

119TH CONGRESS
2D SESSION

S. 5224

To improve training for airport drivers in the movement area at commercial service airports through the establishment of a task force and the use of technology, and for other purposes.

IN THE SENATE OF THE UNITED STATES

AUGUST 4, 2026

Mr. MORAN (for himself, Mr. HICKENLOOPER, Ms. KLOBUCHAR, Mr. WICKER, Ms. BLUNT ROCHESTER, Mrs. FISCHER, Ms. CORTEZ MASTO, Mr. SHEEHY, and Mr. KENNEDY) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To improve training for airport drivers in the movement area at commercial service airports through the establishment of a task force and the use of technology, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Runway Surface
5 Awareness and Focused, Effective Training and Tech-
6 nology Act” or the “Runway SAFE-T Act”.

1 **SEC. 2. TASK FORCE ON AIRPORT DRIVER TRAINING.**

2 (a) IN GENERAL.—Not later than 6 months after the
3 date of enactment of this section, the Administrator shall
4 convene a task force on airport driver training programs
5 (in this section referred to as the “Task Force”).

6 (b) COMPOSITION.—The Task Force shall be com-
7 posed of members appointed by the Administrator, which
8 shall include—

9 (1) representatives of national organizations
10 representing airport sponsors and airport executives;

11 (2) representatives of commercial service air-
12 ports, including at least 1 representative of—

13 (A) large-hub airports;

14 (B) medium-hub airports;

15 (C) small-hub airports; and

16 (D) nonhub primary airports;

17 (3) three representatives of air carriers and air-
18 line and cargo ground handling companies (including
19 fixed-based operators) who service air carriers;

20 (4) individuals with demonstrated experience in
21 aviation training, including classroom instructor led
22 training, and training technologies and systems;

23 (5) designees from the Office of Airports and
24 Air Traffic Organization of the FAA;

1 (6) representatives from an organization that
2 represents aircraft rescue and firefighting (ARFF)
3 personnel;

4 (7) a career representative from the National
5 Transportation Safety Board with subject matter ex-
6 pertise as an observer;

7 (8) at least 3 representatives from labor that
8 operate vehicles in the airport movement area or
9 work the air traffic in the airport movement area;

10 (9) representatives of air medical operators;

11 (10) representatives of air traffic control com-
12 panies with expertise in technologies that provide
13 airport surface detection or surveillance or otherwise
14 provide greater situational awareness for drivers of
15 airport ground vehicles and air traffic controllers;

16 (11) a representative designated by the Sec-
17 retary of War with expertise in military aviation op-
18 erations conducted at joint-use or commercial service
19 airports; and

20 (12) other individuals the Administrator deems
21 appropriate.

22 (c) DEVELOPMENT OF RECOMMENDATIONS.—The
23 Task Force shall develop recommendations for the Admin-
24 istrator to consider for implementation to enhance and
25 modernize training programs for personnel authorized to

1 operate vehicles in the movement area at part 139 air-
2 ports. In developing such recommendations for the Admin-
3 istrator, the Task Force shall consider the following:

4 (1) Improving the consistency of movement
5 area driver safety training across part 139 airports
6 nationwide.

7 (2) Enhancing recurrent training requirements
8 for personnel authorized to operate vehicles in the
9 movement area.

10 (3) The feasibility and value of a part 139 air-
11 port, or its contractors, attesting that personnel are
12 authorized to operate vehicles in the movement area
13 in accordance with FAA-approved certification
14 standards.

15 (4) Existing training technologies including
16 classroom instructor led training and systems that
17 may be utilized to improve movement area driver
18 training programs.

19 (5) Other technology, measures, and training
20 enhancements that could reduce the frequency and
21 severity of vehicle-involved surface events, vehicle
22 and pedestrian deviations, and other surface safety
23 incidents.

1 (6) Barriers, including cost, accessibility, and
2 workforce availability, that may limit part 139 air-
3 ports from adopting emerging training technologies.

4 (7) The feasibility and value of enhancing train-
5 ing for personnel authorized to operate vehicles on
6 paved surfaces immediately adjacent to or inter-
7 secting movement areas.

8 (8) Other items determined appropriate by the
9 Administrator.

10 (d) FINAL REPORT.—Not later than 1 year after the
11 date on which the Task Force is established under sub-
12 section (a), the Task Force shall submit to the Adminis-
13 trator, the Committee on Commerce, Science, and Trans-
14 portation of the Senate, and the Committee on Transpor-
15 tation and Infrastructure of the House of Representatives
16 a report on the recommendations developed under sub-
17 section (c).

18 (e) DEFINITIONS.—In this section:

19 (1) ADMINISTRATOR.—The term “Adminis-
20 trator” means the Administrator of the FAA.

21 (2) FAA.—The term “FAA” means the Fed-
22 eral Aviation Administration.

23 (3) MOVEMENT AREA.—The term “movement
24 area” means the runways, taxiways, and other areas
25 of an airport that are used for taxiing, takeoff, and

1 landing of aircraft, exclusive of loading ramps and
2 aircraft parking areas.

3 (4) PART 139 AIRPORT.—The term “part 139
4 airport” means an airport certified under part 139
5 of title 14, Code of Federal Regulations (or any suc-
6 cessor regulation).

7 (5) SURFACE EVENT AND VEHICLE.—The
8 terms “surface event” and “vehicle” have the re-
9 spective meanings specified for such terms in Fed-
10 eral Aviation Administration order 7050.1B (or any
11 successor document).

12 (6) VEHICLE-INVOLVED SURFACE EVENT.—The
13 term “vehicle-involved surface event” means a sur-
14 face event that involves—

15 (A) operation of any vehicle (including an
16 aircraft tow vehicle or towing tractor); or

17 (B) operation of an aircraft under its own
18 power by an individual other than a flightcrew
19 member (as defined in section 1.1 of title 14,
20 Code of Federal Regulations, or any successor
21 provision) for such aircraft.

22 **SEC. 3. FUNDING FOR VEHICLE MOVEMENT AREA TRAIN-**
23 **ING AND TECHNOLOGY.**

24 Section 47115(j) of title 49, United States Code, is
25 amended—

(1) in paragraph (3), by adding at the end the following new subparagraph:

“(E) APPLICATION.—Subparagraphs (A) through (D) shall not apply to grants under paragraph (5).”; and

(2) by adding at the end the following new paragraph:

“(5) VEHICLE MOVEMENT AREA TRAINING AND TECHNOLOGY.—

“(A) AVAILABLE FUNDING.—Of the amounts available under this subsection for each of fiscal years 2027 through 2031, the Secretary may provide grants to airport sponsors for projects described in subparagraph (B).

“(B) ELIGIBLE PROJECTS.—The projects described in this subparagraph are the following:

“(i) Projects for the purchase of vehicle movement area technology, including hardware, software, sensors, onboard vehicle equipment, displays, communications equipment, positioning or geolocation equipment, mapping systems, situational awareness systems, simulation systems, or other related technology, that is designed

1 to improve the safe operation of vehicles in
2 the movement area of an airport.

3 “(ii) Projects for the acquisition, li-
4 censing, subscription, deployment, integra-
5 tion, operation, maintenance, and recurring
6 use of technology-enabled training systems,
7 software, and services for vehicle operators
8 in the movement area.

9 “(C) PRIORITY.—In making grants under
10 this paragraph, the Secretary shall give priority
11 to projects that—

12 “(i) are designed to reduce vehicle-in-
13 volved surface event or other vehicle re-
14 lated surface safety incidents;

15 “(ii) improve situational awareness for
16 vehicle operators and radio communica-
17 tions in the movement area;

18 “(iii) can be tailored to the specific
19 airfield geometry, signage, markings, light-
20 ing, communications, and operating proce-
21 dures of the airport at which the tech-
22 nology will be used; or

23 “(iv) are proposed by airport sponsors
24 and demonstrate cost, accessibility, work-
25 force availability, or other barriers to pur-

chasing or deploying vehicle movement area technology.

“(D) DEFINITIONS.—In this paragraph:

“(i) MOVEMENT AREA.—The term ‘movement area’ means the runways, taxiways, and other areas of an airport that are used for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and aircraft parking areas.

“(ii) SURFACE EVENT AND VEHICLE.—The terms ‘surface event’ and ‘vehicle’ have the respective meanings specified for such terms in Federal Aviation Administration order 7050.1B (or any successor document).

“(iii) VEHICLE-INVOLVED SURFACE EVENT.—The term ‘vehicle-involved surface event’ means a surface event that involves—

“(I) operation of any vehicle (including an aircraft tow vehicle or towing tractor); or

“(II) operation of an aircraft under its own power by an individual other than a flightcrew member (as

1 defined in section 1.1 of title 14, Code
2 of Federal Regulations, or any suc-
3 cessor provision) for such aircraft.

4 “(E) SAVINGS PROVISION.—Nothing in
5 this paragraph shall be construed to limit the
6 eligibility of a project described in subpara-
7 graph (B) for funding under any other provi-
8 sion of this chapter.”.

○