

##### COMMITTEE ON HEALTH, EDUCATION, LABOR, AND PENSIONS

The Committee on Health, Education, Labor, and Pensions is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 10 a.m., to conduct a hearing.

##### COMMITTEE ON INDIAN AFFAIRS

The Committee on Indian Affairs is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 2:30 p.m., to conduct a hearing.

##### COMMITTEE ON THE JUDICIARY

The Committee on the Judiciary is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 9 a.m., to conduct a hearing.

##### COMMITTEE ON VETERANS' AFFAIRS

The Committee on the Veterans' Affairs is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 3 p.m., to conduct a hearing.

##### SPECIAL COMMITTEE ON AGING

The Special Committee on Aging is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 10 a.m., to conduct a hearing.

##### SELECT COMMITTEE ON INTELLIGENCE

The Select Committee on Intelligence is authorized to meet during

the session of the Senate on Wednesday, March 23, 2022, at 2:30 p.m., to conduct a closed briefing.

##### SUBCOMMITTEE ON EMERGING THREATS AND CAPABILITIES

The Subcommittee on Emerging Threats and Capabilities of the Committee on Armed Services is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 2:30 p.m., to conduct a hearing.

Mr. SCHUMER. Mr. President, I have one request for committees to meet during today's session of the Senate. It has the approval of the Majority and Minority Leaders.

Pursuant to rule XXVI, paragraph 5(a), of the Standing Rules of the Senate, the following committee is authorized to meet during today's session of the Senate:

##### COMMITTEE ON AGRICULTURE, NUTRITION, AND FORESTRY

The Committee on Agriculture, Nutrition, and Forestry is authorized to meet during the session of the Senate on Wednesday, March 23, 2022, at 2:15 p.m., to conduct a hearing.

#### MEASURE READ THE FIRST TIME—H.R. 4373

Mr. SCHUMER. Mr. President, I understand there is a bill at the desk, and I ask for its first reading.

The PRESIDING OFFICER. The clerk will read the bill by title for the first time.

The senior assistant legislative clerk read as follows:

A bill (H.R. 4373) making appropriations for the Department of State, foreign operations, and related programs for the fiscal year ending September 30, 2022, and for other purposes.

Mr. SCHUMER. I now ask for a second reading, and in order to place the bill on the calendar under the provisions of rule XIV, I object to my own request.

The PRESIDING OFFICER. Objection having been heard, the bill will receive its second reading on the next legislative day.

#### ADVANCED AIR MOBILITY COORDINATION AND LEADERSHIP ACT

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 225, S. 516.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

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

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Commerce, Science, and Transportation, with an amendment to strike all after the enacting clause and insert in lieu thereof the following:

#### 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) *SENSE OF CONGRESS.*—It is the sense of Congress that Advanced Air Mobility (AAM) represents a key area of sustainable transportation and economic growth for the United States and globally, and that it is imperative that the United States take a leadership role in the adoption and furtherance of this technology. Therefore, given the path to initial operations is taking place utilizing today's regulatory framework, it is critical that government agencies collaborate and focus on taking this vital industry to the next level through policy and investment in energy, infrastructure, security and transportation. The focus of the working group is interagency coordination to enable the maturation and growth of AAM.

(c) *PURPOSE.*—The purpose of the working group established under this section is to plan for and coordinate efforts related to safety, infrastructure, physical security and cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem, particularly passenger-carrying aircraft, in the United States in order to—

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

(d) *MEMBERSHIP.*—The working group shall be comprised of at least 1 representative of each of the following Federal departments and agencies:

- (1) Department of Transportation.
- (2) Federal Aviation Administration.
- (3) National Aeronautics and Space Administration.
- (4) Department of Commerce
- (5) Department of Defense.
- (6) Department of Energy.
- (7) Department of Homeland Security.
- (8) Department of Agriculture.
- (9) Department of Labor.
- (10) Federal Communications Commission.
- (11) Such other departments or agencies as the Secretary of Transportation determines appropriate.

(e) *COORDINATION.*—The working group shall engage with State, local, and Tribal governments, industry and labor stakeholders, stakeholder associations, and others determined appropriate by the Secretary of Transportation, including—

- (1) manufacturers of avionics, AAM use aircraft, propulsion systems, structures, and air traffic management systems;
- (2) air carriers, commercial operators, general aviation operators and future AAM operators;
- (3) airports;
- (4) fixed-based operators, as defined in FAA Advisory Circular 150/5190-7;
- (5) certified labor representatives for pilots associations, air traffic control specialists employed by the Federal Aviation Administration, and aviation safety inspectors;
- (6) State, local, and Tribal officials or public agencies, with representation from both urban and rural areas;
- (7) first responders;
- (8) groups representing environmental interests;
- (9) electric utilities, energy providers and market operators of electricity;
- (10) academia with experience working with industry on new technology and commercialization;

(11) groups representing the telecommunications industry; and

(12) aviation training and maintenance providers.

(f) **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 past initial operations;

(2) the evaluation of air traffic control and management 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, surface, energy, and telecommunications infrastructure, physical security and cybersecurity, and utilities necessary to accommodate and support expanded operations of AAM after initial implementation;

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

(6) anticipated benefits associated with AAM aircraft operations, including economic, environmental, emergency 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.

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

(1) recommendations regarding the safety, 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 implementing the recommendations developed under paragraph (1).

(h) **REPORT.**—Not later than 180 days after the completion of the review and examination performed under subsection (f), the working group shall submit to the appropriate committees of Congress a report—

(1) detailing the review and examination performed under subsection (f); and

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

(i) **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 (h), 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.

(j) **DEFINITIONS.**—In this section:

(1) **ADVANCED AIR MOBILITY; AAM.**—The terms “advanced air mobility” and “AAM” mean an air transportation system that moves people and cargo between places using innovative aircraft designs (such as vertical take-off and landing (VTOL)) and new technologies (such as electric or hybrid (fuel and electric) driven propulsion), which are integrated into existing airspace operations as well as operated in local, regional, intraregional, rural, and urban environments, and which may include remotely piloted or autonomous aircraft.

(2) **APPROPRIATE COMMITTEES OF CONGRESS.**—The term “appropriate committees of Congress” means—

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

(B) the Committee on Armed Services of the Senate;

(C) the Committee on Appropriations of the Senate;

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

(E) the Committee on Armed Services of the House of Representatives; and

(F) the Committee on Appropriations of the House of Representatives.

(3) **VERTICAL TAKE-OFF AND LANDING; VTOL.**—The terms “vertical take-off and landing” and “VTOL” mean an aircraft with lift/thrust units used to generate powered lift and control and with more than two 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.

Mr. SCHUMER. I ask unanimous consent that the committee-reported substitute be agreed to and that the bill, as amended, be considered read a third time.

The PRESIDING OFFICER. Without objection, it is so ordered.

The committee-reported amendment in the nature of a substitute was agreed to.

The bill, as amended, was ordered to be engrossed for a third reading and was read the third time.

Mr. SCHUMER. I know of no further debate on the bill, as amended.

The PRESIDING OFFICER. If there is no further debate, the bill having been read the third time, the question is, Shall the bill pass?

The bill (S. 516), as amended, was passed.

Mr. SCHUMER. I ask unanimous consent that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

### SAFE CRIBS ACT

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 226, S. 1259.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 1259) to provide that crib bumpers shall be considered banned hazardous prod-

ucts under section 8 of the Consumer Product Safety Act, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Commerce, Science, and Transportation.

Mr. SCHUMER. I ask unanimous consent that the bill be considered read a third time.

The PRESIDING OFFICER. Without objection, it is so ordered.

The bill was ordered to be engrossed for a third reading and was read the third time.

Mr. SCHUMER. I know of no further debate on the bill.

The PRESIDING OFFICER. If there is no further debate, the bill having been read the third time, the question is, Shall the bill pass?

The bill (S. 1259) was passed, as follows:

S. 1259

*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 “Safe Cribs Act”.

### SEC. 2. BANNING OF CRIB BUMPERS.

(a) **IN GENERAL.**—Not later than 180 days after the date of enactment of this Act, crib bumpers, regardless of the date of manufacture, shall be considered a banned hazardous product under section 8 of the Consumer Product Safety Act (15 U.S.C. 2057).

(b) **CRIB BUMPER DEFINED.**—In this section, the term “crib bumper”—

(1) means any material that is intended to cover the sides of a crib to prevent injury to any crib occupant from impacts against the side of a crib or to prevent partial or complete access to any openings in the sides of a crib to prevent a crib occupant from getting any part of the body entrapped in any opening;

(2) includes a padded crib bumper, a supported and unsupported vinyl bumper guard, and vertical crib slat covers; and

(3) does not include a non-padded mesh crib liner.

Mr. SCHUMER. I ask unanimous consent that the motion to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Without objection, it is so ordered.

### SUPPORTING FAMILIES OF THE FALLEN ACT

Mr. SCHUMER. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of Calendar No. 290, S. 2794.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 2794) to amend title 38, United States Code, to increase automatic maximum coverage under the Servicemembers’ Group Life Insurance program and the Veterans’ Group Life Insurance program, and for other purposes.

There being no objection, the Senate proceeded to consider the bill, which had been reported from the Committee on Veterans’ Affairs.