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House of Representatives

The House met at 10 a.m. and was called to order by the Speaker pro tempore (Mr. SCOTT FRANKLIN of Florida).

DESIGNATION OF SPEAKER PRO TEMPORE

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

WASHINGTON, DC,
May 7, 2024.

I hereby appoint the Honorable SCOTT FRANKLIN 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, 2024, 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 11:50 a.m.

ANIMAL PROTECTION CAUCUS

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

Mr. BLUMENAUER Mr. Speaker, in less than 8 months, I am going to conclude my 28 years here in the House. One of my major priorities and proudest accomplishments has been to chair the Animal Protection Caucus and lead the effort in a number of those provisions. It didn't start out that way, but the more I listened, the more I studied, this priority stood out.

My first major accomplishment dealt with animal fighting, a barbaric practice with hidden support in Congress and around the country. There are pockets of some States where this tradition continues, but it is a barbaric tradition. They train dogs and chickens to fight to the death, and it is often organized in rings of criminal elements, people who are involved with illegal gambling, drugs. It is indescribable in terms of the cruelty that is involved. There are times where there are children involved watching this, the drugs, the potential harm to animals.

Infections took place with the chickens. There were millions of chickens that had to be destroyed because of infections that spread through animal fighting. This all is hidden from the general public. When the focus was trained on it, we were able to gain momentum here and ultimately enact step-by-step painful accomplishments that cracked down on this cruel activity.

They are some of the worst people on the planet, as I mentioned, dealing with drugs, gambling, money laundering, and the risk to the animal's health. We watched how the agenda broadened to include other areas as well—performing animals, protections of elephants, big cats.

Again, public attention on the cruel and dangerous practices that helped us make significant progress broaden the agenda beyond just animal cruelty. What we found is that the care and welfare of people's pets was also important in terms of protecting families. We found repeatedly that people would put themselves in harm's way in conditions of flood and natural disaster because they didn't want to leave their pets. Domestic abusers would stay with the abuser because they were afraid of what would happen to their pets.

We worked to expand protections in shelters for disasters and domestic violence to be able to include people's pets so they would feel more comfortable actually availing themselves to the services.

I am pleased with the strength of the movement. It has gained momentum. My law school alma mater, Lewis & Clark College, had one of the first animal studies programs across the country. We are watching these spread in colleges and universities across the country, where more and more people are studying, learning, and protecting animal provisions.

I was pleased that we recently have a rule now that will end the horrific practice of animal soring. This is where you torture a horse by wounding it so that it will have that distinctive gait or it would have extraordinarily heavy weights on their legs to develop that distinctive gait that is prized by some people who show horses, but is hopelessly cruel to animals themselves.

Year after year, we had a majority of people in both Houses supporting legislation to end this practice, but we were thwarted time and again by the special interests who wanted to promote the Tennessee walking horses.

Finally, we have seen a rule that has been promulgated that will end it after years of struggle. It is one more signal that the animal welfare movement is alive, well, and gaining momentum. It is something I hope to put my energies into in the remaining time I have in Congress to build this bipartisan movement to protect animals and meet our responsibilities.

RECOGNIZING IMPORTANCE OF MUSIC EDUCATION

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

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise today to recognize the importance of music education. We

recognized Music In Our Schools Month last month, but today, I want to recognize the 10 school districts and 2 schools in my district that were named for outstanding support of music education.

Over the past 25 years, the National Best Communities for Music Education Award has honored more than 1,000 schools and districts in 43 States for their unwavering commitment to music education as an integral part of a well-rounded education for all students.

Every year, the National Association of Music Merchants Foundation recognizes school districts across the country that are among the best communities in the Nation for music education. The award program recognizes and celebrates outstanding efforts by teachers, administrators, parents, students, and community leaders who have made music education part of a well-rounded education.

This year, they recognized 975 school districts, with 10 across the 15th Congressional District. Whether it be music class, choir, concert band, marching band, or the school musical, having music access and education is important for students' development.

Music is an incredibly important component of a well-rounded education—support access to music education and inspire the next generation.

I congratulate Armstrong County School District, Bald Eagle Area School District, Bellefonte Area School District, Clearfield Area School District, Curwensville Area School District, DuBois Area School District, Lewisburg Area School District, Port Allegany Area School District, State College Area School District, and West Branch Area School District on this distinguished award.

The NAMM Foundation also recognizes individual school districts with the Support Music Merit Award. This award is an opportunity for an individual school—public, private, parochial, or charter—to be acknowledged for its commitment to music education. I congratulate the Saint Francis School and the Tidioute Community Charter School.

This recognition continues to highlight the hard work our educators do to provide a comprehensive education that includes the arts. I congratulate all the schools in our region that have been recognized for their efforts to promote a well-rounded education.

CONGRATULATING FULLERTON SCHOOL DISTRICT ON TURNIP THE BEET AWARD

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

Mr. CORREA. Mr. Speaker, today, I rise to honor Fullerton School District for receiving the USDA's Turnip the Beet award.

The Turnip the Beet award recognizes schools that go above and beyond to provide high-quality meals for children during the summer. Without initiatives like this, many students would not have access to nutritional meals through the day during the summer.

Not only did Fullerton School District win the Turnip the Beet award in 2023, but they also are one of seven California school districts to win the gold.

I congratulate the Fullerton School District for their commitment to our youth and their health and for receiving, of course, this well-earned recognition.

ADVANCING RESEARCH ON BREAKTHROUGH THERAPIES

Mr. CORREA. Mr. Speaker, today, I rise to tell you about the work my colleague, General JACK BERGMAN, and I are doing as co-chairs of the Congressional Psychedelics Advancing Therapies Caucus.

The PATH Caucus, as it is known, is addressing the rising mental health challenges faced by millions of Americans by advancing research on breakthrough therapies like psychedelics.

Almost 50 million Americans struggle with some kind of mental health issue, as well as our veterans. Of course, our veterans carry those hidden scars from their service to this country.

The issue of mental health has never been more urgent for America. That is why we are spreading awareness in Congress to increase Federal funding for more research and to chart a new path for those who are struggling with mental health.

Mr. Speaker, we have a duty to the American public to study how we can better address mental illness in this country.

RECOGNIZING CYBERPATRIOT CHAMPIONS TROY HIGH SCHOOL

Mr. CORREA. Mr. Speaker, today, I rise to recognize Troy High School students for their impressive victory in the national CyberPatriot cybersecurity competition.

The students on the team placed sixth amongst almost 3,000 in the open division. In the All Services division, students on Team W.A.T.T. placed first out of almost 1,400.

Led by their coach and teacher, David Kim, these students competed against thousands of other students in a series of cybersecurity tests, finding and fixing cybersecurity vulnerabilities like the ones we face on a day-to-day basis.

These Orange County students have shown us that America is safe in the future from cybersecurity attacks. As these Troy High School students return home to Orange County, they have made us proud and have shown us that we can rely on the next generation to keep America safe in the environment of cybersecurity.

HONORING ED MULICK

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

Mr. CURTIS. Mr. Speaker, today, I rise to honor an exemplary figure in education from Utah, Mr. Ed Mulick, of Park City High School.

Just like the Olympians who go for gold on the mountains of Park City, Mr. Mulick has achieved the Sarah and Stephen Doilney Teaching Excellence Award for an unparalleled fifth time.

Awarded by the Park City Education Foundation, this achievement is not just a testament to his excellence but his enduring impact on generations of students.

Like a champion returning to the field season after season, Mr. Mulick has continually elevated educational standards and inspired countless students through his dedication and passion for biology.

Mr. Mulick has not always been a teacher. After college, he worked as a weekend recreation counselor in Alaska. He then transferred to the State's Municipal Parks and Recreation Department.

Ed and his wife, Dana, moved to Park City after he completed his teaching degree at the University of Utah. Dana grew up in Heber, where her father worked as a miner. They fell in love with Park City, where they purchased their home.

Mr. Mulick has worked solely at Park City High School during his 34-year career.

On receiving the award for a fifth time, Mr. Mulick was humbly quoted as saying: ''It is quite an honor because there are so many great and deserving teachers in the school district.''

I commend Mr. Mulick for his outstanding contributions to education and the lives he has positively shaped.

□ 1015

HONORING CASE GIBSON

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

Mr. SELF. Mr. Speaker, I rise today to honor Case Gibson from Lone Oak Middle School in Hunt County, Texas. It is with great honor and admiration that I recognize his remarkable bravery and selflessness.

During a medical emergency in September of 2023, Case Gibson demonstrated extraordinary courage and quick thinking, ultimately saving the life of a fellow student. Despite the intense and urgent situation, he fearlessly jumped into action, displaying a level of empathy, bravery, and maturity far beyond his years.

The heroic actions of Case Gibson on this day serve as a shining example of the exceptional character and leadership qualities he embodies, both within Lone Oak Middle School and the community.

In addition to his heroic deed, he is recognized for his outstanding academic achievements, his leadership skills, and his humble, respectful, and thoughtful demeanor.

Case Gibson is hereby honored and celebrated for his exceptional bravery, selflessness, and heroism in saving the life of his fellow student during a medical emergency in September of 2023, and for that I extend my gratitude.

HONORING STAFF SERGEANT J.B. MCNATT

Mr. SELF. Mr. Speaker, I am privileged to honor Staff Sergeant J.B. McNatt of Greenville, Texas, who recently marked his 100th birthday on April 18, 2024.

Staff Sergeant McNatt is a true example of courage, sacrifice, and commitment. He served our Nation with honor in the U.S. Army Air Corps during World War II, during which he worked as a pilot in multiple duty assignments.

His dedication to our Nation and its values extended far beyond his military service, as he contributed to the betterment of our society in the postwar years in his hometown.

Staff Sergeant McNatt serves as both an inspiring testament to the resilience of the human spirit and a living reminder of the sacrifices made by the Greatest Generation in the pursuit of freedom. For this, I extend my eternal gratitude.

REMEMBERING NATHANIEL ''RAY'' TUCK, JR.

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

Mr. GRIFFITH. Mr. Speaker, I rise today to honor the life of Nathaniel ''Ray'' Tuck, Jr., who passed away at the age of 52 on February 11, 2024, after battling cancer for the past 2½ years.

Ray was born in Roanoke, Virginia, on April 30, 1971, to Nathaniel Ray and Barbara Z. Tuck. He later graduated from Radford University and earned a doctorate of Chiropractic from the National University of Health Sciences in 1997.

After graduating, Ray joined his father's chiropractic clinic in southwest Virginia, where they practiced together for many years. His son, Nathaniel R. Tuck, III is currently in chiropractic school, hoping to continue the family legacy.

During Ray's incredible career, he served as the president of the Virginia Chiropractic Association, chairman of the board and later president of the American Chiropractic Association, and he was also appointed to be the chiropractor on the Virginia Board of Medicine.

Ray is survived by his wife, Bonnie, of 29 years; his daughter, Abi Dolgos and her husband, Dakota Dolgos; grandson, Gatlin Dolgos; his son, Nathaniel; his son's girlfriend, Abby E. Markham; his mother, Barbara; his sister, Amelia Martin and her husband, Buddy Martin; his brother, Ben M. Tuck and his wife, Priyam Chipper.

I wish them peace and strength during this difficult time.

I was lucky to know Ray personally, as my daughter, Abby, has dated his son, Nathaniel, for a number of years. Nathaniel and Abby met when they were both pages in the Virginia House of Delegates. I have to tell you, we were sharing carpooling duty, and all the kids said Ray was the cool one, and somehow I was not. I found this shocking, but it is true.

Ray was quite a great guy, and I was glad to have the opportunity to know him. He was a good man, and we will all greatly miss him.

RECOGNIZING KELLY LUNGREN MCCOLLUM

Mr. GRIFFITH. Mr. Speaker, I rise in recognition of Kelly Lungren McCollum, my chief of staff since my election to Congress in 2010. Kelly is retiring from Capitol Hill today, having served several Members in Congress for more than 25 years. She joins us here on the floor.

She is the daughter of former Congressman Dan Lungren. Kelly was born in Long Beach, California. Upon her father's first election to Congress, her family moved to the Washington, D.C., area in 1979. As you can see from the picture, she was a very young member of the Reagan Revolution.

Raised in Vienna, Virginia, Kelly attended our Lady of Good Counsel Catholic School. She graduated from high school in 3 years and started at Santa Clara University. Shortly thereafter, Kelly began a career, in August of 1994, as a congressional staffer for then United States Representative James Inhofe, who at that time was running for Oklahoma's open U.S. Senate seat.

After her service to the Sooner State, Kelly returned to Capitol Hill and entered a new chapter of her professional life, serving as chief of staff to U.S. Congressman Jeff Fortenberry.

Around the same time, she would meet her loving husband, Jason, whom she has been married to for nearly 18 years. This is a picture of Kelly and I, not Jason and Kelly, earlier this month at the Capitol.

Kelly would continue in Congress, dedicating a period of time to the legislative team of U.S. Representative Louie Gohmert before the beginning of a 13½ year career as my chief of staff.

As my chief, she will best be remembered as a true professional, a dedicated servant to the people of Virginia's Ninth District, and a source of responsible leadership for my staff, colleagues, and family.

I have to tell you, my wife made it a whole lot easier for her because they tell jokes about me back and forth all the time. I also will tell you of one fateful day when it had been kind of a hard day. I am changing the spelling to protect the innocent. People who know me know that I am not that great of an administrator. I love legislating, I love serving the people, but administrating and running an office is not my thing. She had a hard day, and she said: I hope they won't think I am a witch, to which I smiled and responded: Kelly, I hired you to be the witch. You have got to run this place, and I greatly appreciate it.

Most importantly, she has been a great friend. I congratulate Kelly on her remarkable career. Her institutional knowledge, loyalty, and leadership are qualities that will be missed in my office and many others. I wish her nothing more than the best.

STANDING WITH THE VIETNAMESE COMMUNITY

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from California (Mrs. STEEL) for 5 minutes.

Mrs. STEEL. Mr. Speaker, I rise today to condemn the unacceptable and insensitive actions of the L.A. County Board of Supervisors.

One week ago, the board proclaimed April 30, 2024, as Jane Fonda Day. Black April, which the Vietnamese community has commemorated on April 30 for decades, is a deeply meaningful day because it marks the fall of Saigon.

Instead of standing with the Vietnamese civilians and American soldiers who were displaced, tortured, brutalized, and killed during and after the Vietnam war, Jane Fonda allied herself with the Communist Viet Cong.

For some reason, the board chose to honor someone with a history of such disdain for innocent Vietnamese and American veterans on the somber anniversary of the fall of Saigon.

By elevating Hanoi Jane over the Vietnamese community, Americans who sacrificed their lives, and the loved ones they lost to communism, the board has offended the freedom-loving Vietnamese Americans who bear such tragic and painful memories of the Vietnam war.

I call on the board to rescind this awful proclamation immediately and unequivocally stand with the Vietnamese community.

COMMEMORATING VIETNAM HUMAN RIGHTS DAY

Mrs. STEEL. Mr. Speaker, as the co-chair of the bipartisan Congressional Vietnam Caucus, I rise today to commemorate Vietnam Human Rights Day.

The district I represent includes Little Saigon, which is home to the largest population of Vietnamese anywhere in the world outside of Vietnam. Many of my Vietnamese constituents are first-generation Americans, like me. The stories they tell of fleeing communism to find freedom in the United States are both tragic and inspiring. Many of them still have families in Vietnam, where the human rights situation continues to be cause for grave concern.

The Communist government there routinely oppresses its own people, arresting and detaining journalists and critics simply for expressing themselves.

I am proud to join my Vietnam Caucus co-chair, LOU CORREA, to introduce a resolution condemning the Vietnamese Government, calling for the release of political prisoners, standing

with the Vietnamese people, and urging the administration to take immediate action to pressure the Vietnamese Government to respect human rights.

I welcome all of my colleagues to join me and the Vietnamese-American community as we continue working to ensure human rights for all people.

PIMA COUNCIL ON AGING SALUTES CENTENARIANS

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

Mr. CISCOMANI. Mr. Speaker, I rise today to recognize the 37th Salute to Centenarians recently hosted by the Tucson Medical Center in Pima County. It is the largest gathering of all centenarians in the United States.

Honorees include retired generals, race car drivers, actors, and my friend Walter Ram, a World War II veteran. I am so grateful to represent them in Congress.

Arizona's Sixth District has more than 143 centenarians, making this the largest centenarian gathering in the United States.

I will continue to fight for our seniors in Congress. Recently, I introduced, with DON DAVIS from North Carolina, the Oversight of Medicare Billing Code Cost Act, which will increase transparency with the Centers for Medicare and Medicaid. We must do everything in our power to protect Medicare and Medicaid for our seniors.

I am so proud to be representing great people like this in the district and will continue to fight for our seniors like this group of great centenarians.

CONGRATULATING DEPUTY CHIEF LAWRENCE BOUTTE

Mr. CISCOMANI. Mr. Speaker, I rise today to congratulate Deputy Chief Lawrence, known by his friends as Butch, Boutte on his retirement from the Sierra Vista Police Department in March.

With a law enforcement career spanning 26 years, Butch was committed to serving his community both on and off the force. His knowledge and leadership skills helped to shape the Sierra Vista police station.

Even before his career with the police department, Butch was no stranger to public service. He served in the Army for 4 years in military intelligence as an electronic warfare interceptor/locator.

Last year, Butch joined 11 other Arizonans in being recognized by the Canyon Vista Medical Center and the Legacy Foundation of Southeast Arizona in their Veterans Wall Ceremony.

As he enjoys a well-deserved retirement, he leaves behind an incredible legacy in Sierra Vista.

Laura and I join the entire community of Sierra Vista, Cochise County, and Arizona's Sixth District in thanking the deputy chief for his service. Men and women like him, who dedicate their lives to the safety of their neighbors, represent the very best of us.

OUR BORDER IS BROKEN

Mr. CISCOMANI. Mr. Speaker, let me be clear: Our border is broken and has been for a long time.

For 3 years, Americans across the Nation, and especially in border communities like mine, are suffering the consequences of this historic crisis every single day.

The ineffective open-border policies implemented by Homeland Security Secretary Alejandro Mayorkas have made our country less safe at a time when the world is most dangerous.

Disturbingly, new documents subpoenaed by the Homeland Security Committee uncover the egregious lengths Secretary Mayorkas goes to to ensure inadmissible migrants are let into the United States. The committee found that DHS used over 50 airports, including in my home State of Arizona, to help illegally process more than 400,000 inadmissible migrants into the country through their unlawful mass parole program.

Implementing this program was not done for the benefit of the public or for urgent humanitarian need. It was done as an unlawful sleight of hand by Secretary Mayorkas to hide the true scale of the crisis he created from the American people.

□ 1030

The Immigration and Nationality Act clearly states that parole may only be granted on a case-by-case basis for significant public benefit or urgent humanitarian need.

These flights are none of these things. Granting mass parole to hundreds of thousands of inadmissible migrants in this district is in direct violation of the law and is yet another in a long list of failures by the DHS Secretary that has been derelict in his duties.

HONORING CONGRESSMAN-ELECT LUKE LETLOW

The SPEAKER pro tempore (Ms. VAN DUYNE). The Chair recognizes the gentleman from Louisiana (Mr. GRAVES) for 5 minutes.

Mr. GRAVES of Louisiana. Madam Speaker, today we are going to be voting on legislation to name a post office in Rayville, Louisiana, after Congressman-elect Luke Letlow.

Madam Speaker, I had known Luke for many, many years and had the chance to work with him. I want to tell you a little bit about his background.

Luke, his whole life, was a little guy. He grew up kind of small. I bet when he was growing up, he looked at that as a handicap, maybe, as being a shorter, smaller person in stature.

As Luke got older and grew taller and got bigger, he never forgot about the lessons that he learned about being the little guy.

All throughout his career when he was working for the Louisiana congressional delegation for Congressman Cooksey and for Congressman Ralph Abraham, when he worked for Governor Jindal of Louisiana, Luke always, always stood up and fought for the little guy.

I am going to say it again. I bet that when he was growing up, he looked at it like a deficit, he looked at it like a handicap, but, wow, what he did later in life and how he took those experiences that he had and parlayed them, he used them, and he never forgot what it was like.

Oftentimes in government, the people that are heard, the people that are listened to are the ones that have the lobbyists, have the money, have the power, have the influence.

Luke made sure that that wasn't the case. It was the person who had an issue, the person who had a problem. No issue was too small. No community was too small.

Luke was born and raised in the town of Start, Louisiana, and I have to make reference to this. His dad is a firefighter, and their shirts say Start Fire. I always got a kick out of that. These people are looking for job security. They are pyromaniacs.

But seriously, he grew up in Start, Louisiana, in this very, very small community. Throughout his career in government, all he did was stand up for and fight for these small communities, to make sure that these communities were not left out, were not left behind.

To tell you a little bit about Luke, I think he would probably make Jeff Foxworthy look sophisticated. Luke would say some of the funniest things, had these hilarious sayings, but he was one of the brightest, most clever people.

I often thought of him as a scoundrel, but I don't mean that in a negative sense at all. Luke was a rascal, incredibly clever in what he did and always focused on outcomes. I can't even begin to express my sadness for Luke's early departure at just 41 years old. I can't even begin.

If Luke were here, if he served in Congress, if he were able to continue his public service, I have no doubt that we wouldn't be naming post offices after Luke. We would be naming large buildings. We would be naming large boulevards and streets.

Part of me is saddened by the fact that we are naming a post office—I will say it again—because if he were here, I know he would accomplish nothing but greatness.

I also think about Luke, where he is now in Heaven, and I am sure that he has his own little corner, and he has streets of gold named after him. I am sure that he has his gaggle of people, and he is holding court up there doing amazing things.

One of the things that Luke was most excited about was when Start got a Dollar General. Start got a Dollar General. He could get—what was it, the Dr. Pepper and the Reese's or Kit Kat or whatever it was that he loved.

He is an amazing man. It is an absolute honor that we are able to name something after him today. I miss him greatly.

I know that he loves his wife, JULIA, his son Jeremiah, and his daughter, Jacqueline. I know that when they look back at his history and the work that he has done, the legacy he has left, they are going to be incredibly proud. I love that we are here today able to vote for a post office for him.

God bless you, my brother, and God bless your family.

RECESS

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

Accordingly (at 10 o'clock and 35 minutes a.m.), the House stood in recess.

□ 1200

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. WILSON of South Carolina) at noon.

PRAYER

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

Teach us to number our days, O Lord, that we may gain a heart of wisdom. In the narrow boundaries of time, we pray we show our appreciation for the gift that You have given us and would live each day to its fullest.

Let us face what You put before us with the strength You so graciously provide for us.

May our work be effective, not just in accomplishing the goals we set, but in fulfilling the purpose You have bidden us to carry out.

When life is tedious or challenging, may our journey through the uncertainty and around the overwhelming obstacles become an opportunity to be a testimony to Your faithfulness and steadfast love.

As so many approach us with needs and burdens too heavy to carry alone, may we be quick and willing to share the load.

God, only You know what each day will bring us, but in the passing shadow of this day, may the breath of our lives reveal the eternity of Your grace plan.

In Your sovereign name we pray.

Amen.

THE JOURNAL

The SPEAKER pro tempore. 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 pro tempore. Will the gentleman from California (Mr. PETERS) come forward and lead the House in the Pledge of Allegiance.

Mr. PETERS 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.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain up to 15 requests for 1-minute speeches on each side of the aisle.

CELEBRATING TEACHER APPRECIATION WEEK

(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 Teacher Appreciation Week. This week honors America's hardworking, dedicated, and passionate teachers.

The National Education Association and the National PTA team up each year to recognize the contributions our teachers make every day to shape the minds of their students. Our teachers push students to achieve their best. They nurture and motivate them and show students how to realize their full potential.

Teachers are some of the most powerful professionals in the entire world. They lend a caring hand and extend a loving heart. They make differences in the lives of our students academically, emotionally, and physically.

I thank every teacher in America for the job they do, the hours they work, the patience they show, and for the impact they have on so many lives. A special thank you and congratulations to my sister, Sherri, who will be retiring in just a few weeks after 30 years of service as a teacher.

HONORING AMERICA'S EDUCATORS

(Mr. PETERS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PETERS. Madam Speaker, today marks Teacher Appreciation Day, which is a chance to honor the educators who have guided us, inspired us, showed us kindness, and recognized our potential, and I want to thank just one of many today.

Anyone who knows me knows I am a stickler for clear, concise writing, and I credit my appreciation for a good turn of phrase to Yvonne Vish, my ninth grade English teacher at Lyons Township High School in La Grange, Illinois. She must have spent hours going over our papers to correct every wrong word, dangling participle, and misplaced modifier. She did so much to help me become an effective communicator, a skill that has helped me my whole life. I thank Miss Vish for her patience and dedication, both of which unquestionably made a difference for me and for many others.

BIDEN DESTROYS JOBS

(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. Madam Speaker, the jobs report last week was fewer jobs than anticipated, as Biden policies of spend, borrow, and tax destroys jobs.

Stephen Moore, of the Committee to Unleash Prosperity explains: ''We have way, way too much government growth and borrowing, and too little private-sector growth.

''In the first quarter of this year, the Federal Government borrowed $500 billion.

''Most of the new jobs in the economy were government dependent.''

Worse yet, Biden claims that he has created jobs, which is actually COVID recovery.

The New York spectacle continues of corrupt Judge Merchan persecuting Donald Trump as violent protesters demanding death to Jews take over the streets. Judge Merchan is corrupt in that he has conflicts of interest. Judge Merchan is corrupt in that he has provided and denied a change of venue. Corrupt Judge Merchan has selective persecution. Corrupt Judge Merchan has concealed the witness list and confuses misdemeanors. Corrupt Judge Merchan has denied President Trump his First Amendment rights of free speech.

As a former town judge myself, I especially know Judge Merchan is corrupting the rule of law. Judge Merchan is a disgrace to the American people.

COMMEMORATING THE LIFE OF CLYDE VANCE DUNNAM

(Mr. VEASEY asked and was given permission to address the House for 1 minute.)

Mr. VEASEY. Madam Speaker, I rise today to pay tribute to one of Waco's longest serving lawyers for over seven decades, Clyde Vance Dunnam. He was part of a venerable legal family in the Waco community who saw his career last for seven decades and was part of a family law firm that dates back almost 100 years.

Clyde Vance Dunnam graduated from Baylor with his undergrad in business administration and Baylor Law School and was proud to be part of a law firm that included not only his sons but also his grandchildren.

He practiced law literally his entire adult life and gained a reputation as one of the most skilled and most successful trial attorneys in the history of

central Texas. Mr. Dunnam also mentored just a countless number of attorneys in central Texas in the Waco area, and his memory will live for a long time through those many attorneys.

In addition to being a very successful attorney, he also held leadership positions in the Masonic Lodge, the Scottish Rite, and so many other organizations.

As serious a demeanor as Mr. Dunnam had, he was first and foremost a family man. I will never forget how proud he was at his granddaughter's wedding.

My prayers go out to his wife, children, grandchildren, and great-grandchildren during this difficult time.

REMEMBERING FAMILY FRIEND DON LEEBERN, JR.

(Mr. COLLINS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COLLINS. Madam Speaker, I rise today to remember a close family friend, Don Leebern, Jr.

He was 6′3″ in stature, but he was a whole lot larger than that in life. He was a Georgia football player, and he played in the AFL, but he was also a highly successful businessperson. In addition, he was also a person who gave back to society, his community, serving on boards and foundations.

The last time I had dinner with Mr. Leebern, he grumbled about the fact that his wife was making him eat healthy and he was going to have to order off the healthy side of the menu. After he grumbled, he promptly ordered right.

The reason I say that is because he dearly, dearly loved his family. A man who will be truly missed, Don Leebern, Jr., led a life well lived.

DON'T CUT SNAP BENEFITS

(Mr. MCGOVERN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MCGOVERN. Madam Speaker, in an effort to appease the MAGA wing of their party, Republicans are insisting on a $30 billion cut to SNAP benefits as part of the long overdue farm bill reauthorization.

SNAP benefits put food on the table for over 40 million Americans every single day. Investing in SNAP improves health outcomes for participants, lowers healthcare costs, supports farmers who grow our food, and boosts our local economies.

The provision Republicans are targeting for deep cuts has given SNAP recipients an extra $1.40 per person per day to afford nutritious food amid rising food costs. By preventing USDA from making scientifically based benefit updates in the future, Republicans are taking food away from children, seniors, vulnerable adults, and people with disabilities.

It is a rotten thing to do. It is a stupid thing to do, and it means their bill has no chance of gaining the bipartisan support it would need to pass on the House floor.

I beg my Republican colleagues, drop the partisan attack on SNAP and work with Democrats to advance a farm bill that supports our local farmers, continues investments in conservation efforts, and reduces hunger.

CONGRATULATING MCALLEN PUBLIC LIBRARY

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

Ms. DE LA CRUZ. Madam Speaker, it is with great pride that I congratulate the McAllen Public Library, a cornerstone of our community, on receiving the prestigious 2023 Achievement of Library Excellence Award for the 10th consecutive year.

The library's commitment to enhancing literacy and providing educational opportunities is unparalleled. From hosting the annual South Texas Book Festival to offering essential coding classes and vibrant summer reading programs, our library ensures that the flame of knowledge burns bright across the RGV.

This award recognizes past achievements and is a testament to the enduring impact our library has on enriching lives and fostering community growth.

UPLIFT PUBLIC EDUCATION

(Mr. BOWMAN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BOWMAN. Happy Teacher Appreciation Day. Happy Teacher Appreciation Week. I thank America's teachers for all that they do for our children, families, and our country. As a former educator, I know exactly the sacrifices they make each and every day.

A shout-out to Mr. Eldridge, Mr. Harrell, and my favorite teacher of all time, Ms. James, for making me the person I am today. I also offer a huge shout-out to Melissa Oppenheimer Bowman, my wife, who is a third-grade teacher right now in the Bronx.

We need to make sure we continue to support our teachers, as they are educating the next generation of visionary, humanitarian leaders for our country and for the world. Let's never leave our teachers behind and let's always uplift public education.

□ 1215

LAHAINA NATIONAL HERITAGE AREA

(Ms. TOKUDA asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. TOKUDA. Madam Speaker, before there was a Front Street or a banyon tree, Lahaina was known as Lele. It was the home and final resting place of countless ''ali'i,'' ''chiefs,'' serving as the capital of the Kingdom of Hawaii and including ''storied and sacred landscapes,'' ''wahi pana,'' like Loko Mokuhinia and Moku'ula.

Lele was often referred to as the ''Venice of the Pacific,'' with fishponds, productive wetlands, and freshwater canals. Over the decades, the diversion of water removed almost all traces of this once-fertile area.

As we set out to rebuild, we must do so grounded in Lahaina's history and culture. Last week, I introduced the Lahaina Heritage Area Act to assess the future designation of the historic Maui town as a national heritage area.

National heritage area designations support community-driven conservation and restoration efforts through recognition, Federal funding, and technical assistance.

Of the 62 heritage areas across the United States, none are in Hawaii. With support from colleagues on both sides of the aisle, I can think of no better way to lift up our community's desire to rebuild ''righteous,'' ''pono'' than by making Lahaina Hawaii's first national heritage area.

Mahalo.

NATIONAL TEACHERS DAY

(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. Madam Speaker, no matter if a task is great or small, finish it or not at all.

The lesson here is that we should always complete what we start, no matter how challenging it may be. We should never give up. I learned this valuable lesson from Mr. Little in his wood shop class, and it still sticks with me today.

Teachers share inspiring and life-changing lessons with their students every day. We all have a teacher who has taught us an important lesson that we still remember.

Our favorite teachers take us beyond a textbook and teach us life lessons that we carry with us forever. On National Teachers Day, we pause to recognize our dedicated teachers who are making a difference.

Teaching is a noble profession. Teachers have had a profound impact on doctors, lawyers, preachers, and, yes, believe it or not, Members of Congress.

Madam Speaker, I give a special shout-out today to all the teachers of eastern North Carolina.

NATIONAL TEACHER APPRECIATION WEEK

(Ms. ROSS asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. ROSS. Madam Speaker, I rise today to celebrate National Teacher

Appreciation Week. In particular, I recognize Ryan Berglund who was just named Wake County's Teacher of the Year last night.

A Sustainable Agriculture Academy teacher at Millbrook High School in Raleigh, Ryan didn't always plan to be a teacher.

He was a professional welder and equipment fabricator. Today, 64 of his students have become welders, leaving high school with the skills needed to succeed in the workforce.

Madam Speaker, 1 week isn't enough to properly thank all of our country's outstanding educators for what they do every day.

Let's keep fighting for better pay for teachers in North Carolina and across the country. Ryan wisely says: I always will put as much as possible as I can into it, but I need them to put in more than I am, and when they are doing that, you will see true success.

PROVIDING FOR CONSIDERATION OF H.R. 6192, HANDS OFF OUR HOME APPLIANCES ACT; PROVIDING FOR CONSIDERATION OF H.R. 7109, EQUAL REPRESENTATION ACT; PROVIDING FOR CONSIDERATION OF H.J. RES. 109, PROVIDING FOR CONGRESSIONAL DISAPPROVAL UNDER THE RULE SUBMITTED BY THE SECURITIES AND EXCHANGE COMMISSION RELATING TO ''STAFF ACCOUNTING BULLETIN NO. 121''; AND PROVIDING FOR CONSIDERATION OF H.R. 2925, MINING REGULATORY CLARITY ACT OF 2024

Mrs. HOUCHIN. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 1194 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1194

Resolved, That at any time after adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for consideration of the bill (H.R. 6192) to amend the Energy Policy and Conservation Act to prohibit the Secretary of Energy from prescribing any new or amended energy conservation standard for a product that is not technologically feasible and economically justified, and for other purposes. The first reading of the bill shall be dispensed with. All points of order against consideration of the bill are waived. General debate shall be confined to the bill and shall not exceed one hour equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce or their respective designees. After general debate the bill shall be considered for amendment under the five-minute rule. The amendment in the nature of a substitute recommended by the Committee on Energy and Commerce now printed in the bill shall be considered as adopted in the House and in the Committee of the Whole. The bill, as amended, shall be considered as the original bill for the purpose of further amendment under the five-minute rule and shall be considered as read. All points of order against provisions in the bill, as amended, are waived. No further amendment to the bill, as amended, shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such further amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such further amendments are waived. At the conclusion of consideration of the bill for amendment the Committee shall rise and report the bill, as amended, to the House with such further amendments as may have been adopted. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto to final passage without intervening motion except one motion to recommit.

SEC. 2. Upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 7109) to require a citizenship question on the decennial census, to require reporting on certain census statistics, and to modify apportionment of Representatives to be based on United States citizens instead of all persons. All points of order against consideration of the bill are waived. The amendment in the nature of a substitute recommended by the Committee on Oversight and Accountability now printed in the bill shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Oversight and Accountability or their respective designees; and (2) one motion to recommit.

SEC. 3. Upon adoption of this resolution it shall be in order to consider in the House the joint resolution (H.J. Res. 109) providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Securities and Exchange Commission relating to ''Staff Accounting Bulletin No. 121''. All points of order against consideration of the joint resolution are waived. The joint resolution shall be considered as read. All points of order against provisions in the joint resolution are waived. The previous question shall be considered as ordered on the joint resolution and on any amendment thereto to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Financial Services or their respective designees; and (2) one motion to recommit.

SEC. 4. Upon adoption of this resolution it shall be in order to consider in the House the bill (H.R. 2925) to amend the Omnibus Budget Reconciliation Act of 1993 to provide for security of tenure for use of mining claims for ancillary activities, and for other purposes. All points of order against consideration of the bill are waived. The amendment in the nature of a substitute printed in House Report 118-416 shall be considered as adopted. The bill, as amended, shall be considered as read. All points of order against provisions in the bill, as amended, are waived. The previous question shall be considered as ordered on the bill, as amended, and on any further amendment thereto, to final passage without intervening motion except: (1) 30 minutes of debate equally divided and controlled by the chair and ranking minority member of the Committee on Natural Resources or their respective designees; and (2) one motion to recommit.

The SPEAKER pro tempore (Ms. MALOY). The gentlewoman from Indiana is recognized for 1 hour.

Mrs. HOUCHIN. Madam Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Colorado (Mr. NEGUSE), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

GENERAL LEAVE

Mrs. HOUCHIN. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Indiana?

There was no objection.

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

Last night, the Rules Committee met and produced a rule, H. Res. 1194, providing for the House's consideration of several pieces of legislation.

The rule provides for H.R. 7109, the Equal Representation Act, to be considered under a closed rule. It provides 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Oversight and Accountability or their designees and provides for one motion to recommitment.

Additionally, the rule also provides for H.J. Res. 109, a joint resolution associated with a rule submitted by the Securities and Exchange Commission relating to ''Staff Accounting Bulletin No. 121.''

H.J. Res. 109 would be considered under a closed rule, and it provides 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Financial Services or their designees and provides for one motion to recommit.

The rule also provides for consideration of H.R. 6192, the Hands Off Our Home Appliances Act, to be considered under a structured rule. It also provides for 1 hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce or their designees and provides for one motion to recommit.

Finally, the rule provides for consideration of H.R. 2925, the Mining Regulatory Clarity Act of 2024 to be considered under a closed rule.

It also provides 30 minutes of debate equally divided and controlled by the Chair and ranking minority member of the Committee on Natural Resources or their designees and provides for one motion to recommit.

Madam Speaker, I rise in support of this rule and in support of the underlying pieces of legislation.

Beginning with H.R. 7109, the Equal Representation Act, Madam Speaker, I am glad this rule provides for consideration of this legislation, of which I am a proud cosponsor.

The core premise of this legislation is simple. The Census should be an accurate reflection of this country's citizenry.

According to the U.S. Census Bureau, noncitizens comprise approximately 6.7 percent of the Nation's 333 million people.

Including noncitizens in the apportionment of congressional districts will directly impact representation in Congress.

This, to me and most Americans, seems to be a way to take Representatives away from red States and add them to blue States; to literally change the makeup of this body by diluting the influence and number of red districts and adding blue districts in their place.

Under President Biden's watch, nearly 4.7 million illegal aliens have been released into the country, and more than 1.8 million known illegal alien got-aways have escaped into the United States. When added up, these numbers are larger than the population of 32 States.

This isn't simply a constitutional argument. This is a deliberate effort by Joe Biden and the Democrat machine in Washington.

On day one of taking office, President Biden issued Executive Order 13986 requiring noncitizens to be counted in the Census both for the purposes of enumeration and determining congressional apportionment.

This shouldn't be a partisan issue. Having an accurate count of U.S. citizens for the purpose of congressional representation should not be a partisan issue. Yet, here we are with two sides debating the question of who should be counted.

This is a question firmly in Congress' purview. In Department of Commerce v. New York, following the Trump administration's attempt to reinstate a citizenship question on the decennial Census, the Supreme Court made clear this decision is up to the Congress.

I appreciate the leadership of the authors of this bill to ensure Congress is carrying out that responsibility. I hope this measure will have the full support of my colleagues.

Moving on to the financial sector, as a member of the Financial Services Committee, I am glad to see floor consideration of H.J. Res. 109.

This legislation addresses an SEC action that bypassed proper rulemaking procedures. Rather than following the processes laid out by the Congressional Review Act and Administrative Procedures Act, the SEC relied erroneously on a staff accounting bulletin.

You don't have to take our word for it. SEC Commissioner Hester Pierce is on record having said the staff accounting bulletin may not be the appropriate vehicle through which to make this accounting change.

Beyond that, however, this rule brings more uncertainty into the crypto industry by going beyond clarifying how to account for digital assets.

Indeed, this rule effectively requires banks and financial institutions to place digital assets on their balance sheets.

This makes it unclear if customers' assets will be lost if the custodian becomes insolvent. It also increases capital, liquidity, and other requirements for financial institutions in order to manage the risk associated with these assets that should never really be on their books.

The digital assets ecosystem needs more clarity, not less. My colleagues and I on the Financial Services Committee have worked hard this Congress to provide clear rules of the road for digital assets innovation. This rule clearly does the opposite.

□ 1230

The rule also provides for the consideration of H.R. 6192, the Hands Off Our Home Appliances Act.

One thing we all have come to expect from this administration is the persistent attacks on American energy and consumer choice. This legislation is another attempt by the Republican majority to defend against the latest attack as the focus of congressional Democrats has now turned inside every American's home.

The Biden administration is now willing to reduce the affordability and reliability of everyday household appliances in pursuit of an out-of-touch, unrealistic, and unaffordable green agenda.

Under the guise of increased efficiency, the administration has offered new rules on home appliances that will raise costs, thus making these household necessities less available, especially to people of modest means. This is at a time when homeowners are already spending 34 percent more on home appliances than they did less than two decades ago.

When Americans are struggling to pay for food under the crushing reality of Bidenflation, they now must also worry about affording the appliances they use to prepare it. Instead of relief, the administration offers more obstacles. That is why we need to pass H.R. 6192.

Finally, the rule provides for H.R. 2925, the Mining Regulatory Clarity Act of 2024. Simply put, our country is blessed with a diverse array of abundant natural resources. We must be responsible stewards of these resources, but responsible stewardship does not mean abandoning the resources that we have. It does not mean making ourselves more reliant on other countries in the name of unrealistic agendas that are divorced from national needs and our own national security.

This bipartisan bill provides certainty where certainty is lacking and allows necessary projects to responsibly move forward.

I look forward to consideration of all of these pieces of legislation and urge the passage of this rule.

Madam Speaker, I reserve the balance of my time.

(Mr. NEGUSE asked and was given permission to revise and extend his remarks.)

Mr. NEGUSE. Madam Speaker, I thank the gentlewoman from Indiana for the customary 30 minutes, and I yield myself such time as I may consume.

Madam Speaker, today is a serious day, a serious moment for this institution. Apparently, according to my colleagues on the other side of the aisle, the House Republicans, we are gathered here today to discuss a very consequential question, a consequential issue facing the country, Madam Speaker: home appliances. Toasters, microwaves, and refrigerators are the topics, Madam Speaker, that House Republicans have chosen to waste this institution's time on.

Of all the challenges facing the country, of all the issues facing our community, apparently their top priority is the so-called Hands Off Our Home Appliances Act.

Madam Speaker, you may recall that Republicans noticed a Rules Committee meeting on this very same bill just a few weeks ago. That bill was then hastily removed. We assumed it was because our colleagues on the other side of the aisle were essentially shamed into pulling it from the agenda, that they realized a bill on home appliances probably doesn't meet the moment, considering all the real crises that we have going on. Apparently, that shame only lasted for a few weeks because today's legislation, the Hands Off Our Home Appliances Act, is back for round two.

Just to be clear, Madam Speaker—I know you are aware of this—this is a package deal. This isn't the only appliance bill that Republicans have noticed for this body to consider. The Liberty in Laundry Act is the real title of a bill that House Republicans would like this body to consider, as well as the Refrigerator Freedom Act, the Clothes Dryers Reliability Act, the Affordable Air Conditioning Act, the Stop Unaffordable Dishwasher Standards Act. Those bills, I guess, didn't make the cut for this particular rules debate. I suppose we will take those up next week.

Madam Speaker, this House should be focused on addressing the consequential challenges of our time, not on political games and messaging bills.

How far this body has fallen. The same august Chamber where James Madison and Abraham Lincoln once served is now debasing itself, debating the fate of microwaves and toaster ovens because that is how House Republicans have decided to spend their time and their majority.

My colleagues, regrettably, unfortunately, are out of touch with the priorities of the American people. The

American people expect, rightfully so, for this Chamber to address the issues that they care about, not waste time on nonsense bills.

By the way, Madam Speaker, the rest of the measures that we will consider today, unfortunately, are more of the same. H.R. 7109, the so-called Equal Representation Act, is plainly unconstitutional. Any plain reading of the Constitution and the 14th Amendment makes clear that this bill is unconstitutional. House Republicans are pushing forward anyway.

Another bill that we are considering today is yet another CRA, this time on apparently a bulletin that was issued by the Securities and Exchange Commission. I have lost count of how many days we have wasted in the last 17 months considering CRAs. Every week, another CRA is submitted by our colleagues on the other side of the aisle.

One would have hoped, Mr. Speaker, that House Republicans would have learned their lesson a year ago after wasting our time on CRAs for the lesser prairie-chicken and the northern long-eared bat, that perhaps this House could focus its attention on more substantive matters. Unfortunately, that has not been the case.

Finally, Mr. Speaker, the last bill that this body will consider this week, the Mining Regulatory Clarity Act, is a bill that I know is familiar to you, Mr. Speaker. It is to me. We voted on a rule about this particular bill 7 days ago.

Why is it back before us a week later? I will tell you why. Republican leadership has lost control of the Rules Committee. They lost control months ago. Now, they often lack a procedural majority here on the House floor.

Last week, our colleague, Representative LEGER FERNANDEZ, introduced a motion to recommit. The motion to recommit was very simple. It pointed out the fact that the Republicans' mining bill would allow foreign adversarial nations to mine American land for free. What happened to that motion to recommit? It passed. Six Republicans joined every Democrat in supporting that motion to recommit.

Those familiar with ''Schoolhouse Rock!'' would understand that that means the bill goes back to committee, the House Committee on Natural Resources, where I serve, Mr. Speaker, and where you serve, so that we could work out the issues that this body, on a bipartisan basis, identified with this bill 7 days ago. Instead, House Republicans have brought the very same bill back to this body for its consideration without going to the Natural Resources Committee.

I have no idea how the six Republicans who voted for the motion to recommit last week can possibly defend or rationalize a vote against the motion to recommit this week. I suppose we are going to find out.

Mr. Speaker, there are better ways for this Chamber to be spending its time. I implore the Speaker and my colleagues on the other side of the aisle: Let's get serious. Let's work together to address some of the consequential challenges that face our respective States and our country. Let's stop with these nonsense bills. I implore you.

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

Mrs. HOUCHIN. Mr. Speaker, I agree it is ridiculous that we must consider legislation like the Hands Off Our Home Appliances Act, but that is the level of ridiculousness that the Democratic Party has forced us into with their out-of-touch, woke agenda. The priorities of the American people are protecting their right to consumer choice, not to be policed in their own homes. Democrats are fighting for woke corporations. Republicans are fighting for the American people.

Mr. Speaker, I yield 3 minutes to the gentleman from New York (Mr. LANGWORTHY).

Mr. LANGWORTHY. Mr. Speaker, I thank the gentlewoman from Indiana for yielding the time.

With the ongoing migrant crisis in New York State, my district has sadly been on the front lines of Democratic policies that reward those who have broken our laws to come into this country illegally.

With thousands of illegal immigrants now residing in hotels, shelters, and public facilities across my State, my constituents and other New Yorkers have seen what happens when their hard-earned tax dollars are spent on programs that enable a completely avoidable crisis. It is as if Governor Hochul and Mayor Adams put up a neon sign saying: Come on in. New York is open for business.

Illegal immigrants know if they cross the border and ask to be sent to New York, they will be fed, clothed, housed, and even given a debit card. We are looking at half a million illegals in New York alone and nearly 10 million who have crossed our southern border to be released into the interior of the United States.

My colleagues on the other side of the aisle want these noncitizens to be represented here in Congress. It is unconstitutional and completely ridiculous. It is a threat to the very sovereignty of the United States of America.

Democrats want to make citizenship mean nothing. A nation without borders is not a nation, especially when you allow anyone from any country to vote in our elections and be represented in our government.

Now, thankfully, our courts have stopped reckless attempts to allow noncitizens to vote, but we need to ensure that Congress is representative of our citizens and our citizens alone. That is what our Nation's Founders intended, and it is the only way to uphold the principles of our democracy.

Allowing representation for noncitizens is also a slap in the face to every immigrant who went through the proper channels and came here legally, the right way, to search for the American Dream. They respect our laws, have sworn allegiance to the United States of America, and deserve to be represented fairly here in Washington.

I am a proud cosponsor of the Equal Representation Act before us today because it is time that we stop rewarding States like my home State of New York and California for their destructive sanctuary policies.

With the absence of a citizenship requirement for apportionment in congressional districts, we have allowed a perverse incentive to take hold where Democrat-run sanctuary States are rewarded with greater representation in the Halls of Congress and greater sway in the electoral college simply by counting millions of illegal aliens who have broken our laws and taken advantage of these States' destructive policies. It sends the wrong message to the world about the value of citizenship and our respect for our own laws and own government.

Mr. Speaker, we are effectively allowing those who are not U.S. citizens to have a significant say in the future of U.S. elections. This is a wrong that, for the sake of the American people and our own sovereignty as a nation, must be corrected.

It is simple. Allowing noncitizens to vote and be represented in Congress dilutes the voice of the American citizen and opens the door to manipulation and exploitation of our electoral system.

Mr. Speaker, I strongly support the Equal Representation Act and look forward to its consideration on the floor.

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

Just two quick points. One, with respect to everything that my colleague from New York just articulated, this bill has nothing to do with noncitizens voting. It does not address that whatsoever. I am not sure what bill the gentleman from New York was talking about, but it is not the bill that this body is considering.

Secondly, I would just say, with respect to comments made by my friend from Indiana, I think she used the phrase ''woke agenda.'' Apparently, appliances are now woke, according to my colleagues. I don't know what a woke microwave or a woke refrigerator looks like, but that is the new target of House Republicans.

It is good to know we are going to be spending hours on the floor this week debating the future of woke microwaves. The House Republican agenda is coming to a home near you.

Mr. Speaker, I yield 2 minutes to the gentlewoman from North Carolina (Ms. ROSS).

□ 1245

Ms. ROSS. Mr. Speaker, I rise in opposition to the bills under this rule, and, in particular, to the so-called Equal Representation Act. I filed an amendment to this bill with Representative CLEAVER to ensure that the Census not only fully counts the U.S. population but that it counts it accurately.

When the Census occurs, incarcerated people are counted as residents of the towns where they are imprisoned rather than the places they call home. This practice tends to reduce the population in urban areas, where most prisoners are from, and inflate the populations of rural areas, where most prisons are located. Ultimately, prison gerrymandering creates a gross inequity of representation at the expense of urban areas and communities of color.

The over 1 million incarcerated people in the United States are being used as pawns to falsely increase the voting power of areas that do not represent their interests.

My amendment, which was blocked from reaching the floor, would have required the Census Bureau to count incarcerated people at their last place of residence.

Mr. Speaker, I urge my colleagues to reject the so-called Equal Representation Act and instead support efforts to end prison gerrymandering.

Mrs. HOUCHIN. Mr. Speaker, in response to my colleague on the other side of the aisle, this is just one piece of the Democrats' green agenda that is fast-tracking a path to all electric vehicles and appliances at a time when our grid can least afford it without any consideration for grid stability.

This move to all EVs and electric appliances in our homes is not something that consumers are ready for, and it is not something that consumers want. The American people want to have choice and affordability, and the actions of the Democrats on this issue are the opposite of that.

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

Mr. NEGUSE. Mr. Speaker, I would just simply say that insofar as my colleague from Indiana wants to have a debate about climate change or a debate about electric vehicles or renewable energy, I am certainly open, and I welcome that debate. I suspect it would be a robust one.

That is not the debate that Republicans have initiated on the House floor. The debate this week is about freedom for refrigerators. Again, these are not bills that we conceived of. They are Republican bills.

So the notion that this debate is focused or centered on some of what the gentlewoman from Indiana described is just not consistent with the bills that are actually before the House.

Mr. Speaker, I yield 3 minutes to the distinguished gentlewoman from New Mexico (Ms. STANSBURY).

Ms. STANSBURY. Mr. Speaker, I rise today to oppose the rule under debate and to oppose H.R. 7109, the so-called Equal Representation Act.

This GOP bill is designed to fundamentally change who is included in the U.S. Census by undercounting, especially, our Hispano communities.

Now, let me be clear, first and foremost, this bill violates the U.S. Constitution and the 14th Amendment and is designed specifically to dilute who counts in America—quite literally who counts—because the bill would stop millions of Americans from filling out the Census.

Now, let's not forget that Donald Trump tried to do this in the 2020 Census, and the courts had to intervene.

Mr. Speaker, do you know what the Supreme Court found?

It found that the arguments in support of that effort were not only flawed and contrived but unconstitutional. That is right. This is not a partisan issue, as was said by the gentlewoman across the aisle. This is a constitutional issue. I brought a copy of the Constitution for my friends across the aisle to do some reading if they would like to actually see what it says in the 14th Amendment.

In fact, not only is this not a partisan issue, both Republican and Democratic former Census Bureau directors argued that the implementation of the citizenship question would lower response rates especially for our Hispanic communities. A Harvard study showed that 6 million Hispanic Americans would remain unaccounted for.

Undercounts would have devastating implications not only for our electoral system but the well-being of our families and communities because Federal aid grants and other funds in our States fundamentally are determined by the Census, things like maternal health grants, healthcare for our children, and mental health services for our veterans. An undercount would result in dramatic underfunding in areas with large immigrant and Hispanic populations, like my home State of New Mexico where more than 50 percent of the State identifies as Hispanic.

New Mexico is a place where we already struggle and where we have the worst social, economic, and health outcomes in the country due to a history of underfunding and underrepresentation, which is why instead of attacking representation, we should be focused on barriers to representation. That is why I filed an amendment in the Rules Committee to do just that.

Now, unfortunately, my friends across the aisle in the Rules Committee ruled it out of order because not only are they not interested in improving the Census, they are obsessed with determining who counts, with who is American, and who should have access to the American Dream, including at the ballot box.

I say that is not the America that my ancestors immigrated to, that is not the America that our Founding Fathers formed and fought for, and that is not the America our people are asking us to fight for.

Mr. Speaker, I urge you to read this document here, the U.S. Constitution.

Mrs. HOUCHIN. Mr. Speaker, I yield myself such time as I may consume to just unpack some of those arguments made against this bill, that H.R. 7109, the Equal Representation Act, will discourage immigrants from participating in the Census.

Revealing that someone is not a citizen does not reveal if someone is here illegally. The individual could have lawful permanent residence, they could be a nonimmigrant residing in the U.S. during an authorized period of stay. Moreover, the Census Bureau must follow strict rules of confidentiality and cannot disclose data tied to an individual respondent in the decennial Census. It can only share aggregate information not attributed to a particular person.

Furthermore, even if respondents were reluctant to complete the Census questionnaire, they would still likely be enumerated by the Census Bureau using other methods, such as review of official records to determine the inhabitants of a particular address or by using proxy information such as reliable information from a neighbor.

Also, there was an argument that H.R. 7109 would skew the distribution of Federal assistance away from States and localities.

This argument is a red herring. H.R. 7109 makes absolutely no changes whatsoever to any laws implicating Federal assistance. Noncitizens would still be counted in the decennial Census. They would only be excluded from the congressional apportionment base.

One other argument that has just been made is that H.R. 7109 fundamentally misunderstands how apportionment was designed by the Framers of the Constitution.

While Democrats may claim that the Evenwel v. Abbott Supreme Court decision requires the phrase ''whole number of persons'' in section 2 of the 14th Amendment to be interpreted as any resident, regardless of citizenship status, section 5 of the 14th Amendment permits the use of implementing statutes for the 14th Amendment. It is this implementing statute which H.R. 7109 amends to explicitly exclude noncitizens from the apportionment base.

Beyond that, the historical context surrounding the phrase ''whole number of persons'' was specifically chosen to make clear that the drafters rejected counting individuals as partial persons. It does not in any way signify that any person taking up residence in a State should be counted for the purpose of apportionment, and certainly not that noncitizens must be included in the apportionment base.

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

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

Mr. Speaker, just to be clear, the argument made by my colleague from Indiana with respect to the last argument made, the supposed legal argument, is completely without merit. It contravenes the plain language of the 14th Amendment and generations of precedent. So the notion that somehow the arguments we are making to follow the plain text of the Constitution and the way in which the 14th Amendment has been construed for generations, that that argument would not govern

this particular debate to me just doesn't hold water.

Mr. Speaker, if we defeat the previous question, I will offer an amendment to the rule to bring up H.R. 12, a bill that would ensure every woman has full access to essential reproductive healthcare including abortion care.

Far too many States have enacted laws to either ban some or all abortions which Republicans have declared numerous times is their goal.

So while my Republican colleague wants to debate freedom and choice when it comes to household appliances, microwaves, I will give them a chance here today to instead ensure freedom and choice in reproductive healthcare for women across this country.

Mr. Speaker, I ask unanimous consent to insert the text of the amendment in the RECORD, along with extraneous material, immediately prior to the vote on the previous question.

The SPEAKER pro tempore (Mr. MOORE of Utah). Is there objection to the request of the gentleman from Colorado?

There was no objection.

Mr. NEGUSE. Mr. Speaker, to discuss this proposal, I yield 2 minutes to the distinguished gentlewoman from California (Ms. CHU), who has been a tireless leader on this issue among so many others from California.

Ms. CHU. Mr. Speaker, the legislation this body brings to the floor each week speaks volumes about our priorities.

While House Democrats are defending our fundamental freedoms by fighting back against extreme MAGA Republican attacks on abortion care and fertility services like IVF, the majority believes that rather than protecting the rights of women in this country, it is essential that we protect the so-called rights of home appliances.

The difference could not be starker. In a time of unrelenting attacks on reproductive rights and when 21 States have banned, either fully or partially, abortion access, House Republicans have chosen to do nothing. They have chosen to pretend that women are not dying, that they are not being forced to carry unwanted pregnancies, and they are doing nothing to protect IVF or birth control.

Instead, they are bringing up a rule today to consider legislation to protect home appliances.

It seems that House Republicans would like toasters and microwaves to have more rights than women in this country.

Mr. Speaker, if we defeat the previous question on this rule, my Democratic colleagues and I will offer my bill, the Women's Health Protection Act, or WHPA. WHPA is a Federal solution to the extremist Supreme Court decision to strike down Roe v. Wade. It will restore the right to everyone, no matter what State you live in, to receive abortion care.

In a world where doctors are being threatened with prison time for doing their jobs, it would protect the rights of providers to provide abortion care. This is the legislation the body should be considering today, not bills protecting blenders and coffee makers.

Mr. Speaker, I urge my colleagues to defeat the previous question.

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

Mr. NEGUSE. Mr. Speaker, I yield 3 minutes to the distinguished gentlewoman from New Mexico (Ms. LEGER FERNANDEZ), who is a respected member of the Rules Committee.

Ms. LEGER FERNANDEZ. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, we are here today because Republicans think appliances have more rights than people and because they think that creating and perpetuating nonsense culture war issues will win them votes.

Today, we have a bill titled Hands Off Our Home Appliances Act. Republicans say it is government overreach to regulate appliances, but Republicans will regulate women's personal healthcare decisions. Republicans will protect appliances but let women suffer and die from pregnancy complications.

Republicans want freedom for refrigerators but will take away women's freedom to choose an abortion based on her own faith in consultation with her own doctor and loved ones.

Republicans will take away women's freedom to choose an abortion after rape or incest, but they will go to bat for your gas stove.

They care about freezers but could care less about affordable childcare. Instead of helping women with childcare costs, which would help families with the high cost of living, Republicans would rather force these access costs on consumers.

Yesterday, I introduced an amendment to the rule from Representative CHU and me which changes the title of the bill to the Hands Off Our Bodies Act and strikes the text and replaces it with the Women's Health Protection Act.

Mr. Speaker, 65 percent of Americans oppose the overturning of Roe v. Wade. They want us to protect women. However, this amendment didn't pass.

This bill is part of a quartet of bills coming out of the Energy and Commerce Committee with titles like the Liberty in Laundry Act, the Refrigerator Freedom Act, and the Affordable Air Conditioning Act.

These titles turn the cry for reproductive healthcare rights on their head. Not only are they insulting to women who are fighting for their rights, they are demeaning to women who will remember in November.

□ 1300

Do my colleagues on the other side of the aisle think the American women will vote Republican based on these misnamed appliance bills? Women are not so gullible. We will remember.

We will remember that 184 House Republicans have cosponsored bills that threaten IVF access nationwide. We will remember that Republican legislators are putting women's lives at risk when my colleagues criminalize abortion.

The majority is robbing States of the healthcare they need as obstetricians and gynecologists are fleeing those repressive States. Republicans are forcing women who undergo pregnancy complications to sit until they are near death in hospital parking lots.

Women will remember that Democrats believe women can, should, and must make their own decisions about their bodies. Republicans think appliances have more rights than people. However, I call on Republicans to prioritize women over appliances and reject this rule.

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

Mr. Speaker, I just make note of a few things with regard to the Equal Representation Act. We have heard some comments from our Democrat colleagues that this is somehow unconstitutional.

The court case referenced in Department of Commerce v. New York, the lower court dismissed the plaintiff's claims under the Enumeration Clause, permitted claims under the Administrative Procedures Act and Due Process Clause.

However, the Supreme Court upheld requiring the citizenship question only on the claims under the Administrative Procedures Act and not on constitutional grounds, saying that it is Congress' responsibility to determine whether and how this should take place. That is what we are doing here today in the Equal Representation Act by saying precisely that noncitizens should not count in congressional apportionment.

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

Mr. NEGUSE. Mr. Speaker, this is not particularly complicated. Since 1790 and the first population tally done in the United States, citizens and noncitizens have been included. Never before has the 14th Amendment been construed as the way that the gentlewoman from Indiana proposes now. It is a radical view that is not supported by the plain text of the Constitution or the amendments thereof.

Mr. Speaker, I yield 1 minute to the gentlewoman from New Mexico (Ms. LEGER FERNANDEZ).

Ms. LEGER FERNANDEZ. Mr. Speaker, we are also here today to debate Republicans' terrible mining rule, which would open millions of acres of public lands to foreign-owned mining companies.

I find it ridiculous that we are here today because, just last week, this House voted in favor of my motion to recommit, and that motion to recommit said: Let's send this back to committee. Let's send it back to committee to consider my amendment, which would have banned foreign adversaries, like China, from being able

to take our public lands and resources for free.

Unfortunately, almost every Republican said: It is all right for Chinese corporations to mine our data for TikTok, but the majority said: No. We want them to be able to take our gold, our silver, our copper, our resources, for free, to China.

Thankfully, six Republicans voted in favor of the MTR; but instead of going back to committee to consider it, we are back here again because the Rules Committee put the bill back on the floor without that amendment. If my colleagues believe that American resources belong with American corporations, Members should vote against this rule.

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

Mr. Speaker, I want to touch on the Equal Representation Act. This bill would restore the one-person, one-vote principle in apportionment. Only citizens are eligible to vote for candidates for Federal offices, including Members of Congress and electors for President of the United States.

However, under the current practice, noncitizens, including lawful permanent residents, nonimmigrants, and even illegal aliens are wrongly included in a State's population for purposes of the apportionment calculation. Thus, States with higher proportions of noncitizens residing in that State are advantaged over States with a lower concentration of noncitizens.

In the case of illegal aliens, the status quo is particularly concerning as some States or major metropolitan areas within those States have declared themselves sanctuary jurisdictions, shielding illegal aliens from Federal immigration law enforcement, with some even providing special services to the illegal alien population residing in those jurisdictions.

Illegal aliens incentivized to move to those jurisdictions, who reside in that State on Census day, and who are enumerated in the Census, would add to the State's population for the purposes of apportionment.

It is appropriate for Congress to direct the Census Bureau to collect one of the most fundamental data points regarding individuals residing in the United States: Whether or not they are a citizen.

Article I of the Constitution requires the Census of the population to be taken every 10 years. This is directed by law. The Supreme Court has explained that Congress is permitted by the Constitution to inquire about citizenship on this questionnaire, on the Census. Adding a citizenship question to the decennial Census is an appropriate exercise of Article I authority over the Census and is the responsibility of Congress

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

Mr. NEGUSE. Mr. Speaker, not to belabor the point, but when the gentlewoman from Indiana uses the phrase ''current practice,'' what she is referring to is the entirety of American history.

Let me repeat that, Mr. Speaker. For hundreds of years, this is the way population counts have been done. That is why the current practice is consistent with the plain reading of the 14th Amendment, a plain reading of the Constitution, and hundreds of years of precedent. What House Republicans are proposing is a radical departure from it.

Mr. Speaker, I am prepared to close, and I reserve the balance of my time.

Mrs. HOUCHIN. Mr. Speaker, I note that the Founders never would have intended a U.S. President allowing 6.7 million illegal immigrants into the country, including terrorists and the drug cartels. I think that is probably not something that was envisioned by the Founders.

Mr. Speaker, I am prepared to close as well, and I reserve the balance of my time.

Mr. NEGUSE. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, today's rule is, unfortunately, a testament to the House Republican playbook since assuming the majority—chaos, political theater, and infighting. This Republican-controlled House has passed the lowest number of laws for the first year of session in nearly 100 years. It is safe to say it is the least productive Congress in any of our lifetimes.

House Republicans have been focused on other priorities: A baseless, politically motivated impeachment inquiry into the President that went nowhere; impeachment proceedings against the Secretary of Homeland Security, which were immediately dismissed by the Senate, the first time that the Senate has dismissed Articles of Impeachment without trial after the reading; and now microwaves, freedom for refrigerators, and liberty for laundry.

That is the focus of this House Republican majority. It makes sense that Republicans would spend their time on such ridiculous legislative efforts given the chaos that the majority has engulfed this body into—the vacating of the Speaker 7 months ago, seven rules that have failed on the House floor as Republicans engage in open rebellion against their own leadership.

The American people are tired, Mr. Speaker, of the political stunts and the messaging bills. They are tired of the infighting. They want to see leadership, and that, Mr. Speaker, is exactly what they have seen through the leadership of Democratic Leader HAKEEM JEFFRIES and a united House Democratic Caucus.

You will recall, Mr. Speaker, that House Democrats have rescued this failing House Republican majority at nearly every turn. It was House Democrats who ensured that the U.S. didn't default on its debt last year, House Democrats who kept the government funded, House Democrats who carried the votes on the NDAA, and House Democrats who got the national security supplemental bill across the finish line and to the President's desk.

At every opportunity, Mr. Speaker, House Democrats have used this Chamber to stand against legislation that would hurt average Americans. While House Republicans are busy fighting each other, House Democrats are fighting for the American people, and we will continue to do that each and every day. We implore our Republican colleagues to join us.

One way my colleagues could do so is to oppose the previous question, the rule, and the underlying bills, and we implore them to do the same.

Mr. Speaker, I yield back the balance of my time.

Mrs. HOUCHIN. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, we, once again, have before us today the opportunity to move legislation that could have a positive effect on the everyday lives of all Americans, whether that is pushing back on the overreach and the administrative uncertainty of this bureaucratic state, or protecting the core functions of government agencies and protecting our very system of government.

The choice we have before us in this rule is clear, and we must take action.

H.R. 7109, the Equal Representation Act, ensures that the Census count only U.S. citizens for congressional apportionment and Presidential electors. This should not be a novel concept. It should just be a minimum standard.

H.J. Res. 109 provides clarity in the digital assets sector, an area where the United States should be leading. Congress must provide clear rules of the road for digital asset innovators. However, the rule proposed by the SEC does just the opposite.

With respect to home appliances, I think we should all agree that less intrusion by the government is the answer here. This administration's reckless pursuit of its green agenda surely could stop in our kitchens, can it not?

At a minimum, we shouldn't be making living in this country more unaffordable than it already is by this administration. H.R. 6192 is a step in the right direction.

Regarding our natural resources, our country is blessed with a diverse array of abundant natural resources. We ought to use those resources responsibly. H.R. 2925, the Mining Regulatory Clarity Act, is responsible and worthy of our support.

I look forward to moving these bills out of the House this week, and I ask my colleagues to join me in voting ''yes'' on the previous question and ''yes'' on the rule.

The material previously referred to by Mr. NEGUSE is as follows:

AN AMENDMENT TO H. RES. 1194 OFFERED BY MR. NEGUSE OF COLORADO

At the end of the resolution, add the following:

SEC. 5. Immediately upon adoption of this resolution, the House shall proceed to the

consideration in the House of the bill (H.R. 12) to protect a person's ability to determine whether to continue or end a pregnancy, and to protect a health care provider's ability to provide abortion services. All points of order against consideration of the bill are waived. The bill shall be considered as read. All points of order against provisions in the bill are waived. The previous question shall be considered as ordered on the bill and on any amendment thereto, to final passage without intervening motion except: (1) one hour of debate equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce or their respective designees; and (2) one motion to recommit.

SEC. 6. Clause 1(c) of rule XIX shall not apply to the consideration of H.R. 12.

Mrs. HOUCHIN. Mr. Speaker, I yield back the balance of my time and move the previous question on the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. NEGUSE. 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 question are postponed.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 1 o'clock and 13 minutes p.m.), the House stood in recess.

□ 1331

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. OBERNOLTE) at 1 o'clock and 31 minutes 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:

Motion to suspend the rules and pass H.R. 3354;

Ordering the previous question on House Resolution 1194; and

Adoption of House Resolution 1194, if ordered.

The first electronic vote will be conducted as a 15-minute vote. Pursuant to clause 9 of rule XX, remaining electronic votes will be conducted as 5-minute votes.

SECRETARY OF STATE MADELEINE ALBRIGHT POST OFFICE BUILDING

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. 3354) to designate the facility of the United States Postal Service located at 220 North Hatcher Avenue in Purcellville, Virginia, as the ''Secretary of State Madeleine Albright Post Office Building'', 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 Kansas (Mr. LATURNER) that the House suspend the rules and pass the bill.

The vote was taken by electronic device, and there were—yeas 371, nays 28, answered ''present'' 3, not voting 27, as follows:

[Roll No. 179]

YEAS—371

Adams
Aderholt
Aguilar
Alford
Allen
Allred
Amo
Amodei
Arrington
Auchincloss
Babin
Bacon
Balderson
Balint
Barr
Barragán
Bean (FL)
Beatty
Bentz
Bera
Bergman
Beyer
Bice
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
Carter (GA)
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Chavez-DeRemer
Cherfilus-McCormick
Chu
Ciscomani
Clark (MA)
Cline
Clyburn
Cohen
Cole
Comer
Connolly
Correa
Costa
Courtney
Craig
Crawford
Crenshaw
Crockett
Crow
Curtis
D'Esposito
Davids (KS)
Davis (IL)
Davis (NC)
De La Cruz
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
DesJarlais
Diaz-Balart
Dingell
Doggett
Donalds
Duarte
Dunn (FL)
Edwards
Ellzey
Escobar
Eshoo
Espaillat
Estes
Evans
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Fletcher
Flood
Foster
Foxx
Frankel, Lois
Franklin, Scott
Frost
Fry
Fulcher
Gaetz
Gallego
Garamendi
Garbarino
García (IL)
Garcia, Mike
Garcia, Robert
Gimenez
Golden (ME)
Goldman (NY)
Gomez
Gonzales, Tony
Gonzalez, Vicente
Good (VA)
Gooden (TX)
Gottheimer
Graves (LA)
Graves (MO)
Green (TN)
Green, Al (TX)
Griffith
Guest
Guthrie
Harder (CA)
Hayes
Hern
Hill
Himes
Hinson
Horsford
Houchin
Houlahan
Hoyer
Hoyle (OR)
Hudson
Huizenga
Hunt
Issa
Ivey
Jackson (IL)
Jackson (NC)
Jackson (TX)
James
Jayapal
Jeffries
Johnson (GA)
Johnson (SD)
Jordan
Joyce (OH)
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
Langworthy
Larsen (WA)
Larson (CT)
Latta
LaTurner
Lawler
Lee (CA)
Lee (FL)
Lee (NV)
Lee (PA)
Leger Fernandez
Lesko
Letlow
Levin
Lieu
Lofgren
Lucas
Luetkemeyer
Luna
Luttrell
Lynch
Mace
Malliotakis
Maloy
Mann
Manning
Mast
Matsui
McBath
McCaul
McClain
McClellan
McClintock
McCollum
McCormick
McGarvey
McGovern
McHenry
Meeks
Menendez
Meng
Meuser
Mfume
Miller (OH)
Miller (WV)
Miller-Meeks
Molinaro
Moolenaar
Moore (UT)
Moore (WI)
Moran
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Murphy
Nadler
Napolitano
Neal
Neguse
Newhouse
Nickel
Norcross
Nunn (IA)
Obernolte
Ocasio-Cortez
Omar
Owens
Pallone
Palmer
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Peters
Pettersen
Pfluger
Pingree
Pocan
Porter
Posey
Pressley
Quigley
Ramirez
Raskin
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Ross
Rouzer
Ruiz
Ruppersberger
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)
Timmons
Titus
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Turner
Underwood
Valadao
Van Drew
Van Duyne
Van Orden
Vargas
Vasquez
Veasey
Velázquez
Wagner
Walberg
Waltz
Wasserman Schultz
Waters
Watson Coleman
Webster (FL)
Wenstrup
Westerman
Wexton
Wild
Williams (GA)
Williams (NY)
Williams (TX)
Wilson (FL)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NAYS—28

Biggs
Brecheen
Burlison
Cloud
Clyde
Collins
Crane
Davidson
Duncan
Gosar
Greene (GA)
Harris
Harshbarger
Higgins (LA)
Joyce (PA)
Loudermilk
Massie
Miller (IL)
Mills
Moore (AL)
Nehls
Norman
Ogles
Perry
Steube
Tiffany
Tlaib
Weber (TX)

ANSWERED ''PRESENT''—3

Grothman
Rosendale
Roy

NOT VOTING—27

Armstrong
Baird
Banks
Carson
Carter (TX)
Clarke (NY)
Cleaver
Cuellar
Emmer
Ferguson
Foushee
Garcia (TX)
Granger
Grijalva
Hageman
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
Mooney
Pence
Phillips
Reschenthaler
Spartz
Trone

□ 1403

Messrs. BRECHEEN, HIGGINS of Louisiana, WEBER of Texas, DUNCAN, and MOORE of Alabama changed their vote from ''yea'' to ''nay.''

Mses. PINGREE and HOULAHAN changed their vote from ''nay'' to ''yea.''

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.

PROVIDING FOR CONSIDERATION OF H.R. 6192, HANDS OFF OUR HOME APPLIANCES ACT; PROVIDING FOR CONSIDERATION OF H.R. 7109, EQUAL REPRESENTATION ACT; PROVIDING FOR CONSIDERATION OF H.J. RES. 109, PROVIDING FOR CONGRESSIONAL DISAPPROVAL UNDER THE RULE SUBMITTED BY THE SECURITIES AND EXCHANGE COMMISSION RELATING TO ''STAFF ACCOUNTING BULLETIN NO. 121''; AND PROVIDING FOR CONSIDERATION OF H.R. 2925, MINING REGULATORY CLARITY ACT OF 2024

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on ordering the previous question on the resolution (H. Res. 1194) providing for consideration of the bill (H.R. 6192) to amend the Energy Policy and Conservation Act to prohibit the Secretary of Energy from prescribing any new or amended energy conservation standard for a product that is not technologically feasible and economically justified, and for other purposes; providing for consideration of the bill (H.R. 7109) to require a citizenship question on the decennial census, to require reporting on certain census statistics, and to modify apportionment of Representatives to be based on United States citizens instead of all persons; providing for consideration of the bill (H.J. Res. 109) providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Securities and Exchange Commission relating to ''Staff Accounting Bulletin No. 121''; and providing for consideration of the bill (H.R. 2925) to amend the Omnibus Budget Reconciliation Act of 1993 to provide for security of tenure for use of mining claims for ancillary activities, and for other purposes, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on ordering the previous question.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 204, nays 200, not voting 26, as follows:

[Roll No. 180]

YEAS—204

Aderholt
Alford
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Balderson
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Calvert
Cammack
Carey
Carl
Carter (GA)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Cole
Collins
Comer
Crane
Crawford
Crenshaw
Curtis
D'Esposito
Davidson
De La Cruz
DesJarlais
Diaz-Balart
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Gonzales, Tony
Good (VA)
Gooden (TX)
Gosar
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harris
Harshbarger
Hern
Higgins (LA)
Hill
Hinson
Houchin
Hudson
Huizenga
Hunt
Issa
Jackson (TX)
James
Johnson (LA)
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kean (NJ)
Kelly (MS)
Kelly (PA)
Kiggans (VA)
Kiley
Kim (CA)
Kustoff
LaHood
LaLota
Lamborn
Langworthy
Latta
LaTurner
Lawler
Lee (FL)
Lesko
Letlow
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Mace
Malliotakis
Maloy
Mann
Massie
Mast
McCaul
McClain
McClintock
McCormick
McHenry
Meuser
Miller (IL)
Miller (OH)
Miller (WV)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moran
Murphy
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Self
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Stauber
Steel
Stefanik
Steil
Steube
Strong
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Valadao
Van Drew
Van Duyne
Van Orden
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (NY)
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NAYS—200

Adams
Aguilar
Allred
Amo
Auchincloss
Balint
Barragán
Beatty
Bera
Beyer
Bishop (GA)
Blumenauer
Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Cárdenas
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Clyburn
Cohen
Connolly
Correa
Costa
Courtney
Craig
Crockett
Crow
Davids (KS)
Davis (IL)
Davis (NC)
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
Dingell
Doggett
Escobar
Eshoo
Espaillat
Evans
Fletcher
Foster
Frankel, Lois
Frost
Gallego
Garamendi
García (IL)
Garcia, Robert
Golden (ME)
Goldman (NY)
Gomez
Gonzalez, Vicente
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Ivey
Jackson (IL)
Jackson (NC)
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Kennedy
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Larsen (WA)
Larson (CT)
Lee (CA)
Lee (NV)
Lee (PA)
Leger Fernandez
Levin
Lieu
Lofgren
Lynch
Manning
Matsui
McBath
McClellan
McCollum
McGarvey
McGovern
Meeks
Menendez
Meng
Mfume
Moore (WI)
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neal
Neguse
Nickel
Norcross
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Peters
Pettersen
Pingree
Pocan
Porter
Pressley
Quigley
Ramirez
Raskin
Ross
Ruiz
Ruppersberger
Ryan
Salinas
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Slotkin
Smith (WA)
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stevens
Strickland
Suozzi
Swalwell
Sykes
Takano
Thanedar
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Underwood
Vargas
Vasquez
Veasey
Velázquez
Wasserman Schultz
Waters
Watson Coleman
Wexton
Wild
Williams (GA)
Wilson (FL)

NOT VOTING—26

Baird
Banks
Boebert
Burlison
Carson
Carter (TX)
Cleaver
Cuellar
Ferguson
Foushee
Garcia (TX)
Granger
Grijalva
Hageman
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
Mooney
Pence
Phillips
Sessions
Spartz
Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining.

□ 1411

So the previous question was ordered.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore. The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

RECORDED VOTE

Mr. NEGUSE. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 205, noes 199, not voting 26, as follows:

[Roll No. 181]

AYES—205

Aderholt
Alford
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Balderson
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Cole
Collins
Comer
Crane
Crawford
Crenshaw
Curtis
D'Esposito
Davidson
De La Cruz
DesJarlais
Diaz-Balart
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Gonzales, Tony
Good (VA)
Gooden (TX)
Gosar
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harris
Harshbarger
Hern
Higgins (LA)
Hill
Hinson
Houchin
Hudson
Huizenga
Hunt
Issa
Jackson (TX)
James
Johnson (LA)
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kean (NJ)
Kelly (MS)
Kelly (PA)
Kiggans (VA)
Kiley
Kim (CA)

Kustoff
LaHood
LaLota
Lamborn
Langworthy
Latta
LaTurner
Lawler
Lee (FL)
Lesko
Letlow
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Mace
Malliotakis
Maloy
Mann
Massie
Mast
McCaul
McClain
McClintock
McCormick
McHenry
Meuser
Miller (IL)
Miller (OH)
Miller (WV)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moran
Murphy
Nehls
Newhouse
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Self
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Stauber
Steel
Stefanik
Steil
Steube
Strong
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Valadao
Van Drew
Van Duyne
Van Orden
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (NY)
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NOES—199

Adams
Aguilar
Allred
Amo
Auchincloss
Balint
Barragán
Beatty
Bera
Beyer
Bishop (GA)
Blumenauer
Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Cárdenas
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Clyburn
Cohen
Connolly
Correa
Costa
Courtney
Craig
Crockett
Crow
Davids (KS)
Davis (IL)
Davis (NC)
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
Dingell
Doggett
Escobar
Eshoo
Espaillat
Evans
Fletcher
Foster
Frankel, Lois
Frost
Gallego
Garamendi
García (IL)
Garcia, Robert
Golden (ME)
Goldman (NY)
Gomez
Gonzalez, Vicente
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Ivey
Jackson (IL)
Jackson (NC)
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Kennedy
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Larsen (WA)
Larson (CT)
Lee (CA)
Lee (NV)
Lee (PA)
Leger Fernandez
Levin
Lieu
Lofgren
Lynch
Manning
Matsui
McBath
McClellan
McCollum
McGarvey
McGovern
Meeks
Menendez
Meng
Moore (WI)
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neal
Neguse
Nickel
Norcross
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Peters
Pettersen
Pingree
Pocan
Porter
Pressley
Quigley
Ramirez
Raskin
Ross
Ruiz
Ruppersberger
Ryan
Salinas
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Slotkin
Smith (WA)
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stevens
Strickland
Suozzi
Swalwell
Sykes
Takano
Thanedar
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Underwood
Vargas
Vasquez
Veasey
Velázquez
Wasserman Schultz
Waters
Watson Coleman
Wexton
Wild
Williams (GA)
Wilson (FL)

NOT VOTING—26

Baird
Banks
Carson
Carter (TX)
Cleaver
Cuellar
Ferguson
Foushee
Garcia (TX)
Granger
Grijalva
Hageman
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
Mfume
Mooney
Norman
Pence
Phillips
Sessions
Spartz
Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining.

□ 1417

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PERSONAL EXPLANATION

Ms. GARCIA of Texas. Mr. Speaker, due to illness, I was unable to vote during the first vote series. Had I been able to vote, I would have voted:

YEA on roll call No. 179, H.R. 3354, to designate the facility of the United States Postal Service located at 220 North Hatcher Avenue in Purcellville, Virginia, as the ''Secretary of State Madeleine Albright Post Office Building;''

NO on roll call No. 180, the Motion on Ordering the Previous Question on H. Res. 1194; and

NO on roll call No. 1861, H. Res. 1194, the Rule providing for consideration of H.R. 6192, H.J. Res. 109, H.R. 2925, and H.R. 7109.

PERSONAL EXPLANATION

Mr. BAIRD. Mr. Speaker, unfortunately, due to a district commitment, I was unable to cast three votes today. Had I been present, I would have voted:

YEA on Roll Call No. 179, H.R. 3354, to designate the facility of the United States Postal Service located at 220 North Hatcher Avenue in Purcellville, Virginia, as the ''Secretary of State Madeleine Albright Post Office Building;''

YEA on Roll Call No. 180, the Previous Question on H. Res. 1194; and

YEA on Roll Call No. 181, H. Res. 1194, the Rule providing for consideration of H.R. 6192, H.R. 7109, H.R. 2925, and H.J. Res. 109.

ELECTING A MEMBER TO A CERTAIN STANDING COMMITTEE OF THE HOUSE OF REPRESENTATIVES

Mr. AGUILAR. Mr. Speaker, by direction of the Democratic Caucus, I offer a privileged resolution and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 1204

Resolved, That the following named Member be, and is hereby, elected to the following standing committee of the House of Representatives:

COMMITTEE ON HOMELAND SECURITY: Mr. Kennedy (to rank immediately after Mr. Suozzi).

Mr. AGUILAR (during the reading). Mr. Speaker, I ask unanimous consent that the resolution be considered as read.

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

There was no objection.

The resolution was agreed to.

A motion to reconsider was laid on the table.

PROVIDING FOR CONGRESSIONAL DISAPPROVAL OF THE RULE SUBMITTED BY THE NATIONAL LABOR RELATIONS BOARD RELATING TO ''STANDARD FOR DETERMINING JOINT EMPLOYER STATUS''—VETO MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

The SPEAKER pro tempore (Mr. DESJARLAIS). Pursuant to the order of the House of May 6, 2024, the unfinished business is the further consideration of the veto message of the President on the joint resolution (H.J. Res. 98) providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the National Labor Relations Board relating to ''Standard for Determining Joint Employer Status''.

The Clerk read the title of the joint resolution.

The SPEAKER pro tempore. The question is, Will the House, on reconsideration, pass the joint resolution, the objections of the President to the contrary notwithstanding?

(For veto messages, see proceedings of the House of May 6, 2024, at page H2840.)

The SPEAKER pro tempore. The gentleman from Virginia (Mr. GOOD) is recognized for 1 hour.

Mr. GOOD of Virginia. Mr. Speaker, for purpose of debate only, I yield the customary 30 minutes to the gentleman from Virginia (Mr. SCOTT), the ranking member on the Committee on Education and the Workforce, pending which I yield myself such time as I may consume.

GENERAL LEAVE

Mr. GOOD of Virginia. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on the veto message on H.J. Res. 98.

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

There was no objection.

Mr. GOOD of Virginia. Mr. Speaker, I rise today in support of overriding President Biden's veto of H.J. Res. 98. A vote in favor of this resolution will nullify the Biden administration's attempt to redefine what it means to be a joint employer under the National Labor Relations Act.

After receiving bipartisan support from both Chambers, Congress sent H.J. Res. 98 to the President's desk showing our broad disapproval of the new joint employer rule. Now, with President Biden's veto, the message from the administration is clear: Franchise businesses are not welcome partners in the Biden economy.

In fact, the Biden administration wants to return to the harm done during the Obama-Biden administration, when this rule was first in effect and cost the economy more than $30 billion and nearly 400,000 jobs on an annual basis for the 5-year period until President Trump, thankfully, reversed the rule.

It also benefited the Democrats' favorite trial lawyers when lawsuits against franchise businesses increased by 93 percent.

The joint employer rule overturns legal precedent that was in place from 1984 to 2015. It is a direct attack on the thousands of small businesses that make up the healthy and growing franchise sector.

Currently, a business is considered an employer only if they exercise direct and immediate control over an employee's essential terms and conditions of employment. However, the new rule establishes that two or more businesses are in a joint employer relationship if one employer merely exercises indirect control over another company's employees.

Under this standard, something as simple as a franchisor giving a franchisee a company handbook could be interpreted as exercising indirect control.

Changing the definition of who controls a business creates confusion and threatens the independence of so many successful small business owners.

Biden's rule will saddle franchisors with liability for independent franchise owners, over which they do not have control. Inevitably, the result of this rule will be less growth, more lawsuits, and the functional transformation of businessowners into middle managers.

It is already very difficult to operate a small business today in Biden's America. The administration's response to high inflation, low workforce participation, and high interest rates, which are causing so much economic hardship from Bidenomics, is to aggressively pursue an anti-employer, antiworker, pro-union-boss agenda.

We must protect the model that is currently working for businesses and eliminate the threat of this new rule.

Mr. Speaker, I urge my colleagues to vote in favor of overriding the President's veto of H.J. Res. 98, and I reserve the balance of my time.

Mr. SCOTT of Virginia. Mr. Speaker, I thank my colleague from Virginia for yielding time, and I yield myself such time as I may consume.

I rise once again in strong opposition to H.J. Res. 98, the Congressional Review Act resolution to repeal the National Labor Relations Board's joint employer rule, which the board finalized last October.

Workers should be able to negotiate for higher pay, better benefits, and safer workplaces through their unions. Regrettably, this is not the case for millions of Americans, including janitors, housekeepers, cooks, and many others who are employed through subcontractors or temp agencies.

The rise of what is called the fissured workplace, where firms increasingly use overlapping arrangements of contracting, subcontracting, and temping, has weakened workers' bargaining power and allowed large corporations to evade bargaining obligations and liabilities.

□ 1430

For example, if an employee of a subcontractor unionized, the subcontractor would be unable to actually bargain over pay, hours, workplace safety, or other issues. That is because the actual contract is with the prime contractor who essentially sets the terms and conditions of employment for the employee, and the subcontractor is just administering the terms of that contract. Bargaining with the subcontractor becomes essentially useless because the subcontractor is paid based on assumed wages, and they don't have the ability to change those wages. The prime contractor needs to be at the table if someone is thinking of negotiating wages at all.

Additionally, by evading bargaining obligations, the prime contractor, who is actually setting some or all of the terms of conditions of the work, can actually shift liability for an unfair labor practice onto the subcontractor or the temp agency.

Mr. Speaker, the NLRB's new rule fixed the problem by ensuring workers can negotiate with all entities who actually control their working conditions. This also protects small businesses from being held liable for labor violations that are a result of the larger firms' actions.

This isn't about franchising. No franchiser has ever been found to be a joint employer under any of the various joint employer rules, including this one.

H.J. Res. 98 would undermine workers' ability to exercise their rights and reinstate the deficient Trump-era rule that narrowed the joint employer standard. Under the Trump-era standard, employers who control the working conditions could easily evade their obligations to collectively bargain with employees. That would have the effect of reducing the earnings of workers.

According to the Economic Policy Institute, the Trump-era rule would reduce workers' hard-earned paychecks by about $1.3 billion. Conversely, the Biden joint employer rule is estimated to raise workers' earnings.

So we should not go backwards. The Biden-Harris administration's joint employer rule empowers workers and protects small businesses, so I applaud President Biden for his veto of H.J. Res. 98.

So let's be clear. This is not about the joint employer rule. We have already had that debate back in January.

This is a debate about the Republican majority's inability to do basic arithmetic. Overriding the President's veto requires two-thirds, or 290 Members, of the House. That is not going to happen. This measure only passed with 206 votes, nearly all of them from Republicans, so anybody who can count knows the Republican majority does not have the votes to override the veto.

So why are we taking this up?

It is because we are just a metaphor for the Republicans' failed agenda. Instead of taking time to do something constructive, we are taking precious floor time on this doomed override vote when we could be doing something better like raising the minimum wage, or making workplaces safer and healthier, or ensuring women receive equal pay for equal work, or combating child labor, or establishing paid sick leave, or strengthening workers' ability to organize and collectively bargain.

However, that is not what we are doing. All that is happening now is what has happened during the whole 118th Congress: the House majority insists on spending floor time on votes like this that have no chance of succeeding.

So House Democrats believe we can do better. We remain focused on the priorities and others that lower costs and grow the middle class. That is what we ought to be focused on.

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

Mr. GOOD of Virginia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, this is and always will be about labor unions. That is essentially what my friend from the Commonwealth of Virginia just said. However, we need to go back to pro-growth policies when real wages were growing for everyone, when unemployment was at a record low for everyone, and there were millions more Americans working during the Trump administration.

Bidenomics and Bidenflation don't work. This is a recession back into the past here. It is not going to work. We are not responsible for what the Senate does, Mr. Speaker. We are not responsible for what the White House does. The Senate actually agreed with us on this on a bipartisan basis, and the House did this on a bipartisan basis.

Mr. Speaker, I yield 5 minutes to the gentleman from Michigan (Mr. JAMES).

Mr. JAMES. I thank Mr. GOOD for yielding, and I appreciate the opportunity to address my colleagues and you, Mr. Speaker.

It has been said that government doesn't create jobs, but they sure know how to kill them.

I agree with that.

Listening to my colleagues here today, I have to restate, Mr. Speaker, that the American Dream is worth fighting for.

Franchises create the surest and shortest path for entrepreneurs, working people in my district, and all across the country to achieve the American Dream. The reason we are here again is because we are giving our colleagues the opportunity to tell the American people that they will choose them and

their American Dream over the special interests and political selfishness that choosing their own best interests may lead to.

The right to collectively bargain was established by this body in 1935, and the right to work was enshrined in Michigan's constitution just last year. However, once again, the Biden administration has gone too far.

Franchise businesses are the path out of situations for people in urban America, rural America, and everywhere in between.

The Biden-led National Labor Relations Board resurrected a policy that, when imposed during the Obama Administration, saw jobs lost and dreams crushed. The last rule saw 376,000 lost job opportunities in the franchise sector.

It was also said what might happen, what could happen, and what should happen, and then I heard fixing a problem. It sounds like people who have never had the chance to live under the rules they are creating are now creating organizations and structures that they won't have to live under. This is exactly the reason we were elected to come here to represent our constituents' interests and not the interests here, Mr. Speaker.

Thanks to President Biden's policies, we have inflation and regulation, not success and determination.

My colleagues on this side of the aisle are willing to bet on America and are willing to bet on the entrepreneurial spirit while also respecting the right to collectively bargain without burdensome regulations that we know stifle the American Dream.

The President's veto is clear.

Mr. Speaker, while the President and the Vice President go around the country saying they are friends of small business, their administration is literally putting policies in place that crush it.

The only reason our colleagues would not vote to override this veto is because they are in lockstep with the administration, prioritizing politics over people. They have the opportunity to vote along with us, to overturn these harmful policies to allow Americans to self-determine without threat to their right to collectively bargain.

This is a clear opportunity to get this right, and I hope my colleagues on the other side will support our endeavor to do the right thing for the people in our districts who, no doubt, shed blood, sweat, and tears to make their dream a reality.

As our President seeks to make the case to the American people, he should not assume that small business is the enemy.

Mr. SCOTT of Virginia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I think we have to get some job numbers rather than just adjectives and everything on the table.

The fact is that President Trump during his 4 years lost over 6 million jobs, but President Biden so far has created over 15 million, the longest period of time with unemployment under 4 percent since the 1960s.

Before you start excusing President Trump because of a pandemic, he had a pandemic for about 10 months, President Biden had a pandemic for 2 years.

So this legislation the President has vetoed, I think it is helpful just to read the President's message of why he vetoed the resolution.

He said: ''I am returning herewith without my approval H.J. Res. 98, a resolution that would disapprove of the National Labor Relations Board's rule entitled 'Standard for Determining Joint Employer Status.'

''Since day one, my administration has fought to strengthen workers' right to organize and bargain for higher wages, better benefits, and safer working conditions. The NLRB's rule would prevent companies from evading their bargaining obligations or liability when they control a worker's working condition—even if they reserve such control or exercise it indirectly through a subcontractor or other intermediary. If multiple companies control the terms and conditions of employment, then the right to organize is rendered futile whenever the workers cannot bargain collectively with each of those employers.

''Without the NLRB's rule, companies could more easily avoid liability simply by manipulating their corporate structure, like hiding behind subcontractors or staffing agencies. By hampering the NLRB's efforts to promote the practice and procedure of collective bargaining, Republicans are siding with union-busting corporations over the needs of workers and their unions. I am proud to be the most pro-union, pro-worker President in American history. I make no apologies for my administration protecting the right to organize and bargain collectively.

''Therefore, I am vetoing this resolution.

''Joseph R. Biden, Jr.''

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

Mr. GOOD of Virginia. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I have to hand it to my friend from Virginia. He is resilient, but he has got a tough job trying to defend the economic record of the current administration.

We have got some 4 million people less working than were working when he became President. Everyone knows that under the previous administration, again, we had record-low unemployment and record-high labor participation. Now we have a record-low labor participation rate.

We had unemployment that was at record lows for everyone during the previous administration and real wage growth under the previous administration.

Now we have 40-year high inflation. Inflation was nonexistent before this President got into office. We have 20-year high interest rates which are further crushing the American people. We have got our credit being downgraded because of the reckless, excessive, wasteful, and unprecedented spending which will cause interest rates to go even higher.

Mr. Speaker, you can't fool the American people. You can't tell them it is good when they know that it is bad. They are suffering at the grocery store, they are suffering when they pay the utility bill, they are suffering at the gas pump, they are suffering when they make the mortgage payment or when they make the rent payment, and they are suffering when they are unable to afford to buy a home, especially for young people starting out.

This is all a direct result of bad policy from this President. This is just one more example as he vetoes the will of the American people reflected in a bipartisan manner by both Houses of Congress sending him legislation to overturn this rule, and yet he has vetoed it and has forced us to try to overcome his veto today.

Mr. Speaker, I am prepared to close if the gentleman from Virginia is prepared to close, and I reserve the balance of my time.

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

Mr. Speaker, I include in the RECORD letters in opposition to this resolution in support of the President's veto from SEIU, AFL–CIO, and the Teamsters.

NOVEMBER 2, 2023.

DEAR REPRESENTATIVE: On behalf of the 12.5 million workers represented by the AFL–CIO, the 2 million workers represented by SEIU, and the 1.2 million workers represented by the International Brotherhood of Teamsters, we write to urge you to support the National Labor Relations Board's (''NLRB'' or ''the Board'') recent final rule addressing joint-employer status under the National Labor Relations Act (''NLRA'' or ''the Act''). This important rule will ensure that workers have a real voice at the bargaining table when multiple companies control their working conditions. Accordingly, the undersigned unions strongly oppose any effort to nullify or weaken the rule, whether by legislation or resolution under the Congressional Review Act.

The rule, published on October 27, 2023, rescinds the Trump NLRB's 2020 joint-employer rule and replaces it with an updated standard that is based on well-established common-law principles and consistent with recent D.C. Circuit decisions identifying critical flaws in the Trump NLRB's approach to this issue. The Board's updated rule is welcome and necessary because the Trump rule was harmful to workers' organizing efforts, inconsistent with the governing legal principles, and against the policies of the Act.

The crux of this issue is simple—when workers seek to bargain collectively over their wages, hours and working conditions, every entity with control over those issues must be at the bargaining table. The Act protects and encourages collective bargaining as a means of resolving labor disputes. Collective bargaining cannot serve that purpose if companies with control over the issues in dispute are absent from the bargaining table. The Trump rule offered companies a roadmap to retain ultimate control

over key aspects of workers' lives—like wages and working conditions—while avoiding their duty to bargain. This standard left workers stranded at the bargaining table and unable to negotiate with the people who could actually implement proposed improvements.

Companies are adopting business structures specifically designed to maintain control over the workers who keep their businesses running while simultaneously disclaiming any responsibility for those workers under labor and employment laws. Such businesses often insert second and third-level intermediaries between themselves and their workers. These companies seek to have it both ways—to control the workplace like an employer but dodge the legal responsibilities of an employer. This phenomenon is often called workplace ''fissuring.''

Fissured workplaces, sometimes involving staffing firms, temp agencies, or subcontractors, often leave workers unable to raise concerns, or collectively bargain with, the entity that actually controls their workplace. In such arrangements, multiple entities may share control over a worker's terms of employment. For example, if employees of a subcontractor were to unionize and bargain only with the subcontractor, it might simply refuse to bargain over certain issues because its contract with the prime contractor governs those aspects of the work (e.g., pay, hours, safety, etc.). This harms workers because the entity that effectively determines workplace policy is not at the bargaining table, placing workers' desired improvements out of reach.

The way to ensure that workers can actually bargain with each entity that controls their work is to readily identify such entities as ''joint employers.'' The Act requires joint employers to collectively bargain with employees over working conditions that they control. But the Trump NLRB's joint employer rule was designed to help companies with such control escape bargaining. The rule's standard for finding a joint employment relationship was unrealistic and overly narrow. It conditioned a company's joint employer status on proof that it actually exercised substantial direct and immediate control, discounting its reserved or indirect power to control a small list of working conditions. This conflicts with the governing common law principles, which make clear that a company's power to control working conditions must bear on its employer status (and thus its bargaining responsibilities under the Act) regardless of whether it has formally exercised that power. The new final rule correctly rescinded the Trump rule.

Critics of the new rule claim that its joint employer standard will outright destroy certain business models or dramatically change operations. Opponents claim, for example, that companies will be required to bargain over issues they have no control over, or will be automatically liable for another entity's unfair labor practices. This is simply untrue and a further attempt to leave workers with no opportunity to bargain with controlling entities. The final rule makes it clear that a joint employer's bargaining obligations extend only to those terms and conditions within its control. And current Board law—unchanged by the rule—only extends unfair labor practice liability to a joint employer if it knew or should have known of another employer's illegal action, had the power to stop it, and chose not to.

Similarly, critics claim that the new standard imposes blanket joint employer status on parties to certain business models like franchises, temp agencies, subcontractors, or staffing firms. This is also untrue. The rule does not proclaim that all franchisors are now joint employers with their franchisees, or that any company using workers from a temp agency is automatically their employer. The particular business model used by parties in any case is not determinative. Instead, the Board looks at every case individually, and grants companies a full and fair opportunity to explain the underlying business relationship and dispute whether they control the relevant workers' essential terms and conditions of employment. The Board conducts a fact-specific, case-by-case analysis that considers whether the putative joint employer controls essential terms and conditions of employment.

Make no mistake, the Board's rule may well result in the employees of a staffing firm, for example, being treated also as employees of the firm's client, but only if the client controls the employees' terms and conditions of employment. That is the only way workers can meaningfully bargain at work. But even in that situation, the workers are deemed employees only for purposes of the NLRA and collective bargaining, and the client would be obligated to bargain only about the terms it controls. It would still be up to workers to choose whether they want to organize a union and collectively bargain with their employer or employers. Nothing in the NLRB's rule alters employers' responsibilities under any other state or federal law (e.g., tax laws, wage and hour laws, or workplace safety laws) or requires any changes to business structures. But it does make clear their responsibility under the NLRA to show up at the bargaining table.

The new rule is clear and commonsense: there is no bargaining obligation for an entity that cannot control workplace policies or working conditions. And for good reason—their presence at the bargaining table would be pointless. Workers have no interest in bargaining with a company that lacks the power to implement the workplace improvements they seek.

This rule simply invokes a more realistic joint employer standard on par with the standard enforced during the Obama administration, allowing a company's indirect or reserved control over working conditions to be sufficient for finding joint employer status. Workers' right to collectively bargain cannot be realized if the entity that has the power to change terms and conditions of employment is absent from the bargaining table.

For the reasons explained above, the undersigned unions oppose any effort to nullify the Board's rule. In particular, we urge Congress to oppose efforts to nullify the rule under the Congressional Review Act (''CRA''). Here, a successful CRA disapproval resolution would be particularly harmful: it would revert the NLRB's joint employer standard to the Trump Board's 2020 rule, which stymies workers at the bargaining table. And further, as explained above, at least one federal appeals court has strongly suggested that provisions of the 2020 rule are inconsistent with the NLRA, so litigation would likely invalidate that rule as well. This would create confusion for the workers, unions, and employers regulated by the NLRB. Not only could the two standards be nullified, leaving the Board's joint employer analysis in limbo, but the NLRB's ability to address that limbo would be unclear due to CRA limitations.

The CRA provides that once a disapproval resolution is passed, the underlying agency cannot issue a subsequent rule in ''substantially the same form'' as the disapproved rule unless it is specifically authorized by a subsequent law. Thus, if the Board's new rule is nullified under the CRA, and the prior Trump rule is invalidated by federal courts, the NLRB would be limited in issuing a clarifying rule. To avoid confusion and ensure stability for workers, unions, and employers, Congress must steer clear of using the CRA to address the joint employer standard.

For these reasons, we ask that you support the NLRB's joint employer rule and oppose any effort to weaken or nullify the clarified standard.

Mr. SCOTT of Virginia. Mr. Speaker, I include in the RECORD a letter from the United Steelworkers, in support of the President's veto.

UNITED STEELWORKERS

Pittsburgh, PA, November 14, 2023.

Re: United Steelworkers urges a NO vote on H.J. Res. 98, which would invalidate the National Labor Relations Board's new Standard for Determining Joint Employer Status.

U.S. House of Representatives, Washington, DC.

DEAR REPRESENTATIVE: On behalf of the 850,000 active members of the United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union (USW), I write to oppose a misguided and short-sighted Congressional Review Act (CRA) resolution—H.J. Res 98. If this resolution passes, American workers will increasingly face a fractured workplace and lose access to federally protected collective bargaining rights.

Updating the NLRB joint employer standard is necessary as employers are increasingly using ''fissured'' workplace models to keep the parent company from having to bargain with workers employed by the smaller contracted companies. The continued contracting out and increased usage of temporary workers leads to terrible outcomes for the most vulnerable, precisely because these workers lack the ability to meaningfully organize and collectively bargain with their appropriate employer(s).

For example, a 2014 National Employment Law Project report found that workers at subcontracted firms receive wages from 7–40 percent lower than their non-contracted out peers. That same study also showed that workers in subcontracted firms suffer higher rates of wage theft and unpaid overtime. Analysis from ProPublica has also shown that temp workers are at an increased risk of workplace injury. Lastly, and perhaps most chillingly, child workers have been found in meatpacking plants, while auto-supply chains in the South have had children as young as 14 years old working for subcontracted firms—sometimes with deadly consequences. If this resolution passes, Congress will have made it easier for corporations to shirk responsibility of their employment oversight, and make it harder for the American labor movement to stop labor abuses such as wage theft, unpaid overtime, workplace injuries, and child labor.

The NLRB had to act as the result of a partisan rulemaking process during the Trump administration. Prior to 2020, the NLRB's assessment of a joint employer standard had been guided by common law for over 50 years. The NLRB, as a quasi-judicial body, would use case decisions to substantiate its joint employer standard.

The Trump administration's NLRB dramatically broke with precedent and created a regulatory rulemaking process to establish a new joint employer standard. Through this final rule, the previous NLRB added non-statutory and non-common law requirements to the NLRB joint employer assessment—notably, the requirement that an employer must ''possess and exercise . . . substantial direct and immediate control'' over a worker's ''essential terms and conditions of employment'' to be considered joint employers.

The problem with this Trump era rule is that it significantly constrained the NLRB's

ability to exercise jurisdiction over cases, and limited the scope of the joint employer standard on when the NLRB can weigh in. With such a weak standard, employers were able to simultaneously influence a worker's wages, hours, and working conditions—all while being inoculated from having to bargain over those issues with their workers.

By returning to common-law principles in this new standard, the NLRB provides ''a practical approach to ensuring that the entities effectively exercising control over workers' critical terms of employment respect their bargaining obligations under the NLRA''.

Unfortunately, Representative James John (R–MI–10), along with 29 other Republicans, introduced a Congressional Review Act resolution to repeal the NLRB's return to past precedent. USW strongly opposes the use of a CRA to undermine the NLRB. If a CRA were to be successfully used, it would prevent the federal agency from ever issuing a substantially similar rule, freezing in perpetuity a process that was designed to evolve with employment practices.

USW opposes H.J. Res 98 in the strongest terms and will educate union membership on any floor vote outcome. The NLRB's released joint employer standard returns the country to prior precedent, and strengthens the legal right of millions of workers across this country to collectively bargain with their appropriate employer(s). Again, I urge you to support this new standard and oppose H.J. Res. 98.

Sincerely,

DAVID MCCALL,
International President.

Mr. SCOTT of Virginia. Mr. Speaker, lastly, I include in the RECORD a letter from dozens of labor and civil rights organizations in support of the veto.

NOVEMBER 20, 2023.

Re: NLRB Joint Employer Rule CRA.

Hon. CHARLES SCHUMER,
Hon. MITCH MCCONNELL,
Hon. BERNIE SANDERS,
Hon. BILL CASSIDY,
U.S. Senate, Washington, DC.
Hon. MIKE JOHNSON,
Hon. HAKEEM JEFFRIES,
Hon. VIRIGINIA FOXX,
Hon. ROBERT ''BOBBY'' C. SCOTT,
House of Representatives, Washington, DC.

DEAR MEMBERS OF CONGRESS: The undersigned organizations write to share our opposition to the Congressional Review Act (CRA) challenge to the National Labor Relations Board's 2023 Joint Employer Rule.

Millions of workers in precarious and subcontracted work depend on the joint-employer doctrine to protect their right to organize under the NLRA. In labor-intensive and underpaid industries like retail, hospitality, fast food, janitorial, construction, and delivery, workers hired through intermediary subcontractors like staffing agencies and specialized contract firms are effectively deprived of their labor rights because the law fails to recognize who their employers are. They provide work central to the hotels, retail operators, fast food chains, construction contractors, delivery companies, and other corporations that rely on their labor but are unable to hold those employers accountable when their labor rights are violated. While this harms a broad range of workers, it has particularly damaging impacts for women, Black workers, immigrants, people of color, and people with disabilities who disproportionately hold precarious, low-paid jobs.

The Board's new rule reaffirms that, under the NLRA, a worker may be jointly-employed when more than one entity shares or co-determines the essential terms and conditions of their work. What matters is not the corporate structure or what the companies call the work relationship; what matters is who has the power to control the essential terms of employment, like pay, discipline, and health & safety on the job.

Now, large corporations and industry trade groups are pushing Congress to vote for a CRA resolution to overturn the rule. Despite the claims made by these self-interested groups, the joint employer rule is a simple and necessary course correction that:

Rescinds the misguided 2020 rule, which improperly narrowed the NLRA's coverage and unmoored the legal standard from the common law, by requiring workers to show that a business had ''substantial direct and immediate control'' over the essential terms of employment;

Grounds the legal analysis in the common law, building on the Obama-era Browning-Ferris decision that the 2020 Trump rule overrode;

Affirms that companies are liable for committing unfair labor practices (such as terminating workers for exercising their right to organize) and required to bargain with their workers as joint employers, where they control the essential terms and conditions of employment;

Accounts for forms of control that are ''indirect'' and ''reserved,'' as well as direct and actually exercised, in determining whether or not there is an employment relationship; and

Recognizes that the ''essential terms and conditions of employment'' include workplace health and safety, and direction as to how to complete the work, as well as control over pay and discipline.

This rule is a major step toward safeguarding the labor rights of millions of workers in subcontracted employment, ensuring that corporations cannot skirt the law simply by outsourcing responsibility for their workers. Should a CRA to overturn this rule be brought to the floor, we strongly urge all Members of Congress to vote No.

Sincerely,

A Better Balance; AFL–CIO; American Federation of State, County, and Municipal Employees (AFSCME); APALA; Asian American Pacific Islander Civic Engagement Collaborative of New Virginia Majority; Bruckner Burch PLLC; Care in Action; Caring Across Generations; Center for Economic and Policy Research; Center for Law and Social Policy; Cincinnati Interfaith Workers Center; Clearinghouse on Women's Issues; Communications Workers of America (CWA); Community Legal Services, Philadelphia; Congregation of Our Lady of Charity of the Good Shepherd, U.S. Provinces.

CRLA Foundation; Demand Progress; Demos; Economic Policy Institute; Endangered Species Coalition; Equal Rights Advocates; Feminist Majority Foundation; Impact Fund; International Brotherhood of Teamsters; Japanese American Citizens League (JACL); Jobs to Move America; Jobs With Justice; Justice & Accountability Center of Louisiana; Justice at Work; Justice in Motion.

Kentucky Equal Justice Center; KIWA; Lawyers' Committee for Civil Rights Under Law; Legal Aid at Work; Long Beach Alliance for Clean Energy; National Advocacy Center of the Good Shepherd; National Center for Law and Economic Justice; National Council for Occupational Safety and Health; National Domestic Workers Alliance; National Education Association; National Employment Lawyers Association; National Employment Law Project (NELP); National Institute for Workers' Rights; National Organization for Women; National Partnership for Women & Families.

National Resource Center on Domestic Violence; National Women's Law Center; New Jersey Association on Correction; North Carolina Justice Center; Northwest Workers' Justice Project; Public Justice Center; Restaurant Opportunities Centers United; Santa Clara County Wage Theft Coalition Service Employees International Union; Shriver Center on Poverty Law; TechEquity Collaborative; The Leadership Conference on Civil and Human Rights; The Legal Aid Society; The Women's Employment Rights Clinic (WERC) at Golden Gate University (GGU); Transport Workers Union of America.

UAW; United Brotherhood of Carpenters and Joiners of America; United Food and Commercial Workers International Union (UFCW); Women Employed; Worker Justice Center of New York; Worker Power Coalition; Workers Defense Action Fund; Workplace Fairness; Workplace Justice Lab at Rutgers University; Workplace Justice Project at Loyola Law Clinic; Worksafe; Young Invincibles.

Mr. SCOTT of Virginia. Mr. Speaker, I just want to reiterate that the credit rating that was threatened was the result of the Republicans threatening a default on our debt. That wasn't anything the Democrats had done.

Again, I just reiterate that under Biden over 15 million jobs were created. Under Trump over 6 million were lost. We have had the longest period of time of unemployment, under 4 percent, since the 1960s. I think that is a fairly easy record to defend.

□ 1445

Mr. Speaker, in closing, there is no reason to override the President's veto, and the votes aren't going to be there. Unfortunately, this is how the Republicans have operated during the 118th Congress. This is going to be the least-productive Congress in history.

In contrast, under Democratic leadership, last Congress, we delivered on significant results. We created millions of jobs, reduced unemployment to record lows, and, under this administration, kept it under record lows. We have saved more than a million people's pensions under the multi-employer pension fund, and we helped tens of thousands of businesses because they were legally obligated to pay into those failing funds until the businesses went broke.

We delivered historic funding for education. We improved child nutrition. We brought the number of uninsured Americans down to the lowest level ever. I think we can take credit for all of that.

By prioritizing and wasting time on efforts like this, the Republican majority is failing to live up to the same standard that Democrats have lived up to.

Mr. Speaker, I commend the President for vetoing H.J. Res. 98 and protecting American workers. I urge my colleagues to vote ''no'' on this override effort and yield back the balance of my time.

Mr. GOOD of Virginia. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, my friend from Virginia said it himself. The unions, the Teamsters and the steelworkers, are for this. That is reason enough to oppose this.

We talked about the credit being downgraded. It is unprecedented in the country, twice to have our credit downgraded during this President's time in office.

The previous President had record job growth and a roaring economy until the pandemic hit. Under this President, of course, some of the jobs that were lost in the pandemic have been recovered, but not all of them.

Again, we have a record-low labor participation rate, meaning the percentage of those able-bodied, working-age Americans who are working is at an all-time low. We don't count those individuals who aren't looking for work in the unemployment numbers. They don't count. You have an artificially low so-called unemployment rate because there are record numbers of Americans on Federal assistance, as we have stripped away all the work requirements for cash welfare, for food stamps, and for housing assistance.

While we on this side measure success by how many people we get off of government assistance, the other side measures success by how many people are on government assistance programs as my colleagues on the other side of the aisle continue to try to grow the amount of people who are paid not to work, which further causes economic harm.

We cannot just cut our spending on our way to prosperity. Again, in this country, we have to grow our way by going back to pro-growth policies.

Mr. Speaker, in testimony before our committee on this issue, the president of the International Franchise Association said: The rule would make franchisees merely employers of and/or co-employers with their franchisor. This will significantly diminish the value of the business that they have spent their entire careers building.

We know his statement is true because we have seen this policy play out before. Years ago, when President Obama's NLRB advanced a similar rule, the International Franchise Association conducted a study on its impact, and research showed that the indirect control standard cost the industry, as my friend from Michigan said, as much as $33 billion annually, killed almost 400,000 jobs, and, once again, increased lawsuits against franchise businesses by 93 percent.

The franchise model represents an opportunity to pursue the American Dream. Congress must stand up for the 9 million franchise workers across the country and override President Biden's veto.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered.

There was no objection.

The SPEAKER pro tempore. The question is, Will the House, on reconsideration, pass the joint resolution, the objections of the President to the contrary notwithstanding?

Under the Constitution, the vote must be by the yeas and nays.

Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

HANDS OFF OUR HOME APPLIANCES ACT

GENERAL LEAVE

Mrs. LESKO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 6192

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Arizona?

There was no objection.

The SPEAKER pro tempore. Pursuant to House Resolution 1194 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the consideration of the bill, H.R. 6192.

The Chair appoints the gentleman from Guam (Mr. MOYLAN) to preside over the Committee of the Whole.

□ 1450

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the consideration of the bill (H.R. 6192) to amend the Energy Policy and Conservation Act to prohibit the Secretary of Energy from prescribing any new or amended energy conservation standard for a product that is not technologically feasible and economically justified, and for other purposes, with Mr. MOYLAN in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

General debate shall be confined to the bill and shall not exceed 1 hour equally divided and controlled by the chair and ranking minority member of the Committee on Energy and Commerce or their respective designees.

The gentlewoman from Arizona (Mrs. LESKO) and the gentleman from New Jersey (Mr. PALLONE) each will control 30 minutes.

The chair recognizes the gentlewoman from Arizona.

Mrs. LESKO. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, the Biden administration has waged a war on American energy, and this war has made its way into Americans' homes.

President Biden and the Department of Energy's Secretary Granholm have sacrificed appliance affordability and reliability in their pursuit of a radical rush-to-green agenda. In the name of energy efficiency, the Biden administration has issued rules on home appliances that would drive up costs and make these popular products less reliable and available to the American families.

The Biden administration's new rules do not save a significant amount of energy and are not cost effective. The Biden administration's rules discourage the use of natural gas in favor of the electrification of appliances, regardless of the cost, reliability, or availability. Just look how the minority tried to ban gas stoves before my Save Our Gas Stoves legislation and public outcry dialed it back.

House Republicans are leading to protect Americans from Federal mandates that increase costs, fail to result in significant energy savings, are not practical, and eliminate the performance features of product choices.

My legislation, H.R. 6192, the Hands Off Our Home Appliances Act, fights back against the Biden administration's radical agenda and will preserve the affordability, availability, and quality of the household appliances Americans rely on every day.

Enacted in 1975, the Energy Policy and Conservation Act, also called EPCA, provides specific criteria the Department of Energy must follow in order to propose a new appliance efficiency standard. It is supposed to result in a significant conservation of energy, be technologically feasible, and economically justified.

The problem is that current law doesn't define the parameters for these criteria, so the Biden administration has ignored these critical consumer protections by proposing and finalizing standards that violate the statute.

My bill will define how much energy or water has to be saved. My bill will define that any additional upfront costs to install a new appliance that has new mandated energy efficiency standards will be recuperated within a reasonable period of time.

H.R. 6192 will protect affordability by requiring the Department of Energy to consider the full lifecycle cost of appliances when determining if the new standard is economically justified. The bill requires a 3-year or less payback to the consumer and requires consideration of the cost for low-income households.

No longer will the Biden administration be able to say a savings of 12 cents per month is economically justified, as they have done before, and no longer will a customer have to hold onto their appliance for 8 to 10 or longer years just before they see any cost savings.

The bill establishes a minimum threshold for energy or water savings that must be achieved before imposing new standards. The bill requires that any new standard must achieve at least a 10 percent reduction in energy or water usage. The bill prohibits the Secretary of Energy from banning products based on what type of fuel the product uses so there can be no more natural gas bans.

The bill requires that any new standard cannot affect the duty cycle, charging time, and run time of the covered product or the lifespan of the products. Americans want their appliances to work. The bill will allow the Department of Energy to amend or revoke prior standards if they don't save the

consumers money and if the appliance doesn't work.

Last week, I asked Secretary Granholm in committee some very basic questions about the Energy Policy and Conservation Act.

I asked her: Yes or no, do you agree that appliance regulations should be technologically feasible?

Secretary Granholm said: Yes.

I asked her: Yes or no, do you agree that appliance regulations should not increase net cost for consumers?

Secretary Granholm said: Yes.

I asked her: Yes or no, do you agree that appliance regulations should save a significant amount of energy?

Secretary Granholm said: Yes.

I stated to her: Efficiency mandates increase the upfront costs of appliances, which can really hurt low-income families and renters who do not have the luxury of waiting years for the energy savings to break even.

I asked her: Yes or no, do you agree that 3 years is a reasonable payback period for efficiency regulations?

You know what? Secretary Granholm said she thought the payback should be done within 1 year.

Thus, folks, Secretary Granholm is on record supporting every key element of my bill.

In January of this year, the Fifth Circuit Court found that the Department of Energy has abused the law. In their opinion, they said: Department of Energy '' . . . failed to adequately consider appliance performance, substitution effects, and the ample record evidence that Department of Energy's conservation standards are causing Americans to use more energy and water rather than less.''

It is time to reform the Energy Policy and Conservation Act. Like our laws set speed limits to determine at what speed we are breaking the law, it is time to define what economically justified and technologically feasible mean. It is time to fight back against the radical agenda set by the Biden administration. It is time for energy efficiency laws to actually save Americans money, actually save energy and water, and actually preserve Americans' consumer choice.

Mr. Chair, I ask both Republicans and Democrats to support my bill, H.R. 6192, and I reserve the balance of my time.

□ 1500

Mr. PALLONE. Mr. Chair, I yield myself such time as I may consume.

Mr. Chair, I rise in strong opposition to H.R. 6192, legislation that actually should be titled the Republicans raising energy bills on American families act, because that is exactly what this bill does.

This bill is just the latest in the Republicans' polluters over people agenda that will drive up annual energy costs on hardworking American families.

Now, this bill is a blatant attempt by House Republicans to derail the successful and effective energy conservation program. Energy efficiency standards save Americans money on their energy bills, boost innovation by modernizing appliances for the future, and reduce greenhouse gas pollution in our ongoing efforts to combat the climate crisis.

American families, Mr. Chair, are already saving up to $500 a year on utility bills thanks to the energy efficiency standards that are already in place. The Biden administration has been busy with additional actions that will collectively save Americans $1 trillion over the next 30 years.

Setting energy efficiency standards is something that the Department of Energy is required by Congress to do. The Biden administration has been busy acting because the previous Trump administration refused to do its job and neglected to finalize 25 appliance efficiency standards.

H.R. 6192 takes an axe to energy conservation standards. It slows down the standard setting process. It allows future administrations to revoke existing standards and bans States from setting their own conservation standards.

If this bill were to become law, manufacturers will be faced with market uncertainty and a regulatory about-face every time the government changes hands. That is problematic for future innovation, particularly considering that many of the efficiency standards finalized by the Department of Energy were reached through consensus recommendations made by appliance manufacturers and efficiency advocates.

The Department of Energy has a robust process for setting efficiency standards, and this process works. All standards must be economically justified and technologically feasible.

Let me be clear—because we are likely to hear a lot of fear-mongering and misinformation today from my Republican colleagues—energy efficiency standards are not bans and they do not impact existing appliances in Americans' homes. This legislation is nothing more than an attempt to scare consumers so Republicans can protect their polluter friends.

Now, instead of legislating on important, pressing issues, Republicans today are pushing a bill that will increase energy prices for American families. This Republican Congress is the least productive of any Congress since the Great Depression. This bill is only being brought to the floor because Republicans can't assemble the votes to actually accomplish anything for the American people. They talk about freedom for appliances but refuse to consider any legislation that would give women freedom over their reproductive health.

Mr. Chair, I urge my colleagues to oppose this legislation because it will raise energy costs on American families, stifle American innovation, and exacerbate the climate crisis. It is time that Republicans stop wasting our time on partisan messaging bills that have no chance of becoming law.

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

Mrs. LESKO. Mr. Chair, I yield 2 minutes to the gentleman from South Carolina (Mr. DUNCAN), who is the chair of the Energy, Climate, and Grid Security Subcommittee.

Mr. DUNCAN. Mr. Chair, I rise in support of H.R. 6192, the Hands Off Our Home Appliances Act, and I thank Congresswoman LESKO for leading this effort and many others in this Congress.

Throughout hearings in this Congress, the House Energy and Commerce Committee has heard countless times how the Biden administration's energy policy puts special interests over affordability and reliability for Americans.

Through the Department of Energy's appliance standard program, the Biden administration has abused their authority by setting aggressive standards on a variety of home appliances.

Mr. Chair, I don't want Americans to be fooled about this. This effort by the Biden administration isn't about saving American consumers' money, it is solely about ending American's use of natural gas, period.

They started with gas stoves and now they have announced plans to impose burdensome regulations that will raise the cost and reduce the performance of dishwashers, air conditioners, refrigerators, clothes washers and dryers, and several other products that Americans rely on every day.

This is part of their whole-of-government approach to pursuing climate policy over all else.

Secretary Granholm said in our DOE budget hearing just last week: We are obsessed with reducing the amount of energy Americans use. This administration hates fossil fuels and anything that uses fossil fuels.

Their solution is to reduce emissions and preserve energy reliability. Instead of harnessing the abundant resources we have in this country, they want to reduce the quality of life for Americans by telling them how to cook their food and wash their clothes, how much water they can use, and what type of car they can drive.

Congresswoman LESKO's bill puts energy affordability and reliability ahead of the dark money climate lobby this administration is beholden to. This bill reforms the Department of Energy's appliance standard setting process to clarify the DOE's regulatory authority and prohibits new standards that are not cost effective or technologically feasible.

Because of this administration's reckless spending and regulatory agenda, the cost of everything is increasing in the United States of America.

The last thing they should be doing is making the home appliances that Americans rely on even more expensive.

Mr. Chair, I urge all my colleagues to support this commonsense bill and thank Congresswoman LESKO, again, for leading this important effort.

Mr. PALLONE. Mr. Chair, I yield 5 minutes to the gentlewoman from Florida (Ms. CASTOR), the ranking member of our Oversight and Investigations Subcommittee.

Ms. CASTOR of Florida. Mr. Chair, I thank Ranking Member PALLONE for yielding the time.

Mr. Chair, I rise in opposition to H.R. 6192, a Republican bill that will burden American families with higher costs.

This is not a serious bill, Mr. Chair, but it is emblematic of the least productive Congress in modern times. Rather than focus on improving the lives of our neighbors back home and lowering costs, MAGA extremists have been embroiled in shutdowns and showdowns, a tiresome soap opera, so they bring an unserious bill like this to distract from their dysfunction.

I have heard Members on the other side of the aisle make excuses for not getting anything done. They say that this is a closely divided Congress, but, Mr. Chair, that was true in the last Congress when the Democrats were in control, and we passed a host of important new laws that solved problems and cut costs for the folks we represent back home. We focused on bringing down the cost of living and putting more money back into the pockets of working families by passing the PACT Act that expands VA healthcare and benefits for veterans exposed to burn pits, Agent Orange, and other toxic substances, to provide generations of veterans and their survivors with the care and the benefits that they have earned. About 4,000 veterans in my district alone have filed claims.

We passed the American Rescue Plan to help America boost back and build the strongest economy in the world after the pandemic.

We passed a historic infrastructure law that is rebuilding our roads and bridges, delivering clean water, cleaning up pollution, and expanding access to high-speed internet. We passed the Bipartisan Safer Communities Act, and we passed the very important historic Inflation Reduction Act that truly is putting money back into the pockets of families back home. Remember, that is the law that capped insulin at $35 a month. I have 74,000 people in my district with diabetes, and thousands of my neighbors are saving about $440 per month.

More people have affordable health insurance because of the tax credits in the Inflation Reduction Act. Over 100,000 of my neighbors will save about $520 in premiums this year under the ACA. That is the law that now allows Medicare to negotiate drug prices for the highest drugs. It caps out-of-pocket costs for our older neighbors who rely on Medicare. It is a godsend.

The IRA is also lowering the cost of energy and reducing pollution to unleash a major clean energy manufacturing boom across America. Over 500 new clean energy projects all across the country, creating well over 250,000 new jobs.

The key to delivering all of these cost savings to the American people is putting people over politics. Instead, MAGA extremists keep America stuck in the politics of chaos all the time where nothing gets done, so the GOP defaults to another bill that helps the oil and gas industry. That is what this is all about because energy efficiency standards are popular. Three out of five Americans support making them stronger.

American families want innovative, efficient appliances. Why? Because they save money, and they save energy. Take the refrigerator, for example. Compared to refrigerators of the 1970s, when the first efficiency standard was proposed, refrigerators today are cheaper up front and they do a better job of keeping groceries cold, and they use about 75 percent less energy. Plus, they save American families hundreds of dollars a year on their electricity bills thanks to the innovation spurred by energy efficiency standards.

The Department of Energy and the Biden administration have collaborated with industry to develop strong energy efficiency standards as Congress already has directed. This means huge cost savings for American families, money back into their pockets at a time when they really need it.

Mr. Chair, I urge my colleagues to side with the people and their pocketbooks rather than politics or the polluters' best interest. Please vote ''no'' on this Republican bill and let's get back to work.

Mrs. LESKO. Mr. Chair, I yield 2 minutes to the gentlewoman from Washington (Mrs. RODGERS), the chair of the Energy and Commerce Committee.

Mrs. RODGERS of Washington. Mr. Chair, I rise in support of H.R. 6192.

Mr. Chair, I will start off by thanking the sponsor, Mrs. DEBBIE LESKO of Arizona, and the members of the Energy and Commerce Committee for advancing this bill through regular order.

The United States is blessed with tremendous natural resources. We have the cleanest oil and gas in the world, emissions-free nuclear, hydropower, and renewables.

We also have the world's best workforce and an innovative spirit that has contributed to technological breakthroughs that have changed the world.

For centuries, American innovation has led to new technologies that have improved people's lives from the lightbulb and the home refrigerator to air-conditioning, the washing machine, and the dishwasher.

These inventions are engrained in modern life, and they were not the result of some aggressive government regulation or mandate, but of American ingenuity.

Sadly, the Biden administration's war on American energy is now reaching inside American's homes. Through sue and settle agreements with radical environmental activists, the Department of Energy has reached backroom deals to impose new regulations on dozens of appliances that Americans rely on every single day.

Last year, the Biden administration attempted to ban gas stoves. Thankfully, DOE changed course after bipartisan opposition and an overwhelming vote by Congress to reverse the ban.

These new mandates are forcing people to spend more on less reliable options. This comes at a time when Americans are already being crushed by rising costs thanks to Bidenflation.

By continuing to double down on policies like this, the Biden administration is showing just how out of touch they are with the financial struggle the vast majority of Americans are feeling. Americans simply cannot afford President Biden's rush-to-green agenda.

The bill led by Mrs. LESKO seeks to protect Americans from Federal mandates that result in minimal energy savings while significantly driving up costs for consumers.

The CHAIR. The time of the gentlewoman has expired.

Mrs. LESKO. Mr. Chair, I yield an additional 30 seconds to the gentlewoman from Washington.

Mrs. RODGERS of Washington. It ensures that DOE is only allowed to adopt efficiency regulations on home appliances that are cost effective, technologically feasible, and save a significant amount of energy.

This is going to benefit Americans across the country. It should be a bipartisan issue, and that is why I urge colleagues on both sides of the aisle to join me in sending a strong message to the Biden administration.

In closing, I will, again, thank Mrs. LESKO for her hard work on the bill.

□ 1515

Mr. PALLONE. Mr. Chair, I yield 3 minutes to the gentlewoman from Michigan (Mrs. DINGELL), the chair of the Democratic Policy and Communications Committee.

Mrs. DINGELL. Mr. Chair, I rise today in strong opposition to these partisan energy appliance bills.

Time and time again in this Congress, Republicans have brought and continue to bring partisan messaging bills to the floor that are just meant to rile up people and get their base upset while continuing to put off the work that the American people sent us here to do: to work together to really solve some of America's problems.

H.R. 6192 isn't the first anti-efficiency bill we have seen on the House floor. My Republican colleagues are obstructing the work that we have been sent here to do. We have a lot of serious problems, like reducing the cost of prescription drugs and helping everybody have access to healthcare.

The Hands Off Our Home Appliances Act, along with the other anti-efficiency bills out there, like very serious bills—Liberty in Laundry Act, Refrigerator Freedom Act, Clothes Dryers Reliability Act—are just bills with

names to get your attention, but all they do is delay and weaken popular energy efficiency programs, courting favors with polluters.

Unfortunately, they show that I have colleagues who don't want to save American consumers money on their energy bills. They keep peddling these blatant lies that the Biden administration is going after Americans' household appliances. They are not, nor did they try to take away our gas stoves last year. There is a lot of drama out there not based in truth.

I have a brand-new gas stove. Actually, it is a year old, and I have yet to use it. That is how often we get to cook. Nobody is going to take it away from me, and I bought it in the midst of that whole debate. Secretary Granholm has said that she owns a gas stove and that nobody is going to take it away from her.

The fear-mongering is nothing more than political—I don't know what word I want to use because I love my friends—but it is designed to scare consumers and is not based on facts.

The American people sent us here to work together in a bipartisan manner to find commonsense solutions, like working together to extend funding for the Affordable Connectivity Program that expires this month and helps millions of Americans have access to and afford broadband. We saw what happened during COVID when so many people didn't have access to the internet.

Instead of doing something that will help everyday working Americans, we are focused on partisan messaging bills. Instead of working on the real issues facing the American people, we are choosing, yet again, to waste our time debating appliances.

Mr. Chair, we need to stop playing games, and I urge my colleagues to oppose this legislation.

Mrs. LESKO. Mr. Chair, I yield 2 minutes to the gentleman from Georgia (Mr. ALLEN).

Mr. ALLEN. Mr. Chair, I rise in support of H.R. 6192, the Hands Off Our Home Appliances Act, of which I am a cosponsor.

President Biden's tenure in office has been largely defined by this administration's self-inflicted crises, including an energy crisis that has crept its way into the homes of American families.

The Biden administration's war on American energy has not only led to higher prices at the pump, but now families' home appliances are on the chopping block—yes, their home appliances.

Under the guise of energy efficiency, the Department of Energy has issued burdensome standards on household appliances that would drive up costs and reduce availability for these in-demand products, and we don't even know if they work.

I cannot fathom why the Federal Government would tilt the scales of what appliances Americans should and should not buy. That should be a free-market decision.

Common sense tells us demand should be consumer and market-driven, not government-manufactured. Nonetheless, in this administration's pursuit of a radical, rush-to-Green New Deal agenda, common sense has taken a back seat.

H.R. 6192 will preserve the affordability, availability, and quality of household appliances and protect Americans from Federal standards that increase costs, fail to result in significant energy savings, and are not practical.

When I came to Congress, never in my wildest imagination would I have thought that I would stand here on the House floor to defend my constituents' appliances and gas stoves, but this is where we are under this administration.

Mr. PALLONE. Mr. Chair, I yield 1 minute to the gentleman from New York (Mr. JEFFRIES), our Democratic leader.

Mr. JEFFRIES. Mr. Chair, I thank the distinguished gentleman from the great State of New Jersey for yielding and for his tremendous leadership.

Mr. Chair, the House of Representatives, of course, is the institution the Framers designed to be the closest to the American people. The first institution mentioned in the United States Constitution is the people's House, the place where President Abraham Lincoln declared that America is ''the last best hope of Earth,'' the place where FDR made clear the importance of defending democracy against the tyranny of Nazi fascism. It is the place where President Lyndon Baines Johnson talked about the importance of the Voting Rights Act and made clear to America that we shall overcome.

The House of Representatives is a special place.

Earlier today, I was told you need to get to the House floor to deal with a signature piece of legislation from the extreme MAGA Republicans in this 118th Congress. I wondered to myself, is it going to be about inflation, lower costs, housing affordability, public safety, dealing with the challenges at the border, Social Security, Medicare? What is it going to be about?

It turns out the signature piece of legislation for the extreme MAGA Republicans this week, this month, this year is the Hands Off Our Home Appliances Act. This is what we are dealing with on this magical House floor, with all the challenges that the American people are confronting. Liberty for laundry, defending the dignity of dishwashers, fighting for freedom of refrigerators is what we are doing? You can't make it up. You can't make it up.

As House Democrats, we are going to defend democracy. Extreme MAGA Republicans are working on defending the dignity of dishwashers.

As House Democrats, we are going to protect and strengthen Social Security. Extreme MAGA Republicans apparently are interested in protecting gas stoves against phony accusations of oppression.

House Democrats are going to defend reproductive freedom. Extreme MAGA Republicans are focused on the freedom for refrigerators.

We believe in a woman's freedom to make her own reproductive healthcare decisions, period, full stop. We believe in women's healthcare, in protecting the women of America against extreme MAGA Republican overreach. Instead of leaning into the protection of reproductive freedom, instead of trying to strengthen Social Security and Medicare, my Republican colleagues want to criminalize abortion care and impose a nationwide ban and then waste time on the House floor as it relates to the liberty of laundry. You can't make this up.

Mr. Chair, I urge my Republican colleagues to partner with us. If they want to push back against overreach, then push back against the pro-Putin extreme overreach on their side of the aisle that doesn't want to defend democracy and freedom here and abroad. It is undermining it.

We extend the hand of partnership, as we have repeatedly done, to solve real problems for the American people, but those problems have nothing to do with the dignity of dishwashers, the freedom of refrigerators, or the liberty of laundry.

Let's get back to doing the real business of the American people. Vote ''no'' against this legislation.

Mrs. LESKO. Mr. Chair, I yield 1½ minutes to the gentleman from Pennsylvania (Mr. JOYCE).

Mr. JOYCE of Pennsylvania. Mr. Chair, I thank the gentlewoman for yielding and for her leadership on this legislation.

Mr. Chair, over the past 3 years, the Biden administration has fought to enact a far-left energy agenda that stifles innovation, raises prices, and halts economic growth. Burdensome regulations that fail to decrease energy usage and cost consumers more to buy appliances should not be enacted.

This legislation would put a stop to the Department of Energy's continued crackdown on American-made appliances and implement minimal thresholds for energy or water savings that would need to be met before any new regulations could be created.

The Biden administration's war on energy is reaching into the American home, and it is closing the door to your refrigerator and draining your dishwasher. Ultimately, it would cost American families more money.

Further, this bill would ensure that the Secretary of Energy cannot unilaterally ban products because of the type of fuel that they use.

In order to lower prices and to protect our energy independence, it is vital that we continue to utilize energy resources like natural gas that is underneath the feet of my constituents in Pennsylvania.

Mr. Chair, I urge all of my colleagues on both sides of the aisle to join me in supporting this legislation.

Mr. PALLONE. Mr. Chair, I yield 3 minutes to the gentlewoman from Texas (Mrs. FLETCHER), a member of the Energy and Commerce Committee.

Mrs. FLETCHER. Mr. Chair, I rise in opposition to H.R. 6192, the Hands Off Our Home Appliances Act.

With everything going on in our world and in our country today, I, like Leader Jeffries, am disappointed that the precious time we have on this House floor to move legislation is dedicated to unnecessary, unhelpful, and unasked-for bills about home appliances.

Rights for refrigerators, liberty for laundry, dignity for dishwashers—how about instead we turn our attention to the rights, liberty, and dignity of women in America?

In my home State of Texas and across the country, women's rights to make their own decisions about their bodies, their families, and their futures are being stripped away by State legislatures and local governments. Why is it that this majority does nothing for them?

For example, as States ban abortion and limit access to reproductive healthcare, more and more Americans have been forced to travel, sometimes long distances and oftentimes to other States, to get the reproductive healthcare that they need.

In response to the exercise of this constitutional right to travel, one of the chief privileges and immunities for citizens in the Constitution, lawmakers are trying to take away this right, too.

□ 1530

Multiple cities in Texas have enacted ordinances to prohibit anyone from traveling on their roads or through their towns if the purpose is to get somewhere else to get an abortion.

In Alabama, the attorney general wants to prosecute groups that help women obtain abortions out of State.

Just last week, a man in Texas took legal action to investigate his former partner who had traveled to a State where abortion is legal.

These things are happening in the United States today, as we sit here today. This unconstitutional interference with our rights and our liberty and our dignity is what this body should be considering. That is what this body should be concerned about.

For this reason, at the appropriate time, I will offer a motion to recommit this bill back to committee. If House rules permitted, I would have offered the motion with an important amendment to this bill.

My amendment would strike the current bill text and replace it with the text of my bill, H.R. 782, the Ensuring Women's Right to Reproductive Freedom Act. This amendment reaffirms the fundamental constitutional right to travel across State lines for the purpose of obtaining reproductive healthcare as well as for healthcare providers providing care to out-of-State residents and those assisting people traveling for this purpose.

Mr. Chair, I include in the RECORD the text of my amendment.

Mrs. Fletcher moves to recommit the bill H.R. 6192 to the Committee on Energy and Commerce with instructions to report the same back to the House forthwith, with the following amendment:

Strike sections 1 through 3 and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Ensuring Women's Right to Reproductive Freedom Act''.

SEC. 2. INTERFERENCE WITH INTERSTATE ABORTION SERVICES PROHIBITED.

(a) INTERFERENCE PROHIBITED.—No person acting under color of State law, including any person who, by operation of a provision of State law, is permitted to implement or enforce State law, may prevent, restrict, or impede, or retaliate against, in any manner—

(1) a health care provider's ability to provide, initiate, or otherwise enable an abortion service that is lawful in the State in which the service is to be provided to a patient who does not reside in that State;

(2) any person or entity's ability to assist a health care provider to provide, initiate, or otherwise enable an abortion service that is lawful in the State in which the service is to be provided to a patient who does not reside in that State, if such assistance does not violate the law of that State;

(3) any person's ability to travel across a State line for the purpose of obtaining an abortion service that is lawful in the State in which the service is to be provided;

(4) any person's or entity's ability to assist another person traveling across a State line for the purpose of obtaining an abortion service that is lawful in the State in which the service is to be provided; or

(5) the movement in interstate commerce, in accordance with Federal law or regulation, of any drug approved or licensed by the Food and Drug Administration for the termination of a pregnancy.

(b) ENFORCEMENT BY ATTORNEY GENERAL.—The Attorney General may bring a civil action in the appropriate United States district court against any person who violates subsection (a) for declaratory and injunctive relief.

(c) PRIVATE RIGHT OF ACTION.—Any person who is harmed by a violation of subsection (a) may bring a civil action in the appropriate United States district court against the person who violated such subsection for declaratory and injunctive relief, and for such compensatory damages as the court determines appropriate, including for economic losses and for emotional pain and suffering. The court may, in addition, award reasonable attorney's fees and costs of the action to a prevailing plaintiff.

(d) DEFINITIONS.—In this section:

(1) The term ''abortion service'' means—

(A) an abortion, including the use of any drug approved or licensed by the Food and Drug Administration for the termination of a pregnancy; and

(B) any health care service related to or provided in conjunction with an abortion (whether or not provided at the same time or on the same day as the abortion).

(2) The term ''health care provider'' means any entity or individual (including any physician, certified nurse-midwife, nurse practitioner, physician's assistant, or pharmacist) that is—

(A) engaged or seeks to engage in the delivery of health care services, including abortion services; and

(B) licensed or certified to perform such service under applicable State law.

(3) The term ''drug'' has the meaning given such term in section 201 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321).

(4) The term ''State'' includes the several States, the District of Columbia, the Commonwealth of Puerto Rico, the United States Virgin Islands, American Samoa, Guam, the Northern Mariana Islands, each Indian tribe, and each territory or possession of the United States.

(e) SEVERABILITY.—If any provision of this Act, or the application of such provision to any person, entity, government, or circumstance, is held to be unconstitutional, the remainder of this Act, or the application of such provision to all other persons, entities, governments, or circumstances, shall not be affected thereby.

(f) RULE OF CONSTRUCTION.—Nothing in this Act shall be construed to limit the fundamental right to travel within the United States, including the District of Columbia, Tribal lands, and the territories of the United States, nor to limit any existing enforcement authority of the Attorney General or any existing remedies available to address a violation of such right.

Mrs. FLETCHER. Mr. Chair, I hope my colleagues will join me in voting for the motion to recommit.

Mrs. LESKO. Mr. Chair, I yield myself such time as I may consume.

Mr. Chair, I would like to go over some of the things that my colleagues on the other side of the aisle have accused this bill of mine of doing.

First, Mr. PALLONE, who I respect, said this bill will raise energy bills. Absolutely not. In fact, if you read the bill, it couldn't be clearer because the text states: The Secretary cannot issue a new standard if the energy efficiency standard results in additional cost to consumers. It is very clear. In fact, the whole goal of this bill is to save consumers money and also make sure that their appliances actually work.

My fellow colleague, Representative CASTOR, said: We need to side with the people. Well, that is exactly what my bill does. I will tell you why. Let me give you some examples of what our current Department of Energy is doing and why this isn't a waste of time to be talking about because this is for the people. This is for every household in America that has to pay more money because of these crazy Department of Energy regulations.

Let me give you some examples: For clothes washers, the Department of Energy estimates that its standard could save as little as $9 for certain models over the average lifetime for the appliance, which is estimated to be 13.4 years, $9 over 13.4 years. Wow.

For dishwashers, the analysis by the Department of Energy under Biden finds that efficiency mandates could increase the upfront cost by 28 percent, and it could take consumers 12 years to pay back the increased cost on a product that may only last 7 to 12 years.

My bill is for the people.

Here is another DOE rule under the Biden administration: For refrigerators and freezers, the Department of Energy's own analysis finds that efficiency mandates could increase the upfront cost to replace that refrigerator or freezer by 25 percent, and it could take

consumers 10 years to pay back the increased cost for a product that may only last 14 to 15 years.

Here is another example: For air conditioners, the Department of Energy's own analysis finds that efficiency mandates could increase the upfront cost by 30 percent, and it could take consumers 4 years to pay back the increased cost for a product that may only last 9 years.

Here is another one: For clothes dryers, Biden's Department of Energy's own analysis—I am talking about their analysis, not mine—shows that it would take between 6 years and 46 years to pay back the increased cost, depending on the type of dryer and the product features.

The payback periods for many of these appliances are uneconomical. For example, under Biden's Department of Energy, the payback periods for proposed clothes dryer standards are 6 years for electric, 18 years for electric compact, 20 years for vented electric compact, 5 years for vented gas, 11 years for ventless electric compact, and 46 years for ventless electric combination washer/dryer.

With all due respect to my Democratic colleagues, who say this is a waste of time—we are wasting time, we should be talking about all of their priorities. No. Republicans are here. We are standing up for the average, commonsense, everyday American who can't afford groceries anymore, let alone these crazy, radical standards that the Biden administration is pushing through that will increase their costs.

That is why I am doing this bill. We want appliances that not only work, but we don't want to bankrupt the American people with all these crazy, radical, Biden rush-to-green energy policies.

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

Mr. PALLONE. Mr. Chair, I yield 2 minutes to the gentlewoman from Virginia (Ms. MCCLELLAN).

Ms. MCCLELLAN. Mr. Chair, I thank Mr. PALLONE for his leadership.

I rise today to urge my colleagues to oppose the House Republicans' ridiculous Hands Off Our Home Appliances Act, which would strip away commonsense energy efficiency standards that will save our constituents hundreds of dollars every year on their utility bills and save $1 trillion and cut greenhouse gas pollution by over 2.5 billion metric tons over the next 30 years.

However, House Republicans want to put polluters over people by stoking fear that someone is coming after their household appliances. News flash: No one is coming after anyone's household appliances.

We should be focused on the issues that the American people want us to focus on. Indeed, none of my constituents nor a majority of the American people are clamoring for Congress to protect their household appliances.

Do you know what they are clamoring for? They are clamoring for Congress to do something about the fact that they have lost reproductive freedom and the ability to make healthcare decisions without interference from politicians since the Supreme Court gutted Roe v. Wade. Now over 40 percent of women of reproductive age live in a State with an abortion ban or extreme restrictions.

They want us to do something about the fact that barriers to their exercise of the right to vote have been put in place since the Supreme Court gutted the Voting Rights Act.

They want us to do something about the fact that the impacts of climate change such as, sea level rise, increased temperatures, major storms increasing, and pollution is having an impact on their health, their businesses, their communities, and even our military readiness, as we heard from the Secretary of the Navy last week.

Democrats are fighting to put people over politics and address these issues that actually matter to the American people. I urge my Republican colleagues to do the same. Vote ''no'' on this bill, and let's get back to work.

Mrs. LESKO. Mr. Chair, I yield myself such time as I may consume.

Mr. Chair, my colleagues keep saying: Do something that the people really care about. This is something that the American people really care about.

Let me show you a Wall Street Journal article from today. It is from today. It is titled, ''Biden is Coming for Your Air Conditioner.'' It says: ''Your next new home air conditioner could set you back $12,000 or more, with Federal regulators contributing to the rising cost of staying cool.''

I am from Arizona. We need air conditioners. People are just trying to get by right now because of the inflation under Biden. Biden's economics—Bidenomics, as he calls it—is costing people money.

The Energy Department in January 2023 issued a new efficiency standard for residential air-conditioning systems. It necessitated a major redesign that increased costs by $1,000 to $1,500 per air conditioner.

It isn't clear that consumers will ever earn back in long-term energy savings the steeper upfront costs they are paying.

Next up is an Environmental Protection Agency regulation scheduled to take effect in 2025. It will require air-conditioning equipment makers to use new refrigerants deemed sufficiently climate friendly. The only refrigerants being used by manufacturers that meet the EPA's new green standards are classified as mildly flammable.

Manufacturers in earnings conference calls have estimated that the price of compliant equipment will increase the price of the air conditioner at least 10 percent. The switch to flammable systems will also require additional technician training and extra installation steps that are likely to increase labor costs for installations and repairs.

I wish that I didn't have to sponsor this bill. I mean, if you asked me a number of years ago would I sponsor this, I would have thought it wasn't necessary. However, under the Biden administration, they have just gone crazy. I don't know if radical environmentalists are bending the ear of President Biden or what is going on because, as I have demonstrated, this isn't helping Americans. This is a radical agenda that is increasing the prices on everyday Americans, and we can't afford it. That is why this bill is necessary.

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

Mr. PALLONE. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, Republicans have spent the last year and a half attacking all of the Biden administration's efforts to lower energy costs for American consumers.

Rebates for energy efficient appliances to lower energy bills; Republicans are furious.

Incentives to spur investment in clean energy to drive down bills; Republicans attack that.

Efforts to use the Strategic Petroleum Reserve to lower gas prices for Americans; Republicans were incensed.

Forgive me, Mr. Chairman, but I just find it all too much, especially because not a single colleague of mine on the other side of the aisle has made as much as a peep since the Federal Trade Commission last week revealed that the CEO of the largest American independent producer of crude oil was colluding with OPEC to keep oil prices high.

That is the real scandal, Mr. Chairman: The CEO of an American company working together with representatives of the Saudi Government to raise prices for Americans. Even worse, he tried to persuade his competitors to do the same and drive the price of crude oil up to $200 per barrel in a display of naked greed.

If my Republican colleagues were serious about wanting to lower energy costs for Americans, they would hold hearings. They are in charge. They are in the majority. They should hold hearings and put legislation on the floor to deal with this scandal instead of standing here debating the freedom of appliances.

Mr. Chairman, Republicans claim they want to lower energy costs, but their actions speak louder than their words. They are beyond furious if you try to use technology to lower the energy consumption of household appliances and save Americans money, but a Big Oil CEO colluding with OPEC nations to pick American pockets, you would be hard pressed to get Republicans to care about that.

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

□ 1545

Mrs. LESKO. Mr. Chair, I am prepared to close, and I reserve the balance of my time.

Mr. PALLONE. Mr. Chairman, I am prepared to close and yield myself such time as I may consume.

Mr. Chairman, I just want to call out the problems that I have heard on the floor today from the other side of the aisle.

Republicans have claimed that they care about energy costs. They keep saying over and over again that they care about energy costs, but their actions and their vote shows that that is just not true.

The Biden administration's efficiency standards are estimated to save consumers $1 trillion over 30 years. That is $1 trillion.

Water heater standards will save American households $7.6 billion, refrigerator standards will save Americans $36 billion, and clothes washer and dryer standards will save Americans a combined $39 billion.

The bottom line is Republicans don't want Americans to realize those savings. They want Americans to be stuck with older, energy-guzzling appliances that cost more money every time you turn them on. I think it is ridiculous, and so should everyone else in this Chamber.

Republicans claim they are concerned about the higher upfront costs of these appliances, but 2 years ago when the Inflation Reduction Act was passed, which contained $9 billion in rebates and other investments in lowering the cost of energy-efficient appliances, well, Republicans all voted ''no,'' every one of them.

Let's review. The Republicans don't want to make positive economic investments because they are concerned about the up-front costs, but then they also refuse to take action to lower those up-front costs.

If you brought this mentality to the private sector, you would probably be fired in a heartbeat. That is the orthodoxy in today's Republican Party.

Lowering energy costs for consumers via efficiency gains used to be a bipartisan issue. These efficiency standards and the process for achieving them have been around for 50 years, and every so often, we have the Department of Energy both under Democrats and Republicans coming forward with efficiency standards.

We made real progress on this in 1992 and again in 2005, but somewhere along the way, Republicans decided to become the party of higher energy costs rather than the ones fighting for the American homeowners, and it is a real shame.

I urge my colleagues to vote against this bill. This bill is going to raise energy costs. This bill is going to stifle innovation. This bill is going to do nothing, obviously, to address the climate crisis.

It is just going nowhere, and we are wasting our time when we could be doing things that are more important than addressing affordability for the American people.

Mr. Chair, I urge my colleagues to vote ''no,'' and I yield back the balance of my time.

Mrs. LESKO. Mr. Chair, sometimes I feel like it is deja vu. I remember standing here and talking about my Save Our Gas Stoves bill.

My Democrat colleagues—not all of them because some of them voted with me on my bill—said the same arguments. This is a waste of time. We are not banning stoves. The Americans don't care about this.

Well, guess what? That bill passed the U.S. House of Representatives with bipartisan support, and then guess what? It worked because the Department of Energy dialed it back.

Originally, according to their own analysis, they were going to effectively ban 96 percent of all the current models of gas stoves. Now, it is only 3 percent. We won. The American people won. That is why I am doing this bill.

When my friend, Mr. PALLONE, says, well, these energy efficiency standards will save all kinds of money, what he is not saying is all of the money that it is going to cost extra up front for these new, revised standards, and that is if the thing even works well.

Let me remind my colleagues what this bill actually does and why it is needed. It is a commonsense bill. It will protect affordability by requiring the Department of Energy to consider the full life cycle cost of appliances when determining if the new standard is economically justified.

The bill requires a 3-year payback. The Secretary of Energy said, oh, it should only be 1 year, so there shouldn't be any problems with my bill.

The bill establishes minimum thresholds for energy or water savings that must be achieved before imposing new standards.

My Democrat colleagues say they want to save energy and water. So do I. Let's put it in the bill. Let's say, okay, it has to save 10 percent.

The bill prohibits the Secretary of Energy from banning products based on what type of fuel the product uses, just like they were trying to do with the gas stoves.

The bill requires that any new standard cannot affect the duty cycle, charging time, and run time of the covered product or the life span of the product.

You know why? Because Americans, when they buy new appliances, want them to work as good as the ones that they have now.

The bill will allow the Department of Energy to amend or revoke prior standards if they don't save consumers money and they don't work.

This is a commonsense bill. It should be a bipartisan bill. I don't know why my Democrat colleagues are fighting it so hard because it says it has to save the consumers money.

It is all about helping the American homeowner who is struggling with Bidenomics right now. I am telling you: People in my district, they complain about the prices of groceries. They are complaining about the price of gas.

When their air conditioner, when their water heater, when their dishwasher starts to fail, and they have to buy a new one, they don't want to pay a whole bunch more, and they want it to work as well as their current one has done for years.

That is the purpose of my bill. That is why I ask my Democratic colleagues and my Republican colleagues to support my bill, and I yield back the balance of my time.

The CHAIR. All time for general debate has expired.

Pursuant to the rule, the bill shall be considered for amendment under the 5-minute rule.

The amendment in the nature of a substitute recommended by the Committee on Energy and Commerce, printed in the bill, shall be considered as adopted. The bill, as amended, shall be considered as the original bill for the purpose of further amendment and shall be considered as read.

The text of the bill, as amended, is as follows:

H.R. 6192

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 ''Hands Off Our Home Appliances Act''.

SEC. 2. PRESCRIBING NEW OR AMENDED ENERGY CONSERVATION STANDARDS.

(a) AMENDMENT OF STANDARDS.—

(1) IN GENERAL.—Section 325(m)(1) of the Energy Policy and Conservation Act (42 U.S.C. 6295(m)(1)) is amended to read as follows:

''(1) IN GENERAL.—The Secretary may, for any product, publish a notice of proposed rulemaking including new proposed standards for such product based on the criteria established under subsection (o) and the procedures established under subsection (p).''.

(2) AMENDMENT OF STANDARD.—Section 325(m)(3) of the Energy Policy and Conservation Act (42 U.S.C. 6295(m)(3)) is amended to read as follows:

''(3) AMENDMENT OF STANDARD.—Not later than 2 years after a notice is issued under paragraph (1), the Secretary shall publish a final rule amending the standard for the product.''.

(b) PETITION FOR AMENDED STANDARD.—Section 325(n) of the Energy Policy and Conservation Act (42 U.S.C. 6295(n)) is amended—

(1) in the subsection heading, by striking ''AN AMENDED STANDARD'' and inserting ''AMENDMENT OR REVOCATION OF STANDARD'';

(2) in paragraph (1), by inserting ''or revoked'' after ''should be amended'';

(3) by amending paragraph (2) to read as follows:

''(2) The Secretary shall grant a petition to determine if energy conservation standards for a covered product should be amended or revoked if the Secretary finds that such petition contains evidence, assuming no other evidence were considered, that such standards—

''(A) result in additional costs to consumers;

''(B) do not result in significant conservation of energy or water;

''(C) are not technologically feasible; and

''(D) result in such covered product not being commercially available in the United States to all consumers.''; and

(4) in paragraph (4)—

(A) by striking ''NEW OR AMENDED STANDARDS.'' and inserting ''NEW, AMENDED, OR REVOKED STANDARDS.'';

(B) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively (and by conforming the margins accordingly);

(C) by striking ''Not later than 3 years'' and inserting the following:

''(A) Not later than 3 years''; and

(D) by adding at the end the following:

''(B) Not later than 180 days after the date of granting a petition to revoke standards, the Secretary shall publish in the Federal Register—

''(i) a final rule revoking the standards; or

''(ii) a determination that it is not necessary to revoke the standards.

''(C) The grant of a petition by the Secretary under this subsection creates no presumption with respect to the Secretary's determination of any of the criteria in a rulemaking under this section.

''(D) Standards that have been revoked pursuant to subparagraph (B) shall be considered to be in effect for purposes of section 327.''.

(c) CRITERIA.—Paragraphs (2) and (3) of section 325(o) of the Energy Policy and Conservation Act (42 U.S.C. 6295(o)) are amended to read as follows:

''(2) REQUIREMENTS.—

''(A) DESIGN.—Any new or amended energy conservation standard prescribed by the Secretary under this section for any type (or class) of covered product shall be designed to achieve the maximum improvement in energy efficiency, or, in the case of showerheads, faucets, water closets, or urinals, water efficiency, which the Secretary determines is technologically feasible and economically justified.

''(B) TEST PROCEDURES.—The Secretary may not prescribe a new or amended energy conservation standard under this section for a type (or class) of covered product if a test procedure has not been prescribed pursuant to section 323 with respect to that type (or class) of product.

''(C) SIGNIFICANT CONSERVATION.—The Secretary may not prescribe a new or amended energy conservation standard under this section for a type (or class) of covered product if the Secretary determines that the establishment and imposition of such energy conservation standard will not result in significant conservation of—

''(i) energy; or

''(ii) in the case of showerheads, faucets, water closets, or urinals, water.

''(D) TECHNOLOGICALLY FEASIBLE AND ECONOMICALLY JUSTIFIED.—The Secretary may not prescribe a new or amended energy conservation standard under this section for a type (or class) of covered product unless the Secretary determines that the establishment and imposition of such energy conservation standard is technologically feasible and economically justified.

''(3) FACTORS FOR DETERMINATION.—

''(A) ECONOMIC ANALYSIS.—Prior to prescribing any new or amended energy conservation standard under this section for any type (or class) of covered product, the Secretary shall conduct a quantitative economic impact analysis of imposition of the energy conservation standard that determines the predicted—

''(i) effects of imposition of the energy conservation standard on costs and monetary benefits to consumers of the products subject to such energy conservation standard, including—

''(I) costs to low-income households; and

''(II) variations in costs to consumers based on differences in regions, including climatic differences;

''(ii) effects of imposition of the energy conservation standard on employment; and

''(iii) lifecycle costs for the covered product, including costs associated with the purchase, installation, maintenance, disposal, and replacement of the covered product.

''(B) PROHIBITION ON ADDITIONAL COSTS TO THE CONSUMER.—The Secretary may not determine that imposition of an energy conservation standard is economically justified unless the Secretary, based on an economic analysis under subparagraph (A), determines that—

''(i) imposition of such energy conservation standard is not likely to result in additional net costs to the consumer, including any increase in net costs associated with the purchase, installation, maintenance, disposal, and replacement of the covered product; and

''(ii) the monetary value of the energy savings and, as applicable, water savings, that the consumer will receive as a result of such energy conservation standard during the first 3 years after purchasing and installing a covered product complying with such energy conservation standard, as calculated under the applicable test procedure, will be greater than any increased costs to the consumer of the covered product due to imposition of such energy conservation standard, including increased costs associated with the purchase, installation, maintenance, disposal, and replacement of the covered product.

''(C) REQUIRED ENERGY OR WATER SAVINGS.—The Secretary may not determine that imposition of an energy conservation standard is economically justified unless the Secretary determines that compliance with such energy conservation standard will result in—

''(i) a reduction of at least 0.3 quads of site energy over 30 years; or

''(ii) at least a 10 percent reduction in energy or water use of the covered product.

''(D) CRITERIA RELATED TO PERFORMANCE.—The Secretary may not determine that imposition of an energy conservation standard is economically justified unless the Secretary determines that imposition of such energy conservation standard will not result in any lessening of the utility or the performance of the applicable covered product, taking into consideration the effects of such energy conservation standard on—

''(i) the compatibility of the covered product with existing systems;

''(ii) the life span of the covered product;

''(iii) the operating conditions of the covered product;

''(iv) the duty cycle, charging time, and run time of the covered product, as applicable;

''(v) the maintenance requirements of the covered product; and

''(vi) the replacement and disposal requirements for the covered product.

''(E) CRITERIA RELATED TO MARKET COMPETITION AND PRICE DISCRIMINATION.—The Secretary may not determine that imposition of an energy conservation standard is economically justified unless the Secretary determines that imposition of the energy conservation standard is not likely to result in—

''(i) any lessening of market competition; or

''(ii) price discrimination.

''(F) TECHNOLOGICAL INNOVATION.—The Secretary may not determine that imposition of an energy conservation standard is economically justified unless the Secretary determines that imposition of such energy conservation standard is not likely to result in the unavailability in the United States of a type (or class) of products based on what type of fuel the product consumes.

''(G) OTHER CONSIDERATIONS.—In determining whether imposition of an energy conservation standard is economically justified, the Secretary—

''(i) shall prioritize the interests of consumers;

''(ii) may not consider estimates of the social costs or social benefits associated with incremental greenhouse gas emissions; and

''(iii) shall consider—

''(I) the economic impact of the standard on the manufacturers and on the consumers of the products subject to such standard;

''(II) the savings in operating costs throughout the estimated average life of the covered product in the type (or class) compared to any increase in the price of, or in the initial charges for, or maintenance expenses of, the covered products which are likely to result from the imposition of the standard;

''(III) the total projected amount of energy, or as applicable, water, savings likely to result directly from the imposition of the standard;

''(IV) the need for national energy and water conservation; and

''(V) other factors the Secretary considers relevant.

''(H) REGULATORY REVIEW.—

''(i) EVALUATION.—Not later than 2 years after the issuance of any final rule prescribing a new or amended energy conservation standard under this section for any type (or class) of covered product, the Secretary shall evaluate the rule to determine whether such energy conservation standard is technologically feasible and economically justified and whether the regulatory impact analysis for such rule remains accurate.

''(ii) EFFECT.—Notwithstanding any other provision of this part, if the Secretary determines, based on an evaluation under clause (i), that an energy conservation standard is not technologically feasible or economically justified—

''(I) the Secretary shall publish such determination and such energy conservation standard shall have no force or effect (except that such energy conservation standard shall be considered to be in effect for purposes of section 327); and

''(II) the Secretary may publish a final rule amending the energy conservation standard for the type (or class) of covered product to be technologically feasible and economically justified in accordance with this subsection, which amendment shall apply to such a product that is manufactured after the date that is 2 years after publication of such final rule.''.

SEC. 3. CONFORMING AMENDMENTS.

(a) REGIONAL STANDARDS.—Section 325(o)(6)(D)(i)(II) of the Energy Policy and Conservation Act (42 U.S.C. 6295(o)(6)(D)(i)(II)) is amended by striking ''this paragraph'' and inserting ''this subsection''.

(b) PROCEDURE FOR PRESCRIBING NEW OR AMENDED STANDARDS.—Section 325(p)(2)(A) of the Energy Policy and Conservation Act (42 U.S.C. 6295(p)(2)(A)) is amended by striking ''taking into account those factors which the Secretary must consider under subsection (o)(2)'' and inserting ''as determined in accordance with subsection (o)''.

(c) ENERGY CONSERVATION STANDARDS FOR HIGH-INTENSITY DISCHARGE LAMPS, DISTRIBUTION TRANSFORMERS, AND SMALL ELECTRIC MOTORS.—Section 346 of the Energy Policy and Conservation Act (42 U.S.C. 6317) is amended by striking subsection (c).

The CHAIR. No further amendment to the bill, as amended, shall be in order except those printed in House Report 118–487. Each such further amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in

the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand of division of the question.

AMENDMENT NO. 1 OFFERED BY MR. TONY GONZALES OF TEXAS

The CHAIR. It is now in order to consider amendment No. 1 printed in House Report 118–487.

Mr. TONY GONZALES of Texas. Mr. Chair, I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 8, line 7, strike ''climatic differences'' and insert ''rural populations, cost of living comparisons, and climatic differences''.

The CHAIR. Pursuant to House Resolution 1194, the gentleman from Texas (Mr. TONY GONZALES) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas.

Mr. TONY GONZALES of Texas. Mr. Chair, I rise today in support of my amendment. I grew up in rural Texas. This amendment is simple. It ensures that whenever the Biden administration proposes or amends an energy conservation standard, the needs of rural communities are taken into consideration.

For too long, the needs of people in rural communities, including those I represent in south and west Texas, have been ignored in order to support the left's rush-to-green agenda.

In my district, many people rely on gas-powered appliances to cook their meals, maintain their lawn care, and power and heat their homes in times of electric failures.

I encourage my colleagues to support this amendment, and I reserve the balance of my time.

Mr. PALLONE. Mr. Chairman, I rise in opposition to the amendment.

The CHAIR. The gentleman from New Jersey is recognized for 5 minutes.

Mr. PALLONE. Mr. Chair, first, as I have already said, the Department of Energy must already ensure that energy conservation standards are economically justified, so this amendment is totally unnecessary.

Instead of being helpful, this amendment adds duplicative processes to a bill that already adds burdensome steps to the energy conservation program. It is all just messaging and designed to slow down rulemaking.

Also, it is interesting to me that we are even considering this amendment. The gentleman seems very confident that there will be any new or amended energy conservations; however, under this bill, I am not even sure that we will ever see any new standards.

Mr. Chair, I yield back the balance of my time.

Mr. TONY GONZALES of Texas. Mr. Chair, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Texas (Mr. TONY GONZALES).

The amendment was agreed to.

AMENDMENT NO. 2 OFFERED BY MR. STEUBE

The CHAIR. It is now in order to consider amendment No. 2 printed in House Report 118–487.

Mr. STEUBE. Mr. Chair, I rise as the designee of the gentleman from Michigan (Mr. HUIZENGA), and I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Page 7, after line 13, insert the following:

''(E) DISCLOSURE.—The Secretary may not prescribe a new or amended energy conservation standard under this section for a type (or class) of covered product unless the Secretary, not later than the date on which the standard is prescribed, publicly discloses each meeting held by the Secretary, during the 5-year period preceding such date, with any entity that—

''(i) has ties to the People's Republic of China or the Chinese Communist Party;

''(ii) has produced studies regarding, or advocated for, regulations or policy to limit, restrict, or ban the use of any type of energy; and

''(iii) has applied for or received Federal funds.''.

The CHAIR. Pursuant to House Resolution 1194, the gentleman from Florida (Mr. STEUBE) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Florida.

Mr. STEUBE. Mr. Chair, I rise today in support of an amendment originally sponsored by Congressman HUIZENGA that requires the Secretary of Energy to disclose certain stakeholder meetings with any entity that meets the following criteria:

First, the entity must have ties to the People's Republic of China or the Chinese Communist Party.

Second, it must have produced studies regarding or has advocated for policies to limit, restrict, or ban the use of any type of energy.

Third, the entity must have applied for or received Federal funds.

In June of last year, nearly the same amendment was offered to Save Our Gas Stove Act, and it passed by a voice vote—because this is a solid policy prescription for a serious problem. The problem is that China-connected groups seem to have fast-pass access to the White House and our Federal agencies.

The entities I am concerned with are not only tied to the Chinese Communist Party, but they are peddling anti-energy policies that raise costs on American families and businesses—like gas stove bans. In addition to access, they often receive your tax dollars as well, in the form of grant funding.

Unfortunately, the Biden administration has not been transparent about who it is meeting with, let alone their plans to ban gas-powered appliances.

Last year, a government watchdog group revealed a private meeting between the Secretary of Energy and one of these types of groups. We have since found this has not been an uncommon practice.

Over the past few years, we have faced a litany of burdensome regulations from the Biden administration targeting appliances.

As the underlying bill reflects, it is not just gas stoves—it is your washer, your dryer, your dishwasher, and much more.

We have a major problem if groups with known connections to China are able to successfully influence the executive branch in ways that undermine cost-effective appliance options that meet Americans' daily needs.

This amendment would inject critical transparency, curb the influence of the CCP-connected groups, and responsibly expose to America who has the ear of our regulators.

I urge my colleagues to support this amendment, and I reserve the balance of my time.

□ 1600

Mr. PALLONE. Mr. Chair, I rise in opposition to the amendment.

The CHAIR. The gentleman from New Jersey is recognized for 5 minutes.

Mr. PALLONE. Mr. Chair, the amendment amends the Energy Policy and Conservation Act with vague language that would likely be impossible to implement.

Additionally, this amendment is clearly designed to target environmental and clean energy groups. If this amendment is adopted, and if H.R. 6192 becomes law, it would slow down the Department of Energy rulemaking process and create additional hurdles to adopting energy conservation standards. It would overburden the Department of Energy staff, who would be tasked with identifying covered parties to ensure compliance. It creates loads of needless paperwork and is an unfunded mandate.

Mr. Chair, I urge my colleagues to recognize that this amendment is pure Republican messaging and would hinder climate action.

Mr. Chair, I urge my colleagues to vote against this amendment, and I yield back the balance of my time.

Mr. STEUBE. Mr. Chair, this bill would provide transparency to who the Department is meeting with and who is influencing their decisions.

Mr. Chair, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Florida (Mr. STEUBE).

The amendment was agreed to.

AMENDMENT NO. 3 OFFERED BY MR. KELLY OF PENNSYLVANIA

The CHAIR. It is now in order to consider amendment No. 3 printed in House Report 118–487.

Mr. KELLY of Pennsylvania. Mr. Chair, I have an amendment at the desk.

The CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Add at the end the following:

SEC. 4. DISTRIBUTION TRANSFORMERS.

The final rule titled ''Energy Conservation Program: Energy Conservation Standards for

Distribution Transformers'' (signed on April 3, 2024; Docket No. EERE–2019–BT–STD–0018) shall not take effect.

The CHAIR. Pursuant to House Resolution 1194, the gentleman from Pennsylvania (Mr. KELLY) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Pennsylvania.

Mr. KELLY of Pennsylvania. Mr. Chair, I offered this amendment with Representative HUDSON and Representative BALDERSON to stop the wrongheaded rule that the Department of Energy finalized which threatens the use of grain-oriented electrical steel in our distribution transformers.

Mr. Chair, I yield 1 minute to the gentleman from Pennsylvania (Mr. JOYCE).

Mr. JOYCE of Pennsylvania. Mr. Chair, I thank the gentleman for yielding.

What Biden administration bureaucrats fail to realize is that poorly designed rules made here in Washington can have devastating consequences for Pennsylvania communities. From south central to southwestern Pennsylvania, Gettysburg to Johnstown, Altoona to Bedford, Chambersburg to Lewistown, this impact will be felt.

This rule from the Department of Energy would only serve to worsen the crippling shortages of transformers already faced by American manufacturers.

Just recently, I spoke to a business in Pennsylvania that had been forced to wait 18 months for transformers to open their new business. These shortages are leading to costly delays that ultimately cost jobs, cost livelihoods, and cost the American public.

Mr. Chair, I urge all of my colleagues to support this amendment.

Mr. KELLY of Pennsylvania. Mr. Chair, I reserve the balance of my time.

Mr. PALLONE. Mr. Chair, I claim the time in opposition to the amendment.

The CHAIR. The gentleman from New Jersey is recognized for 5 minutes.

Mr. PALLONE. Mr. Chair, apparently, Republicans don't realize that sometimes things can be a win-win.

Back in April, the Department of Energy finalized efficiency standards for distribution transformers, critical components for the electric grid. Because they are so ubiquitous, any improvements in efficiency from these transformers can translate to massive energy and cost savings.

Before the Department of Energy finalized the standard, it spent 15 months listening to everyone from steel and transformer manufacturers to utilities to homebuilders to everyday Americans and everyone in between. The Department of Energy took that feedback very seriously and produced a standard that met the criteria under the Energy Policy and Conservation Act: technologically feasible and economically justified. The final product they put out worked for everyone.

Don't take my word for it. Take the word of UAW Local 3303, which says that this final rule ''ensures a viable pathway for UAW-made steel to supply the transformer market long into the future.'' Talk to the United Auto Workers Region 9 director, who thanked the Department of Energy ''for listening to the voices of our members in Butler, Pennsylvania, and having a willingness to learn from our subject matter experts who actually make these products.''

You don't have to just listen to labor leaders on this, either. Listen to Cleveland-Cliffs, the manufacturer of the electrical steel that goes into transformers. They praised the rule and said they expect it to actually increase demand for their product, opening the possibility of future investments and plant expansion. Listen to the president of the National Electrical Manufacturers Association, who thanked the Department of Energy for the flexibility that the final rule provided. Listen to the utilities that say this final rule provides stability and certainty while moving us toward vital efficiency goals.

The sponsors of this amendment should just turn around and listen to the Republican chair of the Committee on Energy and Commerce, my esteemed colleague from Washington State, who called the final rule encouraging.

Mr. Chair, you can go to one of the sponsors, the gentleman from Pennsylvania (Mr. KELLY), who just two weeks ago appeared at an event with the Secretary of Energy at Cleveland-Cliffs—again, a manufacturer of grain-oriented electrical steel—and celebrated the final rule and the jobs at Cleveland-Cliffs that the final rule will save. The press release from my colleague's office called the final rule on distribution transformers efficiency ''the right thing.''

I couldn't agree more, Mr. Chair. I am just not sure what made my colleagues change their minds in the last 2 weeks.

My point is, there is broad support behind this rule from all corners. If Republicans really cared about the transformer shortages utilities across the Nation are still suffering from, they would work with us to provide the necessary funding for the President's invocation of the Defense Production Act for transformers because that is something, unlike this amendment, that would really make a positive difference.

I really don't understand why this amendment is being offered. It makes no sense.

Mr. Chair, I urge opposition to the amendment, and I reserve the balance of my time.

Mr. KELLY of Pennsylvania. Mr. Chair, I thank the gentleman for his remarks. I am not sure where he gathered that information, but it is totally false, which is normal here.

The sole remaining domestic producer of grain-oriented electrical steel is in my hometown of Butler, Pennsylvania, and it is represented by 1,300 union workers from UAW 3303, which my colleague has referenced. He should have been in Butler with me when almost 500 of them showed up to protest what was happening with the elimination of grain-oriented electrical steel.

This rule threatens the long-term viability of the mill. The mill in Butler produces grain-oriented electrical steel for distribution transformers, and I brought a picture of it because most people don't know what we are talking about. Mr. Chair, if you are driving down the road and see a telephone pole with this gray canister on it, that is a distribution transformer. Inside it is a product called grain-oriented electrical steel.

That product, by the way, works at 98-percent efficiency. The other side would like to replace it with something called amorphous steel, which if you compare the two, only one is actually steel. Grain-oriented electrical steel is actually steel. Amorphous looks like tinfoil.

Our product is 98-percent efficient. If you transfer over to amorphous steel, you are looking at a load capacity of 80 percent, which is dangerous, while a traditional GOES transformer can run with a 120 percent load capacity.

The market for these transformers is at an all-time high. Why in the world would we go away from something that is domestically produced in Butler, Pennsylvania, for a product that is not produced in America, cannot serve the needs that are there, and cannot meet the market demands for some type of a wrongheaded idea that we must go with this new product.

Listen to fact versus fiction. This transformer with grain-oriented electrical steel, domestic steel, is produced in Butler, Pennsylvania, by 1,300 union workers, with each union job supporting an estimated seven local jobs in my hometown. The elimination of this product would eliminate that town.

Have we not learned enough over the years that when we turn away from a domestic-produced product and rely on a foreign source for it, that somehow in the end we don't have the product and capacity that we need.

We have dumb-headed rule after dumb-headed rule in some type of a made-up, fantasy world where somehow this is better. It is not better.

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

Mr. PALLONE. Let me say, Mr. Chair, again, the standards that have been established by the Department of Energy have broad support. The rule has broad support from all corners. I just don't understand how my Republican colleagues can say all of a sudden now that they are opposed to it.

Mr. Chair, I ask my colleagues to oppose this amendment, and I yield back the balance of my time.

Mr. KELLY of Pennsylvania. Mr. Chair, may I inquire as to the time remaining.

The CHAIR. The gentleman from Pennsylvania has 1 minute remaining.

Mr. KELLY of Pennsylvania. Mr. Chair, here we are again in a situation where it is ''he said, she said,'' or ''you said, I said.'' I challenge anybody who has not been to a mill and actually watched the production of steel to sit on this floor and say they have a better product because they say it is a better product.

The distribution of electricity is critical in our homes, businesses, and towns across the Nation. The last remaining domestic producer of grain-oriented electrical steel, which is the product inside all of these transformers, is made in one mill in one town in America, not in some strange place across the oceans that says we will provide you with this if we can.

Why do we keep turning away from domestic production and thinking that somehow, someplace, somewhere, somebody else is going to provide it for us? That is wrongheaded and just makes absolutely no sense.

Mr. Chair, I encourage my colleagues to please go in these mills, look at these canisters that are on the telephone poles, and understand that is how we push electricity from one point to the next. This isn't fantasy. This is the truth of what is going on.

Mr. Chair, I ask my colleagues to take down the rule that is there now and vote for this amendment. It is the only way we can save electrical transformers in America. Please vote for American products.

Mr. Chair, I yield back the balance of my time.

The CHAIR. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. KELLY).

The question was taken; and the Chair announced that the ayes appeared to have it.

RECORDED VOTE

Mr. PALLONE. Mr. Chair, I demand a recorded vote.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 208, noes 199, not voting 28, as follows:

[Roll No. 182]

AYES—208

Aderholt
Alford
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Balderson
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Cole
Collins
Comer
Crane
Crawford
Crenshaw
Cuellar
Curtis
D'Esposito
Davidson
Davis (NC)
De La Cruz
DesJarlais
Diaz-Balart
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Gonzales, Tony
Gonzalez, Vicente
Good (VA)
Gooden (TX)
Gosar
Granger
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harris
Harshbarger
Hern
Higgins (LA)
Hill
Hinson
Houchin
Hudson
Huizenga
Hunt
Issa
Jackson (TX)
James
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kean (NJ)
Kelly (MS)
Kelly (PA)
Kiggans (VA)
Kiley
Kim (CA)
Kustoff
LaHood
LaLota
Lamborn
Latta
LaTurner
Lawler
Lee (FL)
Lesko
Letlow
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Mace
Malliotakis
Maloy
Mann
Massie
Mast
McCaul
McClain
McClintock
McCormick
Miller (IL)
Miller (OH)
Miller (WV)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moran
Moylan
Murphy
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Perez
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Self
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Stauber
Steel
Stefanik
Steil
Steube
Strong
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Valadao
Van Drew
Van Duyne
Van Orden
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (NY)
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NOES—199

Adams
Aguilar
Allred
Amo
Auchincloss
Balint
Barragán
Beatty
Bera
Beyer
Bishop (GA)
Blumenauer
Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Cárdenas
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Clyburn
Cohen
Connolly
Correa
Costa
Courtney
Craig
Crockett
Crow
Davids (KS)
Davis (IL)
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
Dingell
Doggett
Escobar
Eshoo
Espaillat
Evans
Fletcher
Foster
Frankel, Lois
Frost
Gallego
Garamendi
García (IL)
Garcia (TX)
Garcia, Robert
Golden (ME)
Goldman (NY)
Gomez
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Ivey
Jackson (NC)
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Kennedy
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Larsen (WA)
Larson (CT)
Lee (CA)
Lee (NV)
Lee (PA)
Leger Fernandez
Levin
Lieu
Lofgren
Lynch
Manning
Matsui
McBath
McClellan
McCollum
McGarvey
McGovern
Meeks
Menendez
Meng
Mfume
Moore (WI)
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neguse
Nickel
Norcross
Norton
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peltola
Peters
Pettersen
Pingree
Plaskett
Pocan
Porter
Pressley
Quigley
Ramirez
Raskin
Ross
Ruiz
Ruppersberger
Ryan
Sablan
Salinas
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Slotkin
Smith (WA)
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stevens
Strickland
Suozzi
Swalwell
Sykes
Takano
Thanedar
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Underwood
Vargas
Vasquez
Veasey
Velázquez
Wasserman Schultz
Waters
Watson Coleman
Wexton
Wild
Williams (GA)
Wilson (FL)

NOT VOTING—28

Baird
Banks
Carson
Carter (TX)
Cleaver
Ferguson
Foushee
González-Colón
Grijalva
Hageman
Huffman
Jackson (IL)
Jackson Lee
Jacobs
LaMalfa
Landsman
Langworthy
Magaziner
McHenry
Meuser
Mooney
Neal
Pence
Phillips
Radewagen
Sessions
Spartz
Trone

□ 1641

Messrs. TAKANO and FOSTER changed their vote from ''aye'' to ''no.''

Ms. BOEBERT changed her vote from ''no'' to ''aye.''

So the amendment was agreed to.

The result of the vote was announced as above recorded.

The Acting CHAIR (Mr. ROUZER). There being no further amendment, under the rule, the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. MURPHY) having assumed the chair, Mr. ROUZER, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 6192) to amend the Energy Policy and Conservation Act to prohibit the Secretary of Energy from prescribing any new or amended energy conservation standard for a product that is not technologically feasible and economically justified, and for other purposes, and, pursuant to House Resolution 1194, he reported the bill, as amended by that resolution, back to the House with sundry further amendments adopted in the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

Is a separate vote demanded on any further amendment reported from the Committee of the Whole? If not, the Chair will put them en gros.

The amendments were agreed to.

The SPEAKER pro tempore. The question is on the engrossment and third reading of the bill.

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

MOTION TO RECOMMIT

Mrs. FLETCHER. Mr. Speaker, I have a motion to recommit at the desk.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mrs. Fletcher of Texas moves to recommit the bill H.R. 6192 to the Committee on Energy and Commerce.

The SPEAKER pro tempore. Pursuant to clause 2(b) of rule XIX, the previous question is ordered on the motion to recommit.

The question is on the motion to recommit.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

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

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, this 5-minute vote on the motion to recommit will be followed by 5-minute votes on:

Passage of H.R. 6192, if ordered;

Passage of H.J. Res. 98, the objections of the President to the contrary notwithstanding; and,

The motion to suspend the rules and pass H.R. 7423.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 202, nays 206, not voting 22, as follows:

[Roll No. 183]

YEAS—202

Adams
Aguilar
Allred
Amo
Auchincloss
Balint
Barragán
Beatty
Bera
Beyer
Bishop (GA)
Blumenauer
Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Cárdenas
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Clyburn
Cohen
Connolly
Correa
Costa
Courtney
Craig
Crockett
Crow
Cuellar
Davids (KS)
Davis (IL)
Davis (NC)
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
Dingell
Doggett
Escobar
Eshoo
Espaillat
Evans
Fletcher
Foster
Frankel, Lois
Frost
Gallego
Garamendi
García (IL)
Garcia (TX)
Garcia, Robert
Golden (ME)
Goldman (NY)
Gomez
Gonzalez, Vicente
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Ivey
Jackson (IL)
Jackson (NC)
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Kennedy
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Larsen (WA)
Larson (CT)
Lee (CA)
Lee (NV)
Lee (PA)
Leger Fernandez
Levin
Lieu
Lofgren
Lynch
Manning
Matsui
McBath
McClellan
McCollum
McGarvey
McGovern
Meeks
Menendez
Meng
Mfume
Moore (WI)
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neal
Neguse
Nickel
Norcross
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Peters
Pettersen
Pingree
Pocan
Porter
Pressley
Quigley
Ramirez
Raskin
Ross
Ruiz
Ruppersberger
Ryan
Salinas
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Slotkin
Smith (WA)
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stevens
Strickland
Suozzi
Swalwell
Sykes
Takano
Thanedar
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Underwood
Vargas
Vasquez
Veasey
Velázquez
Wasserman Schultz
Waters
Watson Coleman
Wexton
Wild
Williams (GA)
Wilson (FL)

NAYS—206

Aderholt
Alford
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Balderson
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Cole
Collins
Comer
Crane
Crawford
Crenshaw
Curtis
D'Esposito
Davidson
De La Cruz
DesJarlais
Diaz-Balart
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Gonzales, Tony
Good (VA)
Gooden (TX)
Gosar
Granger
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harris
Harshbarger
Hern
Higgins (LA)
Hill
Hinson
Houchin
Hudson
Huizenga
Hunt
Issa
Jackson (TX)
James
Johnson (LA)
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kean (NJ)
Kelly (MS)
Kelly (PA)
Kiggans (VA)
Kiley
Kim (CA)
Kustoff
LaHood
LaLota
Lamborn
Langworthy
Latta
LaTurner
Lawler
Lee (FL)
Lesko
Letlow
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Mace
Malliotakis
Maloy
Mann
Massie
Mast
McCaul
McClain
McClintock
McCormick
Meuser
Miller (IL)
Miller (OH)
Miller (WV)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moran
Murphy
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Self
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Stauber
Steel
Stefanik
Steil
Steube
Strong
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Valadao
Van Drew
Van Duyne
Van Orden
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (NY)
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NOT VOTING—22

Baird
Banks
Carson
Carter (TX)
Cleaver
Ferguson
Foushee
Grijalva
Hageman
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
McHenry
Mooney
Pence
Phillips
Sessions
Spartz
Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining.

□ 1650

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore. The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

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

The yeas and nays were ordered.

The SPEAKER pro tempore. This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 212, nays 195, not voting 23, as follows:

[Roll No. 184]

YEAS—212

Aderholt
Alford
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Balderson
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Cole
Collins
Comer
Crane
Crawford
Crenshaw
Cuellar
Curtis
D'Esposito
Davidson
Davis (NC)
De La Cruz
DesJarlais
Diaz-Balart
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Gallego
Garbarino
Garcia, Mike
Gimenez
Golden (ME)
Gonzales, Tony
Gonzalez, Vicente
Good (VA)
Gooden (TX)
Gosar
Granger
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harris
Harshbarger
Hern
Higgins (LA)
Hill
Hinson
Houchin
Hudson
Huizenga
Hunt
Issa
Jackson (TX)
James
Johnson (LA)
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kean (NJ)
Kelly (MS)
Kelly (PA)
Kiggans (VA)
Kiley
Kim (CA)
Kustoff
LaHood
LaLota
Lamborn
Langworthy
Latta
LaTurner
Lawler
Lee (FL)
Lesko
Letlow
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Mace
Malliotakis
Maloy
Mann
Massie
Mast
McCaul
McClain
McClintock
McCormick
Meuser
Miller (IL)
Miller (OH)
Miller (WV)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moran
Murphy
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Peltola
Perez
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Scott, Austin
Self
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Stauber
Steel
Stefanik
Steil
Steube
Strong
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Valadao
Van Drew
Van Duyne
Van Orden
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (NY)
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NAYS—195

Adams
Aguilar
Allred
Amo
Auchincloss
Balint
Barragán
Beatty
Bera
Beyer
Bishop (GA)
Blumenauer

Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Cárdenas
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Clyburn
Cohen
Connolly
Correa
Costa
Courtney
Craig
Crockett
Crow
Davids (KS)
Davis (IL)
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
Dingell
Doggett
Escobar
Eshoo
Espaillat
Evans
Fletcher
Foster
Frankel, Lois
Frost
Garamendi
García (IL)
Garcia (TX)
Garcia, Robert
Goldman (NY)
Gomez
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Ivey
Jackson (IL)
Jackson (NC)
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Kennedy
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Larsen (WA)
Larson (CT)
Lee (CA)
Lee (NV)
Lee (PA)
Leger Fernandez
Levin
Lieu
Lofgren
Lynch
Manning
Matsui
McBath
McClellan
McCollum
McGarvey
McGovern
Meeks
Menendez
Meng
Mfume
Moore (WI)
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neal
Neguse
Nickel
Norcross
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peters
Pettersen
Pingree
Pocan
Porter
Pressley
Quigley
Ramirez
Raskin
Ross
Ruiz
Ruppersberger
Ryan
Salinas
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Slotkin
Smith (WA)
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stevens
Strickland
Suozzi
Swalwell
Sykes
Takano
Thanedar
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Underwood
Vargas
Vasquez
Veasey
Velázquez
Wasserman Schultz
Waters
Watson Coleman
Wexton
Wild
Williams (GA)
Wilson (FL)

NOT VOTING—23

Baird
Banks
Carson
Carter (TX)
Cleaver
Ferguson
Foushee
Grijalva
Hageman
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
McHenry
Mooney
Pence
Phillips
Schweikert
Sessions
Spartz
Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining.

□ 1657

Ms. CARAVEO changed her vote from ''yea'' to ''nay.''

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

PROVIDING FOR CONGRESSIONAL DISAPPROVAL OF THE RULE SUBMITTED BY THE NATIONAL LABOR RELATIONS BOARD RELATING TO ''STANDARD FOR DETERMINING JOINT EMPLOYER STATUS''—VETO MESSAGE FROM THE PRESIDENT OF THE UNITED STATES

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the question of whether the House, on reconsideration, will pass the joint resolution (H.J. Res. 98) providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the National Labor Relations Board relating to ''Standard for Determining Joint Employer Status'', the objections of the President to the contrary notwithstanding.

In accord with the Constitution, the yeas and nays are ordered.

The SPEAKER pro tempore. This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 214, nays 191, not voting 24, as follows:

[Roll No. 185]

YEAS—214

Aderholt
Alford
Allen
Amodei
Armstrong
Arrington
Babin
Bacon
Balderson
Barr
Bean (FL)
Bentz
Bera
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Case
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Cole
Collins
Comer
Correa
Costa
Crane
Crawford
Crenshaw
Cuellar
Curtis
D'Esposito
Davidson
Davis (NC)
De La Cruz
DesJarlais
Diaz-Balart
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Eshoo
Estes
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Gonzales, Tony
Good (VA)
Gooden (TX)
Gosar
Granger
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harris
Harshbarger
Hern
Higgins (LA)
Hill
Hinson
Houchin
Hudson
Huizenga
Hunt
Issa
Jackson (TX)
James
Johnson (SD)
Jordan
Joyce (OH)
Joyce (PA)
Kean (NJ)
Kelly (MS)
Kelly (PA)
Kiggans (VA)
Kiley
Kim (CA)
Kustoff
LaHood
LaLota
Lamborn
Langworthy
Latta
LaTurner
Lawler
Lee (FL)
Lesko
Letlow
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Mace
Malliotakis
Maloy
Mann
Massie
Mast
McCaul
McClain
McClintock
McCormick
Meuser
Miller (IL)
Miller (OH)
Miller (WV)
Miller-Meeks
Mills
Molinaro
Moolenaar
Moore (AL)
Moore (UT)
Moran
Murphy
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Perry
Peters
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Scholten
Schweikert
Scott, Austin
Self
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Stauber
Steel
Stefanik
Steil
Steube
Strong
Tenney
Thompson (PA)
Tiffany
Timmons
Turner
Valadao
Van Drew
Van Duyne
Van Orden
Wagner
Walberg
Waltz
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Williams (NY)
Williams (TX)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

NAYS—191

Adams
Aguilar
Allred
Amo
Auchincloss
Balint
Barragán
Beatty
Beyer
Bishop (GA)
Blumenauer
Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Carter (LA)
Cartwright
Casar
Casten
Castor (FL)
Castro (TX)
Cherfilus-McCormick
Chu
Clark (MA)
Clarke (NY)
Clyburn
Cohen
Connolly
Courtney
Craig
Crockett
Crow
Davids (KS)
Davis (IL)
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
Dingell
Escobar
Espaillat
Evans
Fletcher
Foster
Frankel, Lois
Frost
Gallego
Garamendi
García (IL)
Garcia (TX)
Garcia, Robert
Golden (ME)
Goldman (NY)
Gomez
Gonzalez, Vicente
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Ivey
Jackson (IL)
Jackson (NC)
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Kennedy
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Larsen (WA)
Larson (CT)
Lee (CA)
Lee (NV)
Lee (PA)
Leger Fernandez
Levin
Lieu
Lofgren
Lynch
Manning
Matsui
McBath
McClellan
McCollum
McGarvey
McGovern
Meeks
Menendez
Meng
Mfume
Moore (WI)
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neal
Neguse
Nickel
Norcross
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Pettersen
Pingree
Pocan
Porter
Pressley
Quigley
Ramirez
Raskin
Ross
Ruiz
Ruppersberger
Ryan
Salinas
Sánchez
Sarbanes
Scanlon
Schakowsky
Schiff
Schneider
Schrier
Scott (VA)
Scott, David
Sewell
Sherman
Sherrill
Slotkin
Smith (WA)
Sorensen
Soto
Spanberger
Stansbury
Stanton
Stevens
Strickland
Suozzi
Swalwell
Sykes
Takano
Thanedar
Thompson (CA)
Thompson (MS)
Titus
Tlaib
Tokuda
Tonko
Torres (CA)
Torres (NY)
Trahan
Underwood
Vargas
Vasquez
Veasey
Velázquez
Wasserman Schultz
Waters
Watson Coleman
Wexton
Wild
Williams (GA)
Wilson (FL)

NOT VOTING—24

Baird
Banks
Cárdenas
Carson
Carter (TX)
Cleaver
Doggett
Ferguson
Foushee
Grijalva
Hageman
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
McHenry
Mooney
Pence
Phillips
Sessions
Spartz
Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining.

□ 1704

So (two-thirds not being in the affirmative) the veto of the President was sustained and the joint resolution was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore. The veto message and the joint resolution are referred to the Committee on Education and the Workforce.

The Clerk will notify the Senate of the action of the House.

LUKE LETLOW POST OFFICE BUILDING

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. 7423) to designate the facility of the United States Postal Service located at 103 Benedette Street in Rayville, Louisiana, as the ''Luke Letlow Post Office Building'', 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 Kansas (Mr. LATURNER) that the House suspend the rules and pass the bill.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 401, nays 0, answered ''present'' 2, not voting 27, as follows:

[Roll No. 186]

YEAS—401

Adams
Aderholt
Aguilar
Alford
Allen
Allred
Amo
Amodei
Armstrong
Arrington
Auchincloss
Babin
Bacon
Balderson
Balint
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)
Brecheen
Brown
Brownley
Buchanan
Bucshon
Budzinski
Burchett
Burgess
Burlison
Bush
Cammack
Caraveo
Carbajal
Cárdenas
Carey
Carl
Carter (GA)
Carter (LA)
Cartwright
Casar
Case
Casten
Castor (FL)
Castro (TX)
Chavez-DeRemer
Cherfilus-McCormick
Chu
Ciscomani
Clark (MA)
Clarke (NY)
Cline
Cloud
Clyburn
Clyde
Cohen
Cole
Collins
Comer
Connolly
Correa
Costa
Courtney
Craig
Crane
Crawford
Crenshaw
Crockett
Crow
Cuellar
Curtis
D'Esposito
Davids (KS)
Davidson
Davis (IL)
Davis (NC)
De La Cruz
Dean (PA)
DeGette
DeLauro
DelBene
Deluzio
DeSaulnier
DesJarlais
Diaz-Balart
Dingell
Doggett
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Escobar
Espaillat
Estes
Evans
Ezell
Fallon
Feenstra
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Fletcher
Flood
Foster
Foxx
Frankel, Lois
Franklin, Scott
Frost
Fry
Fulcher
Gaetz
Gallego
Garamendi
Garbarino
García (IL)
Garcia (TX)
Garcia, Mike
Garcia, Robert
Gimenez
Golden (ME)
Goldman (NY)
Gomez
Gonzales, Tony
Gonzalez, Vicente
Good (VA)
Gooden (TX)
Gosar
Gottheimer
Granger
Graves (LA)
Graves (MO)
Green (TN)
Green, Al (TX)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Harder (CA)
Harshbarger
Hayes
Hern
Higgins (LA)
Hill
Himes
Hinson
Horsford
Houchin
Houlahan
Hoyer
Hoyle (OR)
Hudson
Huizenga
Hunt
Issa
Ivey
Jackson (IL)
Jackson (NC)
Jackson (TX)
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
Langworthy
Larsen (WA)
Larson (CT)
Latta
LaTurner
Lawler
Lee (CA)
Lee (FL)
Lee (NV)
Lee (PA)
Leger Fernandez
Lesko
Letlow
Levin
Lieu
Lofgren
Loudermilk
Lucas
Luetkemeyer
Luna
Luttrell
Lynch
Mace
Malliotakis
Maloy
Mann
Manning
Mast
Matsui
McBath
McCaul
McClain
McClellan
McClintock
McCollum
McCormick
McGarvey
McGovern
Meeks
Menendez
Meng
Meuser
Mfume
Miller (IL)
Miller (OH)
Miller (WV)
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
Norman
Nunn (IA)
Obernolte
Ocasio-Cortez
Ogles
Omar
Owens
Pallone
Palmer
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Perry
Peters
Pettersen
Pfluger
Pingree
Pocan
Porter
Posey
Pressley
Quigley
Ramirez
Raskin
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Ross
Rouzer
Ruiz
Ruppersberger
Rutherford
Ryan
Salazar
Salinas
Sánchez
Sarbanes
Scalise
Scanlon
Schakowsky
Schiff
Schneider
Scholten
Schrier
Schweikert
Scott (VA)
Scott, Austin
Scott, David
Self
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
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
Waltz
Wasserman Schultz
Waters
Watson Coleman
Weber (TX)
Webster (FL)
Wenstrup
Westerman
Wexton
Wild
Williams (GA)
Williams (NY)
Williams (TX)
Wilson (FL)
Wilson (SC)
Wittman
Womack
Yakym
Zinke

ANSWERED ''PRESENT''—2

Rosendale
Roy

NOT VOTING—27

Baird
Banks
Calvert
Carson
Carter (TX)
Cleaver
Eshoo
Ferguson
Foushee
Grijalva
Hageman
Harris
Huffman
Jackson Lee
Jacobs
LaMalfa
Landsman
Magaziner
Massie
McHenry
Mooney
Pence
Phillips
Sessions
Spartz
Tenney
Trone

□ 1711

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.

PERSONAL EXPLANATION

Mr. LANDSMAN. Mr. Speaker, for personal reasons, I was unable to make votes. Had I been present, I would have voted YEA on Roll Call No. 179, NAY on Roll Call No. 180, NO on Roll Call No. 181, NO on Roll Call No. 182, YEA on Roll Call No. 183, NAY on Roll Call No. 184, NAY on Roll Call No. 185, and YEA on Roll Call No. 186,

PERSONAL EXPLANATION

Mr. BAIRD. Mr. Speaker, unfortunately, due to a district commitment, I was unable to cast five votes today. Had I been present, I would have voted:

YEA on Roll Call No. 182, Kelly, PA Amendment No. 3 to H.R. 6192;

NAY on Roll Call No. 183, the Motion to Recommit on H.R. 6192;

YEA on Roll Call No. 184, Passage of H.R. 6192, Hands Off Our Home Appliances Act;

YEA on Roll Call No. 185, Consideration of the Veto Message on H.J. Res. 98, Providing for congressional disapproval of the rule submitted by the National Labor Relations Board relating to ''Standard for Determining Joint Employer Status''; and

YEA on Roll Call No. 186, Suspend the rules and pass H.R. 7423, Luke Letlow Post Office Building.

REMOVAL OF MR. BOST AS COSPONSOR OF H.R. 8182

Mr. AUSTIN SCOTT of Georgia. Mr. Speaker, I ask unanimous consent to remove the gentleman from Illinois (Mr. BOST) as cosponsor of H.R. 8182.

The SPEAKER pro tempore (Mr. VAN DREW). Is there objection to the request of the gentleman from Georgia?

There was no objection.

PERMISSION FOR MR. ROSE TO BE CONSIDERED AS FIRST SPONSOR OF H.R. 4128

Mr. ROSE. Mr. Speaker, I ask unanimous consent that I may hereafter be considered to be the first sponsor of H.R. 4128, the Payment Choice Act of 2023, a bill originally introduced by Representative PAYNE of New Jersey, for the purposes of adding cosponsors and requesting reprintings pursuant to clause 7 of rule XII.

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

There was no objection.

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.

FIRE GRANTS AND SAFETY ACT OF 2023

Mr. KEAN of New Jersey. Mr. Speaker, I move to suspend the rules and pass the bill (S. 870) to amend the Federal Fire Prevention and Control Act of 1974 to authorize appropriations for the United States Fire Administration and firefighter assistance grant programs, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 870

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

DIVISION A—FIRE GRANTS AND SAFETY

SECTION 1. SHORT TITLE.

This division may be cited as the ''Fire Grants and Safety Act of 2023''.

SEC. 2. REAUTHORIZATION OF THE UNITED STATES FIRE ADMINISTRATION.

Section 17(g)(1) of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. 2216(g)(1)) is amended—

(1) in subparagraph (L), by striking ''and'' after the semicolon;

(2) in subparagraph (M)—

(A) by striking ''for for'' and inserting ''for''; and

(B) by striking the period and inserting ''; and''; and

(3) by adding at the end the following new subparagraraph:

''(N) $95,000,000 for each of fiscal years 2024 through 2028, of which $3,420,000 for each such fiscal year shall be used to carry out section 8(f).''.

SEC. 3. REAUTHORIZATION OF ASSISTANCE TO FIREFIGHTERS GRANTS PROGRAM AND THE FIRE PREVENTION AND SAFETY GRANTS PROGRAM.

(a) SUNSET.—Section 33(r) of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. 2229(r)) is amended by striking ''2024'' and inserting ''2030''.

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 33(q)(1) of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. 2229(q)(1)) is amended by striking ''to carry out this section—'' and all that follows through ''the fiscal year described in clause (i)'' and inserting ''to carry out this section $750,000,000 for each of fiscal years 2024 through 2028''.

SEC. 4. REAUTHORIZATION OF STAFFING FOR ADEQUATE FIRE AND EMERGENCY RESPONSE GRANT PROGRAM.

(a) SUNSET.—Section 34(k) of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. 2229a(k)) is amended by striking ''2024'' and inserting ''2030''.

(b) AUTHORIZATION OF APPROPRIATIONS.—Section 34(j)(1) of the Federal Fire Prevention and Control Act of 1974 (15 U.S.C. 2229a(j)(1)(I)) is amended—

(1) in subparagraph (G), by inserting ''and'' after the semicolon;

(2) in subparagraph (H), by striking ''fiscal year 2013; and'' and inserting ''each of fiscal years 2024 through 2028.''; and

(3) by striking subparagraph (I).

SEC. 5. GAO AUDIT AND REPORT.

Not later than three years after the date of the enactment of this Act, the Comptroller General of the United States shall conduct an audit of and issue a publicly available report on—

(1) barriers that prevent fire departments from accessing Federal funds; and

(2) the United States Fire Administration.

DIVISION B—ACCELERATING DEPLOYMENT OF VERSATILE, ADVANCED NUCLEAR FOR CLEAN ENERGY

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This division may be cited as the ''Accelerating Deployment of Versatile, Advanced Nuclear for Clean Energy Act of 2024'' or the ''ADVANCE Act of 2024''.

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

SEC. 2. DEFINITIONS.

In this division:

(1) ACCIDENT TOLERANT FUEL.—The term ''accident tolerant fuel'' has the meaning given the term in section 107(a) of the Nuclear Energy Innovation and Modernization Act (Public Law 115–439; 132 Stat. 5577).

(2) ADMINISTRATOR.—The term ''Administrator'' means the Administrator of the Environmental Protection Agency.

(3) ADVANCED NUCLEAR FUEL.—The term ''advanced nuclear fuel'' means—

(A) advanced nuclear reactor fuel; and

(B) accident tolerant fuel.

(4) ADVANCED NUCLEAR REACTOR.—The term ''advanced nuclear reactor'' has the meaning given the term in section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439).

(5) ADVANCED NUCLEAR REACTOR FUEL.—The term ''advanced nuclear reactor fuel'' has the meaning given the term in section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439).

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

(A) the Committee on Environment and Public Works of the Senate; and

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

(7) COMMISSION.—The term ''Commission'' means the Nuclear Regulatory Commission.

(8) INSTITUTION OF HIGHER EDUCATION.—The term ''institution of higher education'' has the meaning given the term in section 101(a) of the Higher Education Act of 1965 (20 U.S.C. 1001(a)).

(9) NATIONAL LABORATORY.—The term ''National Laboratory'' has the meaning given the term in section 2 of the Energy Policy Act of 2005 (42 U.S.C. 15801).

TITLE I—AMERICAN NUCLEAR LEADERSHIP

SEC. 101. INTERNATIONAL NUCLEAR EXPORT AND INNOVATION ACTIVITIES.

(a) COMMISSION COORDINATION.—

(1) IN GENERAL.—The Commission shall—

(A) coordinate all work of the Commission relating to—

(i) import and export licensing for nuclear reactors and radioactive materials; and

(ii) international regulatory cooperation and assistance relating to nuclear reactors and radioactive materials, including with countries that are members of—

(I) the Organisation for Economic Co-operation and Development; or

(II) the Nuclear Energy Agency; and

(B) support interagency and international coordination with respect to—

(i) the consideration of international technical standards to establish the licensing and regulatory basis to assist the design, construction, and operation of nuclear reactors and use of radioactive materials;

(ii) efforts to help build competent nuclear regulatory organizations and legal frameworks in foreign countries that are seeking to develop civil nuclear industries; and

(iii) exchange programs and training provided, in coordination with the Secretary of State, to foreign countries relating to civil nuclear licensing and oversight to improve the regulation of nuclear reactors and radioactive materials, in accordance with paragraph (2).

(2) EXCHANGE PROGRAMS AND TRAINING.—With respect to the exchange programs and training described in paragraph (1)(B)(iii), the Commission shall coordinate, as applicable, with—

(A) the Secretary of Energy;

(B) the Secretary of State;

(C) the National Laboratories;

(D) the private sector; and

(E) institutions of higher education.

(b) AUTHORITY TO ESTABLISH BRANCH.—The Commission may establish within the Office of International Programs a branch, to be known as the ''International Nuclear Export and Innovation Branch'', to carry out the international nuclear export and innovation activities described in subsection (a) as the Commission determines to be appropriate and within the mission of the Commission.

(c) EXCLUSION OF INTERNATIONAL ACTIVITIES FROM THE FEE BASE.—

(1) IN GENERAL.—Section 102 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215) is amended—

(A) in subsection (a), by adding at the end the following:

''(4) INTERNATIONAL NUCLEAR EXPORT AND INNOVATION ACTIVITIES.—The Commission shall identify in the annual budget justification international nuclear export and innovation activities described in section 101(a) of the ADVANCE Act of 2024.''; and

(B) in subsection (b)(1)(B), by adding at the end the following:

''(iv) Costs for international nuclear export and innovation activities described in section 101(a) of the ADVANCE Act of 2024.''.

(2) EFFECTIVE DATE.—The amendments made by paragraph (1) shall take effect on October 1, 2025.

(d) INTERAGENCY COORDINATION.—The Commission shall coordinate all international activities under this section with the Secretary of State, the Secretary of Energy, and other applicable agencies, as appropriate.

(e) SAVINGS CLAUSE.—Nothing in this section alters the authority of the Commission to license and regulate the civilian use of radioactive materials.

SEC. 102. DENIAL OF CERTAIN DOMESTIC LICENSES FOR NATIONAL SECURITY PURPOSES.

(a) DEFINITION OF COVERED FUEL.—In this section, the term ''covered fuel'' means enriched uranium that is fabricated outside the United States into fuel assemblies for commercial nuclear power reactors by an entity that—

(1) is owned or controlled by the Government of the Russian Federation or the Government of the People's Republic of China; or

(2) is organized under the laws of, or otherwise subject to the jurisdiction of, the Russian Federation or the People's Republic of China.

(b) PROHIBITION ON UNLICENSED POSSESSION OR OWNERSHIP OF COVERED FUEL.—Unless specifically authorized by the Commission in a license issued under section 53 of the Atomic Energy Act of 1954 (42 U.S.C. 2073) and part 70 of title 10, Code of Federal Regulations (or successor regulations), no person subject to the jurisdiction of the Commission may possess or own covered fuel.

(c) LICENSE TO POSSESS OR OWN COVERED FUEL.—

(1) CONSULTATION REQUIRED PRIOR TO ISSUANCE.—The Commission shall not issue a license to possess or own covered fuel under section 53 of the Atomic Energy Act of 1954 (42 U.S.C. 2073) and part 70 of title 10, Code of Federal Regulations (or successor regulations), unless the Commission has first consulted with the Secretary of Energy and the Secretary of State before issuing the license.

(2) PROHIBITION ON ISSUANCE OF LICENSE.—

(A) IN GENERAL.—Subject to subparagraph (C), a license to possess or own covered fuel shall not be issued if the Secretary of Energy and the Secretary of State make the determination described in subparagraph (B)(i)(I).

(B) DETERMINATION.—

(i) IN GENERAL.—The determination referred to in subparagraph (A) is a determination that possession or ownership, as applicable, of covered fuel—

(I) poses a threat to the national security of the United States, including because of an adverse impact on the physical and economic security of the United States; or

(II) does not pose a threat to the national security of the United States.

(ii) JOINT DETERMINATION.—A determination described in clause (i) shall be jointly made by the Secretary of Energy and the Secretary of State.

(iii) TIMELINE.—

(I) NOTICE OF APPLICATION.—Not later than 30 days after the date on which the Commission receives an application for a license to possess or own covered fuel, the Commission shall notify the Secretary of Energy and the Secretary of State of the application.

(II) DETERMINATION.—The Secretary of Energy and the Secretary of State shall have a period of 180 days, beginning on the date on which the Commission notifies the Secretary of Energy and the Secretary of State under subclause (I) of an application for a license to possess or own covered fuel, in which to make the determination described in clause (i).

(III) COMMISSION NOTIFICATION.—On making the determination described in clause (i), the Secretary of Energy and the Secretary of State shall immediately notify the Commission.

(IV) CONGRESSIONAL NOTIFICATION.—Not later than 30 days after the date on which the Secretary of Energy and the Secretary of State notify the Commission under subclause (III), the Commission shall notify the appropriate committees of Congress, the Committee on Foreign Relations of the Senate, the Committee on Energy and Natural Resources of the Senate, and the Committee on Foreign Affairs of the House of Representatives of the determination.

(V) PUBLIC NOTICE.—Not later than 15 days after the date on which the Commission notifies Congress under subclause (IV) of a determination made under clause (i), the Commission shall make that determination publicly available.

(C) EFFECT OF NO DETERMINATION.—The Commission shall not issue a license if the Secretary of Energy and the Secretary of State have not made a determination described in subparagraph (B).

(d) SAVINGS CLAUSE.—Nothing in this section alters any treaty or international agreement in effect on the date of enactment of this Act or that enters into force after the date of enactment of this Act.

SEC. 103. EXPORT LICENSE NOTIFICATION.

(a) DEFINITION OF LOW-ENRICHED URANIUM.—In this section, the term ''low-enriched uranium'' means uranium enriched to less than 20 percent of the uranium-235 isotope.

(b) NOTIFICATION.—If the Commission, after consultation with the Secretary of State and any other relevant agencies, issues an export license for the transfer of any item described in subsection (d) to a country described in subsection (c), the Commission shall notify the appropriate committees of Congress, the Committee on Foreign Relations of the Senate, the Committee on Energy and Natural Resources of the Senate, and the Committee on Foreign Affairs of the House of Representatives.

(c) COUNTRIES DESCRIBED.—A country referred to in subsection (b) is a country that—

(1) has not concluded and ratified an Additional Protocol to its safeguards agreement with the International Atomic Energy Agency; or

(2) has not ratified or acceded to the amendment to the Convention on the Physical Protection of Nuclear Material, adopted at Vienna October 26, 1979, and opened for signature at New York March 3, 1980 (TIAS 11080), described in the information circular of the International Atomic Energy Agency numbered INFCIRC/274/Rev.1/Mod.1 and dated May 9, 2016 (TIAS 16–508).

(d) ITEMS DESCRIBED.—An item referred to in subsection (b) includes—

(1) unirradiated nuclear fuel containing special nuclear material (as defined in section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014)), excluding low-enriched uranium;

(2) a nuclear reactor that uses nuclear fuel described in paragraph (1); and

(3) any plant or component listed in Appendix I to part 110 of title 10, Code of Federal Regulations (or successor regulations), that is involved in—

(A) the reprocessing of irradiated nuclear reactor fuel elements;

(B) the separation of plutonium; or

(C) the separation of the uranium-233 isotope.

SEC. 104. GLOBAL NUCLEAR ENERGY ASSESSMENT.

(a) STUDY REQUIRED.—Not later than 1 year after the date of enactment of this Act, the Secretary of Energy, in consultation with the Secretary of State, the Secretary of Commerce, the Administrator of the Environmental Protection Agency, and the Commission, shall conduct a study on the global status of—

(1) the civilian nuclear energy industry; and

(2) the supply chains of the civilian nuclear energy industry.

(b) CONTENTS.—The study conducted under subsection (a) shall include—

(1) information on the status of the civilian nuclear energy industry, the long-term risks to that industry, and the bases for those risks;

(2) information on how the use of the civilian nuclear energy industry, relative to other types of energy industries, can reduce the emission of criteria pollutants and carbon dioxide;

(3) information on the role the United States civilian nuclear energy industry plays in United States foreign policy;

(4) information on the importance of the United States civilian nuclear energy industry to countries that are allied to the United States;

(5) information on how the United States may collaborate with those countries in developing, deploying, and investing in nuclear technology;

(6) information on how foreign countries use nuclear energy when crafting and implementing their own foreign policy, including such use by foreign countries that are strategic competitors;

(7) an evaluation of how nuclear nonproliferation and security efforts and nuclear energy safety are affected by the involvement of the United States in—

(A) international markets; and

(B) setting civilian nuclear energy industry standards;

(8) an evaluation of how industries in the United States, other than the civilian nuclear energy industry, benefit from the generation of electricity by nuclear power plants;

(9) information on utilities and companies in the United States that are involved in the civilian nuclear energy supply chain, including, with respect to those utilities and companies—

(A) financial challenges;

(B) nuclear liability issues;

(C) foreign strategic competition; and

(D) risks to continued operation; and

(10) recommendations for how the United States may—

(A) develop a national strategy to increase the role that nuclear energy plays in diplomacy and strategic energy policy;

(B) develop a strategy to mitigate foreign competitor's utilization of their civilian nuclear energy industries in diplomacy;

(C) align the nuclear energy policy of the United States with national security objectives; and

(D) modernize regulatory requirements to strengthen the United States civilian nuclear energy supply chain.

(c) REPORT TO CONGRESS.—Not later than 180 days after the study under subsection (a) is completed, the Secretary of Energy shall submit to the appropriate committees of Congress the study, including a classified annex, if necessary.

SEC. 105. PROCESS FOR REVIEW AND AMENDMENT OF PART 810 GENERALLY AUTHORIZED DESTINATIONS.

(a) IDENTIFICATION AND EVALUATION OF FACTORS.—Not later than 90 days after the date of enactment of this Act, the Secretary of Energy, with the concurrence of the Secretary of State, shall identify and evaluate factors, other than agreements for cooperation entered into in accordance with section 123 of the Atomic Energy Act of 1954 (42 U.S.C. 2153), that may be used to determine a country's generally authorized destination status under part 810 of title 10, Code of Federal Regulations, and to list such country as a generally authorized destination in Appendix A to part 810 of title 10, Code of Federal Regulations.

(b) PROCESS UPDATE.—The Secretary of Energy shall review and, as appropriate, update the Department of Energy's process for determining a country's generally authorized destination status under part 810 of title 10, Code of Federal Regulations, and for listing such country as a generally authorized destination in Appendix A to part 810 of title 10, Code of Federal Regulations, taking into consideration and, as appropriate, incorporating factors identified and evaluated under subsection (a).

(c) REVISIONS TO LIST.—Not later than one year after the date of enactment of this Act, and at least once every 5 years thereafter, the Secretary of Energy shall, in accordance with any process updated pursuant to this section, review the list in Appendix A to part 810 of title 10, Code of Federal Regulations, and amend such list as appropriate.

TITLE II—DEVELOPING AND DEPLOYING NEW NUCLEAR TECHNOLOGIES

SEC. 201. FEES FOR ADVANCED NUCLEAR REACTOR APPLICATION REVIEW.

(a) DEFINITIONS.—Section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439) is amended—

(1) by redesignating paragraphs (2) through (15) as paragraphs (3), (6), (7), (8), (9), (10), (12), (15), (16), (17), (18), (19), (20), and (21), respectively;

(2) by inserting after paragraph (1) the following:

''(2) ADVANCED NUCLEAR REACTOR APPLICANT.—The term 'advanced nuclear reactor applicant' means an entity that has submitted to the Commission an application for a license for an advanced nuclear reactor under the Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.).'';

(3) by inserting after paragraph (3) (as so redesignated) the following:

''(4) ADVANCED NUCLEAR REACTOR PRE-APPLICANT.—The term 'advanced nuclear reactor pre-applicant' means an entity that has submitted to the Commission a licensing project plan for the purposes of submitting a future application for a license for an advanced nuclear reactor under the Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.).

''(5) AGENCY SUPPORT.—The term 'agency support' has the meaning given the term 'agency support (corporate support and the IG)' in section 170.3 of title 10, Code of Federal Regulations (or any successor regulation).'';

(4) by inserting after paragraph (10) (as so redesignated) the following:

''(11) HOURLY RATE FOR MISSION-DIRECT PROGRAM SALARIES AND BENEFITS.—The term 'hourly rate for mission-direct program salaries and benefits' means the quotient obtained by dividing—

''(A) the full-time equivalent rate (within the meaning of the document of the Commission entitled 'FY 2023 Final Fee Rule Work Papers' (or a successor document)) for mission-direct program salaries and benefits for a fiscal year; by

''(B) the productive hours assumption for that fiscal year, determined in accordance with the formula established in the document referred to in subparagraph (A) (or a successor document).''; and

(5) by inserting after paragraph (12) (as so redesignated) the following:

''(13) MISSION-DIRECT PROGRAM SALARIES AND BENEFITS.—The term 'mission-direct program salaries and benefits' means the resources of the Commission that are allocated to the Nuclear Reactor Safety Program (as determined by the Commission) to perform core work activities committed to fulfilling the mission of the Commission, as described in the document of the Commission entitled 'FY 2023 Final Fee Rule Work Papers' (or a successor document).

''(14) MISSION-INDIRECT PROGRAM SUPPORT.—The term 'mission-indirect program support' has the meaning given the term in section 170.3 of title 10, Code of Federal Regulations (or any successor regulation).''.

(b) EXCLUDED ACTIVITIES.—Section 102(b)(1)(B) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215(b)(1)(B)) (as amended by section 101(c)(1)(B)) is amended by adding at the end the following:

''(v) The total costs of mission-indirect program support and agency support that, under paragraph (2)(B), may not be included in the hourly rate charged for fees assessed and collected from advanced nuclear reactor applicants.

''(vi) The total costs of mission-indirect program support and agency support that, under paragraph (2)(C), may not be included in the hourly rate charged for fees assessed and collected from advanced nuclear reactor pre-applicants.''.

(c) FEES FOR SERVICE OR THING OF VALUE.—Section 102(b) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215(b)) is amended by striking paragraph (2) and inserting the following:

''(2) FEES FOR SERVICE OR THING OF VALUE.—

''(A) IN GENERAL.—In accordance with section 9701 of title 31, United States Code, the Commission shall assess and collect fees from any person who receives a service or thing of value from the Commission to cover the costs to the Commission of providing the service or thing of value.

''(B) ADVANCED NUCLEAR REACTOR APPLICANTS.—The hourly rate charged for fees assessed and collected from an advanced nuclear reactor applicant under this paragraph relating to the review of a submitted application described in section 3(1) may not exceed the hourly rate for mission-direct program salaries and benefits.

''(C) ADVANCED NUCLEAR REACTOR PRE-APPLICANTS.—The hourly rate charged for fees assessed and collected from an advanced nuclear reactor pre-applicant under this paragraph relating to the review of submitted materials as described in the licensing project plan of an advanced nuclear reactor pre-applicant may not exceed the hourly rate for mission-direct program salaries and benefits.''.

(d) SUNSET.—Section 102 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215) is amended by adding at the end the following:

''(g) CESSATION OF EFFECTIVENESS.—Paragraphs (1)(B)(vi) and (2)(C) of subsection (b) shall cease to be effective on September 30, 2030.''.

(e) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2025.

SEC. 202. ADVANCED NUCLEAR REACTOR PRIZES.

Section 103 of the Nuclear Energy Innovation and Modernization Act (Public Law 115–439; 132 Stat. 5571) is amended by adding at the end the following:

''(f) PRIZES FOR ADVANCED NUCLEAR REACTOR LICENSING.—

''(1) DEFINITION OF ELIGIBLE ENTITY.—In this subsection, the term 'eligible entity' means—

''(A) a non-Federal entity; and

''(B) the Tennessee Valley Authority.

''(2) PRIZE FOR ADVANCED NUCLEAR REACTOR LICENSING.—

''(A) IN GENERAL.—Notwithstanding section 169 of the Atomic Energy Act of 1954 (42 U.S.C. 2209) and subject to the availability of appropriations, the Secretary is authorized to make, with respect to each award category described in subparagraph (C), an award in an amount described in subparagraph (B) to the first eligible entity—

''(i) to which the Commission issues an operating license for an advanced nuclear reactor under part 50 of title 10, Code of Federal Regulations (or successor regulations), for which an application has not been approved by the Commission as of the date of enactment of this subsection; or

''(ii) for which the Commission makes a finding described in section 52.103(g) of title 10, Code of Federal Regulations (or successor regulations), with respect to a combined license for an advanced nuclear reactor—

''(I) that is issued under subpart C of part 52 of that title (or successor regulations); and

''(II) for which an application has not been approved by the Commission as of the date of enactment of this subsection.

''(B) AMOUNT OF AWARD.—Subject to paragraph (3), an award under subparagraph (A) shall be in an amount equal to the total amount assessed by the Commission and collected under section 102(b)(2) from the eligible entity receiving the award for costs relating to the issuance of the license described in that subparagraph, including, as applicable, costs relating to the issuance of an associated construction permit described in section 50.23 of title 10, Code of Federal Regulations (or successor regulations), or early site permit (as defined in section 52.1 of that title (or successor regulations)).

''(C) AWARD CATEGORIES.—An award under subparagraph (A) may be made for—

''(i) the first advanced nuclear reactor for which the Commission—

''(I) issues a license in accordance with clause (i) of subparagraph (A); or

''(II) makes a finding in accordance with clause (ii) of that subparagraph;

''(ii) an advanced nuclear reactor that—

''(I) uses isotopes derived from spent nuclear fuel (as defined in section 2 of the Nuclear Waste Policy Act of 1982 (42 U.S.C. 10101)) or depleted uranium as fuel for the advanced nuclear reactor; and

''(II) is the first advanced nuclear reactor described in subclause (I) for which the Commission—

''(aa) issues a license in accordance with clause (i) of subparagraph (A); or

''(bb) makes a finding in accordance with clause (ii) of that subparagraph;

''(iii) an advanced nuclear reactor that—

''(I) is a nuclear integrated energy system—

''(aa) that is composed of 2 or more co-located or jointly operated subsystems of energy generation, energy storage, or other technologies;

''(bb) in which not fewer than 1 subsystem described in item (aa) is a nuclear energy system; and

''(cc) the purpose of which is—

''(AA) to reduce greenhouse gas emissions in both the power and nonpower sectors; and

''(BB) to maximize energy production and efficiency; and

''(II) is the first advanced nuclear reactor described in subclause (I) for which the Commission—

''(aa) issues a license in accordance with clause (i) of subparagraph (A); or

''(bb) makes a finding in accordance with clause (ii) of that subparagraph;

''(iv) an advanced reactor that—

''(I) operates flexibly to generate electricity or high temperature process heat for nonelectric applications; and

''(II) is the first advanced nuclear reactor described in subclause (I) for which the Commission—

''(aa) issues a license in accordance with clause (i) of subparagraph (A); or

''(bb) makes a finding in accordance with clause (ii) of that subparagraph; and

''(v) the first advanced nuclear reactor for which the Commission grants approval to load nuclear fuel pursuant to the technology-inclusive regulatory framework established under subsection (a)(4).

''(3) FEDERAL FUNDING LIMITATIONS.—

''(A) EXCLUSION OF TVA FUNDS.—In this paragraph, the term 'Federal funds' does not include funds received under the power program of the Tennessee Valley Authority established pursuant to the Tennessee Valley Authority Act of 1933 (16 U.S.C. 831 et seq.).

''(B) LIMITATION ON AMOUNTS EXPENDED.—An award under this subsection shall not exceed the total amount expended (excluding any expenditures made with Federal funds received for the applicable project and an amount equal to the minimum cost-share required under section 988 of the Energy Policy Act of 2005 (42 U.S.C. 16352)) by the eligible entity receiving the award for licensing costs relating to the project for which the award is made.

''(C) REPAYMENT AND DIVIDENDS NOT REQUIRED.—Notwithstanding section 9104(a)(4) of title 31, United States Code, or any other provision of law, an eligible entity that receives an award under this subsection shall not be required—

''(i) to repay that award or any part of that award; or

''(ii) to pay a dividend, interest, or other similar payment based on the sum of that award.''.

SEC. 203. LICENSING CONSIDERATIONS RELATING TO USE OF NUCLEAR ENERGY FOR NONELECTRIC APPLICATIONS.

(a) IN GENERAL.—Not later than 270 days after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report addressing any unique licensing issues or requirements relating to—

(1) the flexible operation of advanced nuclear reactors, such as ramping power output and switching between electricity generation and nonelectric applications;

(2) the use of advanced nuclear reactors exclusively for nonelectric applications; and

(3) the colocation of nuclear reactors with industrial plants or other facilities.

(b) STAKEHOLDER INPUT.—In developing the report under subsection (a), the Commission shall seek input from—

(1) the Secretary of Energy;

(2) the nuclear energy industry;

(3) technology developers;

(4) the industrial, chemical, and medical sectors;

(5) nongovernmental organizations; and

(6) other public stakeholders.

(c) CONTENTS.—

(1) IN GENERAL.—The report under subsection (a) shall describe—

(A) any unique licensing issues or requirements relating to the matters described in paragraphs (1) through (3) of subsection (a), including, with respect to the nonelectric applications referred to in paragraphs (1) and (2) of that subsection, any licensing issues or requirements relating to the use of nuclear energy—

(i) for hydrogen or other liquid and gaseous fuel or chemical production;

(ii) for water desalination and wastewater treatment;

(iii) for heat used for industrial processes;

(iv) for district heating;

(v) in relation to energy storage;

(vi) for industrial or medical isotope production; and

(vii) for other applications, as identified by the Commission;

(B) options for addressing those issues or requirements—

(i) within the existing regulatory framework;

(ii) as part of the technology-inclusive regulatory framework required under subsection (a)(4) of section 103 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2133 note; Public Law 115–439); or

(iii) through a new rulemaking; and

(C) the extent to which Commission action is needed to implement any matter described in the report.

(2) COST ESTIMATES, BUDGETS, AND TIMEFRAMES.—The report shall include cost estimates, proposed budgets, and proposed timeframes for implementing risk-informed and performance-based regulatory guidance in the licensing of nuclear reactors for nonelectric applications.

SEC. 204. ENABLING PREPARATIONS FOR THE DEMONSTRATION OF ADVANCED NUCLEAR REACTORS ON DEPARTMENT OF ENERGY SITES OR CRITICAL NATIONAL SECURITY INFRASTRUCTURE SITES.

(a) IN GENERAL.—Section 102(b)(1)(B) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215(b)(1)(B)) (as amended by section 201(b)) is amended by adding at the end the following:

''(vii) Costs for—

''(I) activities to review and approve or disapprove an application for an early site permit (as defined in section 52.1 of title 10, Code of Federal Regulations (or any successor regulation)) to demonstrate an advanced nuclear reactor on a Department of Energy site or critical national security infrastructure (as defined in section 327(d) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Public Law 115–232; 132 Stat. 1722)) site; and

''(II) pre-application activities relating to an early site permit (as defined in section 52.1 of title 10, Code of Federal Regulations (or any successor regulation)) to demonstrate an advanced nuclear reactor on a Department of Energy site or critical national security infrastructure (as defined in section 327(d) of the John S. McCain National Defense Authorization Act for Fiscal Year 2019 (Public Law 115–232; 132 Stat. 1722)) site.''.

(b) EFFECTIVE DATE.—The amendment made by subsection (a) shall take effect on October 1, 2025.

SEC. 205. FUSION ENERGY REGULATION.

(a) DEFINITION.—Section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014) is amended—

(1) in subsection e.—

(A) in paragraph (3)(B)—

(i) in clause (i), by inserting '', including by use of a fusion machine'' after ''particle accelerator''; and

(ii) in clause (ii), by inserting ''if made radioactive by use of a particle accelerator that is not a fusion machine,'' before ''is produced'';

(2) in each of subsections ee. through hh., by inserting a subsection heading, the text of which comprises the term defined in the subsection;

(3) by redesignating subsections ee., ff., gg., hh., and jj. as subsections jj., gg., hh., ii., and ff., respectively, and moving the subsections so as to appear in alphabetical order;

(4) in subsection dd., by striking ''dd. The'' and inserting the following:

''ee. HIGH-LEVEL RADIOACTIVE WASTE; SPENT NUCLEAR FUEL.—The''; and

(5) by inserting after subsection cc. the following:

''dd. FUSION MACHINE.—The term 'fusion machine' means a machine that is capable of—

''(1) transforming atomic nuclei, through fusion processes, into different elements, isotopes, or other particles; and

''(2) directly capturing and using the resultant products, including particles, heat, or other electromagnetic radiation.''.

(b) TECHNICAL AND CONFORMING CHANGES.—

(1) IN GENERAL.—Section 103(a) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2133 note; Public Law 115–439) is amended—

(A) in paragraph (4), by striking ''inclusive,'' and inserting ''inclusive''; and

(B) in paragraph (5)(B)(ii), by inserting ''(including fusion machine license applications)'' after ''commercial advanced nuclear reactor license applications''.

(2) DEFINITIONS.—Section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439) (as amended by section 201(a)) is amended—

(A) in paragraph (1), in the matter preceding subparagraph (A), by striking ''or fusion reactor'' and inserting ''reactor or fusion machine'';

(B) by redesignating paragraphs (11) through (21) as paragraphs (12) through (22), respectively; and

(C) by inserting after paragraph (10) the following:

''(11) FUSION MACHINE.—The term 'fusion machine' has the meaning given the term in section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014).''.

(c) REPORT.—

(1) DEFINITIONS.—In this subsection:

(A) AGREEMENT STATE.—The term ''Agreement State'' has the meaning given the term in section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439).

(B) FUSION MACHINE.—The term ''fusion machine'' has the meaning given the term in section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014).

(2) REQUIREMENT.—Not later than 1 year after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report on—

(A) the results of a study, conducted in consultation with Agreement States and the private fusion sector, on risk- and performance-based, design-specific licensing frameworks for mass-manufactured fusion machines, including an evaluation of the design, manufacturing, and operations certification process used by the Federal Aviation Administration for aircraft as a potential model for

mass-manufactured fusion machine regulations; and

(B) the estimated timeline for the Commission to issue consolidated guidance or regulations for licensing mass-manufactured fusion machines, taking into account—

(i) the results of that study; and

(ii) the anticipated need for such guidance or regulations.

SEC. 206. REGULATORY ISSUES FOR NUCLEAR FACILITIES AT BROWNFIELD SITES.

(a) DEFINITIONS.—In this section:

(1) BROWNFIELD SITE.—The term ''brownfield site'' has the meaning given the term in section 101 of the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (42 U.S.C. 9601).

(2) COVERED SITE.—The term ''covered site'' means a brownfield site, a retired fossil fuel site, or a site that is both a retired fossil fuel site and a brownfield site.

(3) PRODUCTION FACILITY.—The term ''production facility'' has the meaning given the term in section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014).

(4) RETIRED FOSSIL FUEL SITE.—The term ''retired fossil fuel site'' means the site of 1 or more fossil fuel electric generation facilities that are retired or scheduled to retire, including multi-unit facilities that are partially shut down.

(5) UTILIZATION FACILITY.—The term ''utilization facility'' has the meaning given the term in section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014).

(b) IDENTIFICATION OF REGULATORY ISSUES.—

(1) IN GENERAL.—Not later than 1 year after the date of enactment of this Act, the Commission shall evaluate the extent to which modification of regulations, guidance, or policy is needed to enable efficient, timely, and predictable licensing reviews for, and to support the oversight of, production facilities or utilization facilities at covered sites.

(2) REQUIREMENT.—In carrying out paragraph (1), the Commission shall consider how licensing reviews for production facilities or utilization facilities at covered sites may be expedited by considering matters relating to siting and operating a production facility or a utilization facility at or near a covered site to support—

(A) the reuse of existing site infrastructure, including—

(i) electric switchyard components and transmission infrastructure;

(ii) heat-sink components;

(iii) steam cycle components;

(iv) roads;

(v) railroad access; and

(vi) water availability;

(B) the use of early site permits;

(C) the utilization of plant parameter envelopes or similar standardized site parameters on a portion of a larger site; and

(D) the use of a standardized application for similar sites.

(3) REPORT.—Not later than 14 months after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report describing any regulations, guidance, and policies identified under paragraph (1).

(c) LICENSING.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Commission shall—

(A) develop and implement strategies to enable efficient, timely, and predictable licensing reviews for, and to support the oversight of, production facilities or utilization facilities at covered sites; or

(B) initiate a rulemaking to enable efficient, timely, and predictable licensing reviews for, and to support the oversight of, production facilities or utilization facilities at covered sites.

(2) REQUIREMENTS.—In carrying out paragraph (1), consistent with the mission of the Commission, the Commission shall consider matters relating to—

(A) the use of existing site infrastructure;

(B) existing emergency preparedness organizations and planning;

(C) the availability of historical site-specific environmental data;

(D) previously completed environmental reviews required by the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.);

(E) activities associated with the potential decommissioning of facilities or decontamination and remediation at covered sites; and

(F) community engagement and historical experience with energy production.

(d) REPORT.—Not later than 3 years after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report describing the actions taken by the Commission under subsection (c)(1).

SEC. 207. COMBINED LICENSE REVIEW PROCEDURE.

(a) IN GENERAL.—In accordance with this section, the Commission shall establish and carry out an expedited procedure for issuing a combined license pursuant to section 185 b. of the Atomic Energy Act of 1954 (42 U.S.C. 2235(b)).

(b) QUALIFICATIONS.—To qualify for the expedited procedure under subsection (a), an applicant—

(1) shall submit a combined license application for a new nuclear reactor that—

(A) references a design for which the Commission has issued a design certification (as defined in section 52.1 of title 10, Code of Federal Regulations (or any successor regulation)); or

(B) has a design that is substantially similar to a design of a nuclear reactor for which the Commission has issued a combined license, an operating license, or a manufacturing license under the Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.);

(2) shall propose to construct the new nuclear reactor on a site—

(A) on which a licensed commercial nuclear reactor operates or previously operated; or

(B) that is directly adjacent to a site on which a licensed commercial nuclear reactor operates or previously operated and has site characteristics that are substantially similar to that site; and

(3) may not be subject to an order of the Commission to suspend or revoke a license under section 2.202 of title 10, Code of Federal Regulations (or any successor regulation).

(c) EXPEDITED PROCEDURE.—With respect to a combined license for which the applicant has satisfied the requirements described in subsection (b), the Commission shall, to the maximum extent practicable—

(1) not later than 18 months after the date on which the application is accepted for docketing—

(A) complete the technical review process and issue a safety evaluation report; and

(B) issue a final environmental impact statement or environmental assessment, unless the Commission finds that the proposed agency action is excluded pursuant to a categorical exclusion in accordance with the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.);

(2) not later than 2 years after the date on which the application is accepted for docketing, complete any necessary public licensing hearings and related processes; and

(3) not later than 25 months after the date on which the application is accepted for docketing, make a final decision on whether to issue the combined license.

(d) PERFORMANCE AND REPORTING.—

(1) DELAYS IN ISSUANCE.—Not later than 30 days after the applicable deadline, the Executive Director for Operations of the Commission shall inform the Commission of any failure to meet a deadline under subsection (c).

(2) DELAYS IN ISSUANCE EXCEEDING 90 DAYS.—If any deadline under subsection (c) is not met by the date that is 90 days after the applicable date required under that subsection, the Commission shall submit to the appropriate committees of Congress a report describing the delay, including—

(A) a detailed explanation accounting for the delay; and

(B) a plan for completion of the applicable action.

SEC. 208. REGULATORY REQUIREMENTS FOR MICRO-REACTORS.

(a) MICRO-REACTOR LICENSING.—The Commission shall—

(1) not later than 18 months after the date of enactment of this Act, develop risk-informed and performance-based strategies and guidance to license and regulate micro-reactors pursuant to section 103 of the Atomic Energy Act of 1954 (42 U.S.C. 2133), including strategies and guidance for—

(A) staffing and operations;

(B) oversight and inspections;

(C) safeguards and security;

(D) emergency preparedness;

(E) risk analysis methods, including alternatives to probabilistic risk assessments;

(F) decommissioning funding assurance methods that permit the use of design- and site-specific cost estimates;

(G) the transportation of fueled micro-reactors; and

(H) siting, including in relation to—

(i) the population density criterion limit described in the policy issue paper on population-related siting considerations for advanced reactors dated May 8, 2020, and numbered SECY–20–0045;

(ii) licensing mobile deployment; and

(iii) environmental reviews; and

(2) not later than 3 years after the date of enactment of this Act, implement, as appropriate, the strategies and guidance developed under paragraph (1)—

(A) within the existing regulatory framework;

(B) through the technology-inclusive regulatory framework to be established under section 103(a)(4) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2133 note; Public Law 115–439); or

(C) through a pending or new rulemaking.

(b) CONSIDERATIONS.—In developing and implementing strategies and guidance under subsection (a), the Commission shall consider—

(1) the unique characteristics of micro-reactors, including characteristics relating to—

(A) physical size;

(B) design simplicity; and

(C) source term;

(2) opportunities to address redundancies and inefficiencies;

(3) opportunities to consolidate review phases and reduce transitions between review teams;

(4) opportunities to establish integrated review teams to ensure continuity throughout the review process; and

(5) other relevant considerations discussed in the policy issue paper on policy and licensing considerations related to micro-reactors dated October 6, 2020, and numbered SECY–20–0093.

(c) CONSULTATION.—In carrying out subsection (a), the Commission shall consult with—

(1) the Secretary of Energy;

(2) the heads of other Federal agencies, as appropriate;

(3) micro-reactor technology developers; and

(4) other stakeholders.

TITLE III—PRESERVING EXISTING NUCLEAR ENERGY GENERATION

SEC. 301. FOREIGN OWNERSHIP.

(a) IN GENERAL.—The prohibitions against issuing certain licenses for utilization facilities to certain aliens, corporations, and other entities described in the second sentence of section 103 d. of the Atomic Energy Act of 1954 (42 U.S.C. 2133(d)) and the second sentence of section 104 d. of that Act (42 U.S.C. 2134(d)) shall not apply to an entity described in subsection (b) if the Commission determines that issuance of the applicable license to that entity is not inimical to—

(1) the common defense and security; or

(2) the health and safety of the public.

(b) ENTITIES DESCRIBED.—

(1) IN GENERAL.—An entity referred to in subsection (a) is an alien, corporation, or other entity that is owned, controlled, or dominated by—

(A) the government of—

(i) a country, other than a country described in paragraph (2), that is a member of the Organisation for Economic Co-operation and Development on the date of enactment of this Act; or

(ii) the Republic of India;

(B) a corporation that is incorporated in a country described in clause (i) or (ii) of subparagraph (A); or

(C) an alien who is a citizen or national of a country described in clause (i) or (ii) of subparagraph (A).

(2) EXCLUSION.—A country described in this paragraph is a country—

(A) any department, agency, or instrumentality of the government of which, on the date of enactment of this Act, is subject to sanctions under section 231 of the Countering America's Adversaries Through Sanctions Act (22 U.S.C. 9525); or

(B) any citizen, national, or entity of which, as of the date of enactment of this Act, is included on the List of Specially Designated Nationals and Blocked Persons maintained by the Office of Foreign Assets Control of the Department of the Treasury pursuant to sanctions imposed under section 231 of the Countering America's Adversaries Through Sanctions Act (22 U.S.C. 9525).

(c) TECHNICAL AMENDMENT.—Section 103 d. of the Atomic Energy Act of 1954 (42 U.S.C. 2133(d)) is amended, in the second sentence, by striking ''any any'' and inserting ''any''.

(d) SAVINGS CLAUSE.—Nothing in this section affects the requirements of section 721 of the Defense Production Act of 1950 (50 U.S.C. 4565).

TITLE IV—NUCLEAR FUEL CYCLE, SUPPLY CHAIN, INFRASTRUCTURE, AND WORKFORCE

SEC. 401. REPORT ON ADVANCED METHODS OF MANUFACTURING AND CONSTRUCTION FOR NUCLEAR ENERGY PROJECTS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report (referred to in this section as the ''report'') on manufacturing and construction for nuclear energy projects.

(b) STAKEHOLDER INPUT.—In developing the report, the Commission shall seek input from—

(1) the Secretary of Energy;

(2) the nuclear energy industry;

(3) National Laboratories;

(4) institutions of higher education;

(5) nuclear and manufacturing technology developers;

(6) the manufacturing and construction industries, including manufacturing and construction companies with operating facilities in the United States;

(7) standards development organizations;

(8) labor unions;

(9) nongovernmental organizations; and

(10) other public stakeholders.

(c) CONTENTS.—

(1) IN GENERAL.—The report shall—

(A) examine any unique licensing issues or requirements relating to the use, for nuclear energy projects, of—

(i) advanced manufacturing processes;

(ii) advanced construction techniques; and

(iii) rapid improvement or iterative innovation processes;

(B) examine—

(i) the requirements for nuclear-grade components in manufacturing and construction for nuclear energy projects;

(ii) opportunities to use standard materials, parts, or components in manufacturing and construction for nuclear energy projects;

(iii) opportunities to use standard materials that are in compliance with existing codes and standards to provide acceptable approaches to support or encapsulate new materials that do not yet have applicable codes and standards; and

(iv) requirements relating to the transport of a fueled advanced nuclear reactor core from a manufacturing licensee to a licensee that holds a license to construct and operate a facility at a particular site;

(C) identify safety aspects of advanced manufacturing processes and advanced construction techniques that are not addressed by existing codes and standards, so that generic guidance may be updated or created, as necessary;

(D) identify options for addressing the issues, requirements, and opportunities examined under subparagraphs (A) and (B)—

(i) within the existing regulatory framework; or

(ii) through a new rulemaking;

(E) identify how addressing the issues, requirements, and opportunities examined under subparagraphs (A) and (B) will impact opportunities for domestic nuclear manufacturing and construction developers; and

(F) describe the extent to which Commission action is needed to implement any matter described in the report.

(2) COST ESTIMATES, BUDGETS, AND TIMEFRAMES.—The report shall include cost estimates, proposed budgets, and proposed timeframes for implementing risk-informed and performance-based regulatory guidance for advanced manufacturing and construction for nuclear energy projects.

SEC. 402. NUCLEAR ENERGY TRAINEESHIP.

Section 313 of division C of the Omnibus Appropriations Act, 2009 (42 U.S.C. 16274a), is amended—

(1) in subsection (a), by striking ''Nuclear Regulatory'';

(2) in subsection (b)(1), in the matter preceding subparagraph (A), by inserting ''and subsection (c)'' after ''paragraph (2)'';

(3) in subsection (c)—

(A) by redesignating paragraph (2) as paragraph (5); and

(B) by striking paragraph (1) and inserting the following:

''(1) ADVANCED NUCLEAR REACTOR.—The term 'advanced nuclear reactor' has the meaning given the term in section 951(b) of the Energy Policy Act of 2005 (42 U.S.C. 16271(b)).

''(2) COMMISSION.—The term 'Commission' means the Nuclear Regulatory Commission.

''(3) INSTITUTION OF HIGHER EDUCATION.—The term 'institution of higher education' has the meaning given the term in section 2 of the Energy Policy Act of 2005 (42 U.S.C. 15801).

''(4) NATIONAL LABORATORY.—The term 'National Laboratory' has the meaning given the term in section 951(b) of the Energy Policy Act of 2005 (42 U.S.C. 16271(b)).'';

(4) in subsection (d)(2), by striking ''Nuclear Regulatory'';

(5) by redesignating subsections (c) and (d) as subsections (d) and (e), respectively; and

(6) by inserting after subsection (b) the following:

''(c) NUCLEAR ENERGY TRAINEESHIP SUBPROGRAM.—

''(1) IN GENERAL.—The Commission shall establish, as a subprogram of the Program, a nuclear energy traineeship subprogram under which the Commission, in coordination with institutions of higher education and trade schools, shall competitively award traineeships that provide focused training to meet critical mission needs of the Commission and nuclear workforce needs, including needs relating to the nuclear tradecraft workforce.

''(2) REQUIREMENTS.—In carrying out the nuclear energy traineeship subprogram described in paragraph (1), the Commission shall—

''(A) coordinate with the Secretary of Energy to prioritize the funding of traineeships that focus on—

''(i) nuclear workforce needs; and

''(ii) critical mission needs of the Commission;

''(B) encourage appropriate partnerships among—

''(i) National Laboratories;

''(ii) institutions of higher education;

''(iii) trade schools;

''(iv) the nuclear energy industry; and

''(v) other entities, as the Commission determines to be appropriate; and

''(C) on an annual basis, evaluate nuclear workforce needs for the purpose of implementing traineeships in focused topical areas that—

''(i) address the workforce needs of the nuclear energy community; and

''(ii) support critical mission needs of the Commission.''.

SEC. 403. BIENNIAL REPORT ON THE SPENT NUCLEAR FUEL AND HIGH-LEVEL RADIOACTIVE WASTE INVENTORY IN THE UNITED STATES.

(a) DEFINITIONS.—In this section:

(1) HIGH-LEVEL RADIOACTIVE WASTE.—The term ''high-level radioactive waste'' has the meaning given the term in section 2 of the Nuclear Waste Policy Act of 1982 (42 U.S.C. 10101).

(2) SPENT NUCLEAR FUEL.—The term ''spent nuclear fuel'' has the meaning given the term in section 2 of the Nuclear Waste Policy Act of 1982 (42 U.S.C. 10101).

(3) STANDARD CONTRACT.—The term ''standard contract'' has the meaning given the term ''contract'' in section 961.3 of title 10, Code of Federal Regulations (or any successor regulation).

(b) REPORT.—Not later than January 1, 2026, and biennially thereafter, the Secretary of Energy shall submit to Congress a report that describes—

(1) the annual and cumulative amount of payments made by the United States to the holder of a standard contract due to a partial breach of contract under the Nuclear Waste Policy Act of 1982 (42 U.S.C. 10101 et seq.) resulting in financial damages to the holder;

(2) the cumulative amount spent by the Department of Energy since fiscal year 2008 to reduce future payments projected to be made by the United States to any holder of a standard contract due to a partial breach of contract under the Nuclear Waste Policy Act of 1982 (42 U.S.C. 10101 et seq.);

(3) the cumulative amount spent by the Department of Energy to store, manage, and dispose of spent nuclear fuel and high-level

radioactive waste in the United States as of the date of the report;

(4) the projected lifecycle costs to store, manage, transport, and dispose of the projected inventory of spent nuclear fuel and high-level radioactive waste in the United States, including spent nuclear fuel and high-level radioactive waste expected to be generated from existing reactors through 2050;

(5) any mechanisms for better accounting of liabilities for the lifecycle costs of the spent nuclear fuel and high-level radioactive waste inventory in the United States;

(6) any recommendations for improving the methods used by the Department of Energy for the accounting of spent nuclear fuel and high-level radioactive waste costs and liabilities;

(7) any actions taken in the previous fiscal year by the Department of Energy with respect to interim storage; and

(8) any activities taken in the previous fiscal year by the Department of Energy to develop and deploy nuclear technologies and fuels that enhance the safe transportation or storage of spent nuclear fuel or high-level radioactive waste, including technologies to protect against seismic, flooding, and other extreme weather events.

SEC. 404. DEVELOPMENT, QUALIFICATION, AND LICENSING OF ADVANCED NUCLEAR FUEL CONCEPTS.

(a) IN GENERAL.—The Commission shall establish an initiative to enhance preparedness and coordination with respect to the qualification and licensing of advanced nuclear fuel.

(b) AGENCY COORDINATION.—Not later than 180 days after the date of enactment of this Act, the Commission and the Secretary of Energy shall enter into a memorandum of understanding—

(1) to share technical expertise and knowledge through—

(A) enabling the testing and demonstration of accident tolerant fuels for existing commercial nuclear reactors and advanced nuclear reactor fuel concepts to be proposed and funded, in whole or in part, by the private sector;

(B) operating a database to store and share data and knowledge relevant to nuclear science and engineering between Federal agencies and the private sector;

(C) leveraging expertise with respect to safety analysis and research relating to advanced nuclear fuel; and

(D) enabling technical staff to actively observe and learn about technologies, with an emphasis on identification of additional information needed with respect to advanced nuclear fuel; and

(2) to ensure that—

(A) the Department of Energy has sufficient technical expertise to support the timely research, development, demonstration, and commercial application of advanced nuclear fuel;

(B) the Commission has sufficient technical expertise to support the evaluation of applications for licenses, permits, and design certifications and other requests for regulatory approval for advanced nuclear fuel;

(C)(i) the Department of Energy maintains and develops the facilities necessary to enable the timely research, development, demonstration, and commercial application by the civilian nuclear industry of advanced nuclear fuel; and

(ii) the Commission has access to the facilities described in clause (i), as needed; and

(D) the Commission consults, as appropriate, with the modeling and simulation experts at the Office of Nuclear Energy of the Department of Energy, at the National Laboratories, and within industry fuel vendor teams in cooperative agreements with the Department of Energy to leverage physics-based computer modeling and simulation capabilities.

(c) REPORT.—

(1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report describing the efforts of the Commission under subsection (a), including—

(A) an assessment of the preparedness of the Commission to review and qualify for use—

(i) accident tolerant fuel;

(ii) ceramic cladding materials;

(iii) fuels containing silicon carbide;

(iv) high-assay, low-enriched uranium fuels;

(v) molten-salt based liquid fuels;

(vi) fuels derived from spent nuclear fuel or depleted uranium; and

(vii) other related fuel concepts, as determined by the Commission;

(B) activities planned or undertaken under the memorandum of understanding described in subsection (b);

(C) an accounting of the areas of research needed with respect to advanced nuclear fuel; and

(D) any other challenges or considerations identified by the Commission.

(2) CONSULTATION.—In developing the report under paragraph (1), the Commission shall seek input from—

(A) the Secretary of Energy;

(B) National Laboratories;

(C) the nuclear energy industry;

(D) technology developers;

(E) nongovernmental organizations; and

(F) other public stakeholders.

TITLE V—IMPROVING COMMISSION EFFICIENCY

SEC. 501. MISSION ALIGNMENT.

(a) UPDATE.—Not later than 1 year after the date of enactment of this Act, the Commission shall, while remaining consistent with the policies of the Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.) and the Energy Reorganization Act of 1974 (42 U.S.C. 5801 et seq.) (including to provide reasonable assurance of adequate protection of the public health and safety, to promote the common defense and security, and to protect the environment), update the mission statement of the Commission to include that licensing and regulation of the civilian use of radioactive materials and nuclear energy be conducted in a manner that is efficient and does not unnecessarily limit—

(1) the civilian use of radioactive materials and deployment of nuclear energy; or

(2) the benefits of civilian use of radioactive materials and nuclear energy technology to society.

(b) REPORT.—On completion of the update to the mission statement required under subsection (a), the Commission shall submit to the appropriate committees of Congress a report that describes—

(1) the updated mission statement; and

(2) the guidance that the Commission will provide to staff of the Commission to ensure effective performance of the mission of the Commission.

SEC. 502. STRENGTHENING THE NRC WORKFORCE.

(a) COMMISSION WORKFORCE.—

(1) GENERAL AUTHORITY.—The Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.) is amended by inserting after section 161A the following:

"SEC. 161B. COMMISSION WORKFORCE.

"(a) DIRECT HIRE AUTHORITY.—

"(1) IN GENERAL.—Notwithstanding section 161 d. of this Act and any provision of Reorganization Plan No. 1 of 1980 (94 Stat. 3585; 5 U.S.C. app.), and without regard to any provision of title 5 (except section 3328), United States Code, governing appointments in the civil service, the Chairman of the Nuclear Regulatory Commission (in this section referred to as the 'Chairman') may, in order to carry out the Nuclear Regulatory Commission's (in this section referred to as the 'Commission') responsibilities and activities in a timely, efficient, and effective manner and subject to the limitations described in paragraphs (2), (3), and (4)—

"(A) recruit and directly appoint exceptionally well-qualified individuals into the excepted service for covered positions; and

"(B) establish in the excepted service term-limited covered positions and recruit and directly appoint exceptionally well-qualified individuals into such term-limited covered positions, which may not exceed a term of 4 years.

"(2) LIMITATIONS.—

"(A) NUMBER.—

"(i) IN GENERAL.—The number of exceptionally well-qualified individuals serving in covered positions pursuant to paragraph (1)(A) may not exceed 210 at any one time.

"(ii) TERM-LIMITED COVERED POSITIONS.—The Chairman may not appoint more than 20 exceptionally well-qualified individuals into term-limited covered positions pursuant to paragraph (1)(B) during any fiscal year.

"(B) COMPENSATION.—

"(i) ANNUAL RATE.—The annual basic rate of pay for any individual appointed under paragraph (1)(A) or paragraph (1)(B) may not exceed the annual basic rate of pay for level III of the Executive Schedule under section 5314 of title 5, United States Code.

"(ii) EXPERIENCE AND QUALIFICATIONS.—Any individual recruited and directly appointed into a covered position or a term-limited covered position shall be compensated at a rate of pay that is commensurate with such individual's experience and qualifications.

"(C) SENIOR EXECUTIVE SERVICE POSITION.—The Chairman may not, under paragraph (1)(A) or paragraph (1)(B), appoint exceptionally well-qualified individuals to any Senior Executive Service position, as defined in section 3132 of title 5, United States Code.

"(3) LEVEL OF POSITIONS.—To the extent practicable, in carrying out paragraph (1) the Chairman shall recruit and directly appoint exceptionally well-qualified individuals into the excepted service to entry, mid, and senior level covered positions, including term-limited covered positions.

"(4) CONSIDERATION OF FUTURE WORKFORCE NEEDS.—When recruiting and directly appointing exceptionally well-qualified individuals to covered positions pursuant to paragraph (1)(A), to maintain sufficient flexibility under the limitations of paragraph (2)(A)(i), the Chairman shall consider the future workforce needs of the Commission to carry out its responsibilities and activities in a timely, efficient, and effective manner.

"(b) ADDRESSING INSUFFICIENT COMPENSATION OF EMPLOYEES AND OTHER PERSONNEL OF THE COMMISSION.—

"(1) IN GENERAL.—Notwithstanding any other provision of law, the Chairman may fix the compensation for employees or other personnel serving in a covered position without regard to any provision of title 5, United States Code, governing General Schedule classification and pay rates.

"(2) APPLICABILITY.—The authority under this subsection to fix the compensation of employees or other personnel shall apply with respect to an employee or other personnel serving in a covered position regardless of when the employee or other personnel was hired.

"(3) LIMITATIONS ON COMPENSATION.—

"(A) ANNUAL RATE.—The Chairman may not use the authority under paragraph (1) to

fix the compensation of employees or other personnel—

''(i) at an annual rate of basic pay higher than the annual basic rate of pay for level III of the Executive Schedule under section 5314 of title 5, United States Code; or

''(ii) at an annual rate of basic pay that is not commensurate with such an employee or other personnel's experience and qualifications.

''(B) SENIOR EXECUTIVE SERVICE POSITIONS.—The Chairman may not use the authority under paragraph (1) to fix the compensation of an employee serving in a Senior Executive Service position, as defined in section 3132 of title 5, United States Code.

''(c) ADDITIONAL COMPENSATION AUTHORITY.—

''(1) FOR NEW EMPLOYEES.—The Chairman may pay an individual recruited and directly appointed under subsection (a) a 1-time hiring bonus in an amount not to exceed $25,000.

''(2) FOR EXISTING EMPLOYEES.—

''(A) IN GENERAL.—Subject to subparagraphs (B) and (C), an employee or other personnel who the Chairman determines exhibited exceptional performance in a fiscal year may be paid a performance bonus in an amount not to exceed the least of—

''(i) $25,000; and

''(ii) the amount of the limitation that is applicable for a calendar year under section 5307(a)(1) of title 5, United States Code.

''(B) EXCEPTIONAL PERFORMANCE.—Exceptional performance under subparagraph (A) includes—

''(i) leading a project team in a timely and efficient licensing review to enable the safe use of nuclear technology;

''(ii) making significant contributions to a timely and efficient licensing review to enable the safe use of nuclear technology;

''(iii) the resolution of novel or first-of-a-kind regulatory issues;

''(iv) developing or implementing licensing or regulatory oversight processes to improve the effectiveness of the Commission; and

''(v) other performance, as determined by the Chairman.

''(C) LIMITATIONS.—

''(i) SUBSEQUENT BONUSES.—Any person who receives a performance bonus under subparagraph (A) may not receive another performance bonus under that subparagraph for a period of 5 years thereafter.

''(ii) HIRING BONUSES.—Any person who receives a 1-time hiring bonus under paragraph (1) may not receive a performance bonus under subparagraph (A) unless more than one year has elapsed since the payment of such 1-time hiring bonus.

''(iii) NO BONUS FOR SENIOR EXECUTIVE SERVICE POSITIONS.—No person serving in a Senior Executive Service position, as defined in section 3132 of title 5, United States Code, may receive a performance bonus under subparagraph (A).

''(d) IMPLEMENTATION PLAN AND REPORT.—

''(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Chairman shall develop and implement a plan to carry out this section. Before implementing such plan, the Chairman shall submit to the Committee on Energy and Commerce of the House of Representatives, the Committee on Environment and Public Works of the Senate, and the Office of Personnel Management a report on the details of the plan.

''(2) REPORT CONTENT.—The report submitted under paragraph (1) shall include—

''(A) evidence and supporting documentation justifying the plan; and

''(B) budgeting projections on costs and benefits resulting from the plan.

''(3) CONSULTATION.—The Chairman may consult with the Office of Personnel Management, the Office of Management and Budget, and the Comptroller General of the United States in developing the plan under paragraph (1).

''(e) DELEGATION.—The Chairman shall delegate, subject to the direction and supervision of the Chairman, the authority provided by subsections (a), (b), and (c) to the Executive Director for Operations of the Commission.

''(f) INFORMATION ON HIRING, VACANCIES, AND COMPENSATION.—

''(1) IN GENERAL.—The Commission shall include in its budget materials submitted in support of the budget of the President (submitted to Congress pursuant to section 1105 of title 31, United States Code), for fiscal year 2026 and each fiscal year thereafter, information relating to hiring, vacancies, and compensation at the Commission.

''(2) INCLUSIONS.—The information described in paragraph (1) shall include—

''(A) an analysis of any trends with respect to hiring, vacancies, and compensation at the Commission;

''(B) a description of the efforts to retain and attract employees or other personnel to serve in covered positions at the Commission;

''(C) information that describes—

''(i) how the authority provided by subsection (a) is being used to address the hiring needs of the Commission;

''(ii) the total number of exceptionally well-qualified individuals serving in—

''(I) covered positions described in subsection (g)(1) pursuant to subsection (a)(1)(A);

''(II) covered positions described in subsection (g)(2) pursuant to subsection (a)(1)(A);

''(III) term-limited covered positions described in subsection (g)(1) pursuant to subsection (a)(1)(B); and

''(IV) term-limited covered positions described in subsection (g)(2) pursuant to subsection (a)(1)(B);

''(iii) how the authority provided by subsection (b) is being used to address the hiring or retention needs of the Commission;

''(iv) the total number of employees or other personnel serving in a covered position that have their compensation fixed pursuant to subsection (b); and

''(v) the attrition levels with respect to term-limited covered positions appointed under subsection (a)(1)(B), including the number of individuals leaving a term-limited covered position before completion of the applicable term of service and the average length of service for such individuals as a percentage of the applicable term of service; and

''(D) an assessment of—

''(i) the current critical workforce needs of the Commission and any critical workforce needs that the Commission anticipates in the next five years; and

''(ii) additional skillsets that are or likely will be needed for the Commission to fulfill the licensing and oversight responsibilities of the Commission.

''(g) COVERED POSITION.—In this section, the term 'covered position' means—

''(1) a position in which an employee or other personnel is responsible for conducting work of a highly-specialized scientific, technical, engineering, mathematical, or otherwise skilled nature to address a critical licensing or regulatory oversight need for the Commission; or

''(2) a position that the Executive Director for Operations of the Commission determines is necessary to fulfill the responsibilities of the Commission in a timely, efficient, and effective manner.

''(h) SUNSET.—

''(1) IN GENERAL.—Except as provided in paragraph (2), the authorities provided by subsections (a) and (b) shall terminate on September 30, 2034.

''(2) CERTIFICATION.—If, no later than the date referenced in paragraph (1), the Commission issues a certification that the authorities provided by subsection (a), subsection (b), or both subsections are necessary for the Commission to carry out its responsibilities and activities in a timely, efficient, and effective manner, the authorities provided by the applicable subsection shall terminate on September 30, 2039.

''(3) COMPENSATION.—The termination of the authorities provided by subsections (a) and (b) shall not affect the compensation of an employee or other personnel serving in a covered position whose compensation was fixed by the Chairman in accordance with subsection (a) or (b).''.

(2) TABLE OF CONTENTS.—The table of contents of the Atomic Energy Act of 1954 is amended by inserting after the item relating to section 161 the following:

''Sec. 161A. Use of firearms by security personnel.
''Sec. 161B. Commission workforce.''.

(b) GOVERNMENT ACCOUNTABILITY OFFICE REPORT.—Not later than September 30, 2033, the Comptroller General of the United States shall submit to the Committee on Energy and Commerce and the Committee on Oversight and Accountability of the House of Representatives and the Committee on Environment and Public Works and the Committee on Homeland Security and Governmental Affairs of the Senate a report that—

(1) evaluates the extent to which the authorities provided under subsections (a), (b), and (c) of section 161B of the Atomic Energy Act of 1954 (as added by this Act) have been utilized;

(2) describes the role in which the exceptionally well-qualified individuals recruited and directly appointed pursuant to section 161B(a) of the Atomic Energy Act of 1954 (as added by this Act) have been utilized to support the licensing of advanced nuclear reactors;

(3) assesses the effectiveness of the authorities provided under subsections (a), (b), and (c) of section 161B of the Atomic Energy Act of 1954 (as added by this Act) in helping the Commission fulfill its mission;

(4) makes recommendations to improve the Commission's strategic workforce management; and

(5) makes recommendations with respect to whether Congress should extend, enhance, modify, or discontinue the authorities provided under subsections (a), (b), and (c) of section 161B of the Atomic Energy Act of 1954 (as added by this Act).

(c) ANNUAL SOLICITATION FOR NUCLEAR REGULATOR APPRENTICESHIP NETWORK APPLICATIONS.—The Commission, on an annual basis, shall solicit applications for the Nuclear Regulator Apprenticeship Network.

SEC. 503. COMMISSION CORPORATE SUPPORT FUNDING.

(a) REPORT.—Not later than 3 years after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress and make publicly available a report that describes—

(1) the progress on the implementation of section 102(a)(3) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215(a)(3)); and

(2) whether the Commission is meeting and is expected to meet the total budget authority caps required for corporate support under that section.

(b) LIMITATION ON CORPORATE SUPPORT COSTS.—Section 102(a)(3) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215(a)(3)) is amended by striking subparagraphs (B) and (C) and inserting the following:

''(B) 30 percent for fiscal year 2025 and each fiscal year thereafter.''.

(c) CORPORATE SUPPORT COSTS CLARIFICATION.—Paragraph (10) of section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439) (as redesignated by section 201(a)(1)) is amended—

(1) by striking ''The term'' and inserting the following:

''(A) IN GENERAL.—The term''; and

(2) by adding at the end the following:

''(B) EXCLUSIONS.—The term 'corporate support costs' does not include—

''(i) costs for rent and utilities relating to any and all space in the Three White Flint North building that is not occupied by the Commission; or

''(ii) costs for salaries, travel, and other support for the Office of the Commission.''.

SEC. 504. PERFORMANCE METRICS AND MILESTONES.

Section 102(c) of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215(c)) is amended—

(1) in paragraph (3)—

(A) in the paragraph heading, by striking ''180'' and inserting ''90''; and

(B) by striking ''180'' and inserting ''90''; and

(2) by adding at the end the following:

''(4) PERIODIC UPDATES TO METRICS AND SCHEDULES.—

''(A) REVIEW AND ASSESSMENT.—Not less frequently than once every 3 years, the Commission shall review and assess, based on the licensing and regulatory activities of the Commission, the performance metrics and milestone schedules established under paragraph (1).

''(B) REVISIONS.—After each review and assessment under subparagraph (A), the Commission shall revise and improve, as appropriate, the performance metrics and milestone schedules described in that subparagraph to provide the most efficient metrics and schedules reasonably achievable.''.

SEC. 505. NUCLEAR LICENSING EFFICIENCY.

(a) OFFICE OF NUCLEAR REACTOR REGULATION.—Section 203 of the Energy Reorganization Act of 1974 (42 U.S.C. 5843) is amended—

(1) in subsection (a), by striking ''(a) There'' and inserting the following:

''(a) ESTABLISHMENT; APPOINTMENT OF DIRECTOR.—There'';

(2) in subsection (b)—

(A) in the matter preceding paragraph (1)—

(i) by striking ''(b) Subject'' and inserting the following:

''(b) FUNCTIONS OF DIRECTOR.—Subject''; and

(ii) by striking ''delegate including:'' and inserting ''delegate, including the following:''; and

(B) in paragraph (3), by striking ''for the discharge of the'' and inserting ''to fulfill the licensing and regulatory oversight'';

(3) in subsection (c), by striking ''(c) Nothing'' and inserting the following:

''(d) RESPONSIBILITY FOR SAFE OPERATION OF FACILITIES.—Nothing''; and

(4) by inserting after subsection (b) the following:

''(c) LICENSING PROCESS.—In carrying out the principal licensing and regulation functions under subsection (b)(1), the Director of Nuclear Reactor Regulation shall—

''(1) establish techniques and guidance for evaluating applications for licenses for nuclear reactors to support efficient, timely, and predictable reviews of applications for those licenses to enable the safe and secure use of nuclear reactors;

''(2) maintain the techniques and guidance established under paragraph (1) by periodically assessing and, if necessary, modifying those techniques and guidance; and

''(3) obtain approval from the Commission if establishment or modification of the techniques and guidance under paragraph (1) or (2) involves policy formulation.''.

(b) EFFICIENT LICENSING REVIEWS.—

(1) GENERAL.—Section 181 of the Atomic Energy Act of 1954 (42 U.S.C. 2231) is amended—

(A) by striking ''The provisions of'' and inserting the following:

''(a) IN GENERAL.—The provisions of''; and

(B) by adding at the end the following:

''(b) EFFICIENT LICENSING REVIEWS.—The Commission shall provide for efficient and timely reviews and proceedings for the granting, suspending, revoking, or amending of any—

''(1) license or construction permit; or

''(2) application to transfer control.''.

(c) CONSTRUCTION PERMITS AND OPERATING LICENSES.—Section 185 of the Atomic Energy Act of 1954 (42 U.S.C. 2235) is amended by adding at the end the following:

''c. APPLICATION REVIEWS FOR PRODUCTION AND UTILIZATION FACILITIES OF AN EXISTING SITE.—In reviewing an application for an early site permit, construction permit, operating license, or combined construction permit and operating license for a production facility or utilization facility located at the site of a production facility or utilization facility licensed by the Commission, the Commission shall, to the extent practicable, use information that was part of the licensing basis of the licensed production facility or utilization facility.''.

SEC. 506. MODERNIZATION OF NUCLEAR REACTOR ENVIRONMENTAL REVIEWS.

(a) IN GENERAL.—Not later than 180 days after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress a report on the efforts of the Commission to facilitate efficient, timely, and predictable environmental reviews of nuclear reactor applications for a license under section 103 of the Atomic Energy Act of 1954 (42 U.S.C. 2133), including through expanded use of categorical exclusions, environmental assessments, and generic environmental impact statements.

(b) REPORT.—In completing the report under subsection (a), the Commission shall—

(1) describe the actions the Commission will take to implement the amendments to the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) made by section 321 of the Fiscal Responsibility Act of 2023 (Public Law 118–5; 137 Stat. 38);

(2) consider—

(A) using, through adoption, incorporation by reference, or other appropriate means, categorical exclusions, environmental assessments, and environmental impact statements prepared by other Federal agencies to streamline environmental reviews of applications described in subsection (a) by the Commission;

(B) using categorical exclusions, environmental assessments, and environmental impact statements prepared by the Commission to streamline environmental reviews of applications described in subsection (a) by the Commission;

(C) using mitigated findings of no significant impact in environmental reviews of applications described in subsection (a) by the Commission to reduce the impact of a proposed action to a level that is not significant;

(D) the extent to which the Commission may rely on prior studies or analyses prepared by Federal, State, and local governmental permitting agencies to streamline environmental reviews of applications described in subsection (a) by the Commission;

(E) opportunities to coordinate the development of environmental assessments and environmental impact statements with other Federal agencies to avoid duplicative environmental reviews and to streamline environmental reviews of applications described in subsection (a) by the Commission;

(F) opportunities to streamline formal and informal consultations and coordination with other Federal, State, and local governmental permitting agencies during environmental reviews of applications described in subsection (a) by the Commission;

(G) opportunities to streamline the Commission's analyses of alternatives, including the Commission's analysis of alternative sites, in environmental reviews of applications described in subsection (a) by the Commission;

(H) establishing new categorical exclusions that could be applied to actions relating to new applications described in subsection (a);

(I) amending section 51.20(b) of title 10, Code of Federal Regulations, to allow the Commission to determine, on a case-specific basis, whether an environmental assessment (rather than an environmental impact statement or supplemental environmental impact statement) is appropriate for a particular application described in subsection (a), including in proceedings in which the Commission relies on a generic environmental impact statement for advanced nuclear reactors;

(J) authorizing the use of an applicant's environmental impact statement as the Commission's draft environmental impact statement, consistent with section 107(f) of the National Environmental Policy Act of 1969 (42 U.S.C. 4336a(f));

(K) opportunities to adopt online and digital technologies, including technologies that would allow applicants and cooperating agencies to upload documents and coordinate with the Commission to edit documents in real time, that would streamline communications between—

(i) the Commission and applicants; and

(ii) the Commission and other relevant cooperating agencies; and

(L) in addition to implementing measures under paragraph (3), potential revisions to part 51 of title 10, Code of Federal Regulations, and relevant Commission guidance documents—

(i) to facilitate efficient, timely, and predictable environmental reviews of applications described in subsection (a);

(ii) to assist decision making about relevant environmental issues;

(iii) to maintain openness with the public;

(iv) to meet obligations under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.); and

(v) to reduce burdens on licensees, applicants, and the Commission; and

(3) include a schedule for promulgating a rule for any measures considered by the Commission under subparagraphs (A) through (K) of paragraph (2) that require a rulemaking.

SEC. 507. IMPROVING OVERSIGHT AND INSPECTION PROGRAMS.

(a) DEFINITION OF LICENSEE.—In this section, the term ''licensee'' means a person that holds a license issued under section 103 or 104 of the Atomic Energy Act of 1954 (42 U.S.C. 2133, 2134).

(b) REPORT.—Not later than 1 year after the date of enactment of this Act, the Commission shall develop and submit to the appropriate committees of Congress a report that identifies specific improvements to the nuclear reactor and materials oversight and inspection programs carried out pursuant to the Atomic Energy Act of 1954 (42 U.S.C. 2011 et seq.) that the Commission may implement to maximize the efficiency of such programs through, where appropriate, the use of risk-informed, performance-based procedures, expanded incorporation of information technologies, and staff training.

(c) STAKEHOLDER INPUT.—In developing the report under subsection (b), the Commission shall, as appropriate, seek input from—

(1) other Federal regulatory agencies that conduct oversight and inspections;

(2) the nuclear energy industry;

(3) nongovernmental organizations; and

(4) other public stakeholders.

(d) CONTENTS.—The report submitted under subsection (b) shall—

(1) assess specific elements of oversight and inspections that may be modified by the use of technology, improved planning, and continually updated risk-informed, performance-based assessment, including—

(A) use of travel resources;

(B) planning and preparation for inspections, including entrance and exit meetings with licensees;

(C) document collection and preparation, including consideration of whether nuclear reactor data are accessible prior to onsite visits or requests to the licensee and that document requests are timely and within the scope of inspections; and

(D) the cross-cutting issues program;

(2) identify and assess measures to improve oversight and inspections, including—

(A) elimination of areas of duplicative or otherwise unnecessary activities;

(B) increased use of templates in documenting inspection results; and

(C) periodic training of Commission staff and leadership on the application of risk-informed criteria for—

(i) inspection planning and assessments;

(ii) agency decision-making processes on the application of regulations and guidance; and

(iii) the application of the Commission's standard of reasonable assurance of adequate protection;

(3) assess measures to advance risk-informed procedures, including—

(A) increased use of inspection approaches that balance the level of resources commensurate with safety significance;

(B) increased review of the use of inspection program resources based on licensee performance;

(C) expansion of modern information technology, including artificial intelligence and machine learning, to risk-inform oversight and inspection decisions; and

(D) updating the Differing Professional Views or Opinions process to ensure any impacts on agency decisions and schedules are commensurate with the safety significance of the differing opinion;

(4) assess the ability of the Commission, consistent with the mission of the Commission, to enable licensee innovations that may advance nuclear reactor operational efficiency and safety, including the criteria of the Commission for timely acceptance of licensee adoption of advanced technologies, including digital technologies;

(5) identify recommendations resulting from the assessments described in paragraphs (1) through (4);

(6) identify specific actions that the Commission may take to incorporate into the training, inspection, oversight, and licensing activities, and regulations, of the Commission, without compromising the mission of the Commission, the recommendations identified under paragraph (5); and

(7) describe when the actions identified under paragraph (6) may be implemented.

TITLE VI—MISCELLANEOUS

SEC. 601. TECHNICAL CORRECTION.

Section 104 c. of the Atomic Energy Act of 1954 (42 U.S.C. 2134(c)) is amended—

(1) by striking the third sentence and inserting the following:

''(3) LIMITATION ON UTILIZATION FACILITIES.—The Commission may issue a license under this section for a utilization facility useful in the conduct of research and development activities of the types specified in section 31 if—

''(A) not more than 75 percent of the annual costs to the licensee of owning and operating the facility are devoted to the sale, other than for research and development or education and training, of—

''(i) nonenergy services;

''(ii) energy; or

''(iii) a combination of nonenergy services and energy; and

''(B) not more than 50 percent of the annual costs to the licensee of owning and operating the facility are devoted to the sale of energy.'';

(2) in the second sentence, by striking ''The Commission'' and inserting the following:

''(2) REGULATION.—The Commission''; and

(3) by striking ''c. The Commission'' and inserting the following:

''c. RESEARCH AND DEVELOPMENT ACTIVITIES.—

''(1) IN GENERAL.—Subject to paragraphs (2) and (3), the Commission''.

SEC. 602. REPORT ON ENGAGEMENT WITH THE GOVERNMENT OF CANADA WITH RESPECT TO NUCLEAR WASTE ISSUES IN THE GREAT LAKES BASIN.

Not later than 1 year after the date of enactment of this Act, the Commission shall submit to the appropriate committees of Congress, the Committee on Foreign Relations of the Senate, the Committee on Energy and Natural Resources of the Senate, and the Committee on Foreign Affairs of the House of Representatives a report describing any engagement between the Commission and the Government of Canada with respect to nuclear waste issues in the Great Lakes Basin.

SEC. 603. SAVINGS CLAUSE.

Nothing in this Act affects authorities of the Department of State.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. KEAN) and the gentlewoman from California (Ms. LOFGREN) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. KEAN of New Jersey. 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. 870, the bill now under consideration.

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

There was no objection.

Mr. KEAN of New Jersey. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of S. 870, the Fire Grants and Safety Act. I thank my Senate Democratic colleague Chairman PETERS for his leadership in advancing this legislation through the Senate.

This bill incorporates language from H.R. 4090, the Fire Grants and Safety Act, a bill that I championed through the House Science Committee. It also includes the ADVANCE Act, legislation from the Energy and Commerce Committee and the Environment and Public Works Committee.

I thank all of my colleagues for their work in making this a strong and comprehensive bill. Through bipartisan and bicameral collaboration, we have paved the way for advancing this bill in the House, and I anticipate its smooth passage in the Senate.

I was proud to lead the Fire Grants and Safety Act with my colleagues and original cosponsors, the Congressional Fire Services Caucus co-chairs, Representatives PASCRELL, BOST, FITZPATRICK, and HOYER, Chairman LUCAS, Ranking Member LOFGREN, Subcommittee Chairman COLLINS, Subcommittee Ranking Member STEVENS, and Representative GOLDEN.

I also thank the many external stakeholders, including the local firefighters from the Seventh Congressional District in New Jersey, for their critically important feedback as we developed this legislation.

Firefighters and EMTs are frequently first responders to danger. They are essential for keeping our communities safe. All across the country, firefighters and EMS personnel work through danger and uncertainty every day to protect their neighbors.

As a former volunteer firefighter, I know the hardship and sacrifices that firefighters make daily to quickly respond to emergencies, so I am proud to lead the Fire Grants and Safety Act to ensure that our firefighters have the proper training and equipment to continue to protect our communities.

The Fire Grants and Safety Act increases funding for the U.S. Fire Administration and reauthorizes two critical programs: the Assistance to Firefighters Grants (AFG) and the Staffing for Adequate Fire and Emergency Response Grant program (SAFER).

AFG directly supports local firefighters by providing training, equipment, and even vehicles. The SAFER program provides training for local fire departments so that they are better able to respond to emergencies. Together, these programs ensure that we have capable, well-equipped fire departments to protect our communities.

We must pass this legislation before the programs sunset at the end of this year.

By advancing this multiyear reauthorization, we ensure the continuity and the stability of these programs, enabling the Fire Administration, AFG, and SAFER to continue equipping, training, and staffing our departments effectively.

This bipartisan and bicameral piece of legislation demonstrates our firm commitment to the safety and well-being of our firefighters, empowering them to overcome challenges and fulfill their mission of safeguarding our communities.

I support the inclusion in this bill of the ADVANCE Act to ensure that America maintains its leadership in nuclear energy. To quote the Department of Energy's Office of Nuclear Energy: ''Nuclear Power is the Most Reliable Energy Source, and It's Not Even Close.'' By harnessing its unparalleled reliability, low carbon emissions, and

capacity for large-scale power generation, nuclear energy fosters energy security, technological innovation, and a cleaner environment for future generations.

By empowering the Nuclear Regulatory Commission to lead in international forums for the development of regulations for advanced nuclear reactors, this bill strengthens America's position as a global leader in nuclear technology.

By requiring the NRC to develop a streamlined licensing process and allowing the hiring of specialized staff, the bill facilitates innovation and the adoption of advanced nuclear technologies.

This reform not only accelerates the pace of technological advancement but also fosters a more adaptive regulatory environment, encouraging investment and fostering economic growth in the nuclear sector.

Once again, I thank House and Senate leadership, my Science Committee colleagues, Congressional Fire Services Caucus co-chairs, and numerous external stakeholders for their critical feedback as we worked to draft this reauthorization. I encourage all my colleagues to join me in supporting this bill.

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

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

I rise in support of the Fire Grants and Safety Act of 2023. This amended version inserts into the Senate bill the text we passed out of the Science Committee unanimously. This bill also includes the text of the ADVANCE Act. I thank Representatives PASCRELL and KEAN and our Senate colleagues Mr. PETERS and Ms. COLLINS for their leadership and cooperation on this important bill.

In our changing climate, we are experiencing more frequent and severe wildfires, not just in the Western United States, but across the United States. From Maui in Hawaii to Smokehouse Creek, Texas, we have witnessed the ferocity and destruction of wildfires. With more than a third of the population living within the wildland-urban interface, our communities are more at risk from fire than ever before.

In addition to wildfires, there were more than half a million structure fires in 2022, including 360,000 home fires. Tragically, this resulted in 2,790 civilian and 18 firefighter deaths. We will always honor our firefighters' commitment and sacrifice. We trust our firefighters to fulfill their role professionally, including those occasions when it may mean risking their own lives. However, that trust goes both ways, and they must have from Congress the support and resources they need to keep themselves and their communities safe.

S. 860 reauthorizes the U.S. Fire Administration and two very special programs: The Assistance to Firefighters Grants (AFG) and the Staffing for Adequate Fire and Emergency Response, SAFER grants.

The U.S. Fire Administration helps fire and emergency medical services prepare for, prevent, mitigate, and respond to all hazards. The USFA also leads Federal work on public safety, education, fire research, and fire service training. This legislation will authorize the agency and modernize the National Emergency Response Information System, which will mean much-needed improvements to data collection, usage, and analytics for decision-makers at all levels of fire response.

AFG and SAFER have been supporting local firefighters for two decades. AFG helps fire departments obtain crucial safety gear, including breathing apparatus, equips firefighters with new technologies, and also supports research to improve protective gear.

The SAFER program helps recruit and retain firefighters. Seventy percent of U.S. firefighters are volunteers, and rural communities in particular rely primarily on volunteer firefighters. Studies have shown that increasing firefighter crew sizes drastically improves the likelihood of safe outcomes. This program is an effective and meaningful investment into the emergency preparedness of our communities.

Recipients of AFG and SAFER awards are in all 50 States, Washington, D.C., the territories, and some Tribes. We must ensure these funds are getting into the hands of those who need them most, so this bill also calls on the GAO to identify any barriers that may prevent fire departments from accessing these crucial Federal funds. This bill is vital to keeping our communities protected and to support our firefighters and EMS first responders.

As for the ADVANCE Act provisions, this legislation is a continuation of the strong, bipartisan support that Congress has shown toward the development and demonstration of advanced nuclear reactors. This bill would enhance the Nuclear Regulatory Commission's ability to safely and efficiently license next-generation nuclear technologies, all while lowering the financial barriers for first-of-a-kind movers.

The ADVANCE Act also includes a bill sponsored by our colleague Congresswoman TRAHAN that would support our emerging fusion industry—this is so important—by codifying the NRC's current fusion device guidelines into law. It is important that these guidelines that are not overly restrictive be placed into law. This will provide much-needed clarity and consistency for these emerging companies as they design and build the fusion reactors of the future, which we so desperately need to succeed.

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

□ 1730

Mr. KEAN of New Jersey. Mr. Speaker, I yield 3 minutes to the gentleman from South Carolina (Mr. DUNCAN) to speak on the bill.

Mr. DUNCAN. Mr. Speaker, I thank the gentleman for the time, and I rise in support of S. 870, which includes a bipartisan and bicameral nuclear energy package.

I first thank my colleague, friend, and ranking member of the Subcommittee on Energy, Climate, and Grid Security for leading this effort in the House along with me, Congresswoman DIANA DEGETTE.

I thank the chair and ranking member of the Senate Environment and Public Works Committee, Chairman CARPER and Ranking Member CAPITO, for leading this effort in the Senate.

Finally, I thank the chairwoman of the Energy and Commerce Committee, CATHY MCMORRIS RODGERS, for making nuclear energy a policy priority in this Congress.

Now, this package of nuclear bills is comprised of the work of many Members of both the House and the Senate on both sides of the aisle, and I thank them for their work in advancing the peaceful use of nuclear energy here in the United States.

The ADVANCE Act, which is a Senate bill, and the Atomic Energy Advancement Act, which is a House bill, will expand nuclear energy by modernizing the Nuclear Regulatory Commission and programs at the Department of Energy.

The bill updates our regulatory framework to restore America's nuclear dominance and encourage innovation while also maintaining the NRC's global gold standard of safety. Now, more than ever, it is essential that America leads in the nuclear energy space.

As we approach a nuclear renaissance here in the United States, a future which will see small module reactors, microreactors, advance fuel reactors, and reprocessing of commercial spent fuels, it is exciting times.

When Congress first passed the Atomic Energy Act over 70 years ago, we ushered in the age for the peaceful use of the atom and cemented American nuclear leadership globally.

Our adversaries, like Russia and China, are working to undercut our strength and seeking to dominate the nuclear markets and supply chains.

A robust and growing nuclear industry is critical for reducing carbon emissions and providing reliable, affordable, and clean energy to the American people.

This nuclear package will help bring America's nuclear promise back and secure, once again, the United States' position as a global nuclear leader.

Mr. Speaker, I urge my colleagues to support this legislation.

Ms. LOFGREN. Mr. Speaker, it is my pleasure to yield 3 minutes to the gentleman from New Jersey (Mr. PASCRELL), someone who has worked on these issues for so many years.

Mr. PASCRELL. Mr. Speaker, I thank the gentlewoman for yielding time.

Mr. Speaker, I rise today in strong support of this legislation to reauthorize the Assistance to Firefighters Grants, the Staffing for Adequate Fire and Emergency Response Grants, and the United States Fire Administration.

It is hard to imagine now, but 25 years ago, Federal support for our fire services was nearly nonexistent, very little equity, but then funding for firefighting was primarily the responsibility of the State and local governments.

During budget shortfalls, fire departments were often the very first to get cut. When a department needed equipment or personnel, they resorted to bake sales and pancake breakfasts, although there is nothing wrong with those. That is a heck of a way to bring responsibility of protecting the citizens.

Working with local fire departments, national advocates, retirees, partners in Congress, and the White House, we passed the FIRE Act into law after getting volunteers and career firefighters here to Washington, D.C., to follow every Congressman and get on their case. That is what we did.

While we will take credit for this legislation, it is really the firefighters that did this. They came to Washington. It seems like a lifetime away.

Career firefighters, fire chiefs, volunteers, everyone came together to make sure our fire groups were no longer the forgotten piece of the public safety equation.

Our law delivered Federal dollars to local departments for the very first time. In 2003, we created the SAFER program so departments could meet their staffing needs.

The success of these programs speaks for itself. Since its inception, AFG has delivered more than $9 billion to equip and train firefighters.

When we were looking at this legislation out in the West, there were some departments that had to push the equipment to the fire. That is the case, and that existed over 25 years ago.

I am proud to say that SAFER has awarded more than $5 billion. This has been called one of the most efficient programs.

The SPEAKER pro tempore. The time of the gentleman has expired.

Ms. LOFGREN. Mr. Speaker, I yield an additional 30 seconds to the gentleman from New Jersey.

Mr. PASCRELL. Mr. Speaker, I am proud to say that SAFER awarded more than $5 billion to departments to hire, recruit, and retain firefighters.

These grants are amongst the most effective in the entire Federal budget. Fire departments rely on the Fire Administration for fire data collection, public safety education, and service training. Without reauthorization, these programs would all go kaput September 30.

Thank you to my fire service co-chairs, Representatives HOYER, BOST, and FITZPATRICK, as well as the House cosponsor, Congressman KEAN from New Jersey, for joining us in our bipartisan quest.

This is truly, Mr. Speaker, a bipartisan piece of legislation that worked.

Mr. KEAN of New Jersey. Mr. Speaker, I yield 3 minutes to the gentleman from Georgia (Mr. ALLEN) to speak on the bill.

Mr. ALLEN. Mr. Speaker, I thank the gentleman from New Jersey for yielding time.

Mr. Speaker, I rise in support of S. 870, the Fire Grants and Safety Act. Included in this legislation is a bipartisan nuclear energy package, which I was very proud to work on on the Energy and Commerce Committee.

As I have said many times before, an all-of-the-above strategy is critical to reclaim American energy dominance, and nuclear—our Nation's largest source of clean energy—has a pivotal role to play.

In Georgia's 12th District, we are leading our Nation's nuclear future at Plant Vogtle with the first two new nuclear reactors built and in commercial operation in the United States in three decades.

Just last week, I welcomed Members of Congress and industry leaders to my district for a panel discussion on the benefits of nuclear energy expansion, followed by a visit to Plant Vogtle to see units 3 and 4 officially up and running on the grid.

This historic accomplishment is nothing short of remarkable, but make no mistake about it, it was a challenging process.

Nuclear projects in the U.S. are often bogged down by burdensome licensing and permitting that result in unnecessary delays and increased costs.

My bill, the Nuclear Licensing Efficiency Act, is included in the bipartisan nuclear package and provides efficient, timely, and predictable reviews of applications and proceedings for licenses of nuclear reactors.

It allows information that was used in the licensing process for an existing nuclear reactor site to be used in further licensing and permitting at the site, and it establishes a timeframe of once every 3 years to update performance metrics and milestone schedules to be as efficient as possible.

By modernizing these processes, America can fully embrace the reliability of clean 24/7 nuclear energy as we have in Georgia.

Mr. Speaker, I urge a ''yes'' vote on S. 870.

Ms. LOFGREN. Mr. Speaker, I yield 2 minutes to the gentlewoman from Colorado (Ms. DEGETTE), a distinguished member of the Energy and Commerce Committee.

Ms. DEGETTE. Mr. Speaker, thanks to all of the Members here today who have worked on this legislation.

I rise in strong support of S. 870, legislation that includes the ADVANCE Act, which I co-lead with Energy Subcommittee Chairman JEFF DUNCAN, to modernize our nuclear energy policy and to maintain important safety provisions and environmental protections.

Transitioning to clean energy needs to be an all-of-the-above approach that leverages every aspect of our energy production in the United States, including nuclear.

Nuclear energy provides nearly 20 percent of the electricity in the United States. It is also our largest source of carbon-free energy, making up more than half our emissions-free electricity.

We know that nuclear energy is not a silver bullet, but if we are going to get to zero percent carbon emissions by 2050, it must be part of the equation.

This bill helps ensure that our approach to nuclear energy is modernized, focusing on safety and environmental protections.

I am glad that my provisions to improve safety measures at nuclear energy facilities, recruit a highly trained and skilled workforce, and keep our nuclear regulations up to date were included in the bill.

These steps will help enhance our nuclear energy supply chain while protecting against failures that could negatively impact communities in the workforce.

One of the provisions included in this legislation will strengthen the Nuclear Regulatory Commission's ability to attract and retain highly qualified and competent employees, ensuring the commission is up to the challenge of licensing the advanced reactors that we anticipate will come in increasing numbers over the next decade.

In 2022, the NRC reported it was 23 percent smaller than it was 6 years earlier, and a third of the commission is currently eligible for retirement.

We need to incentivize a strong nuclear energy workforce so we can ensure nuclear energy is safe and effective. This will be an important part of taking on the climate crisis.

This bill is overwhelmingly bipartisan, it is supported by a variety of advocacy groups, and I urge my colleagues to support the bill.

Mr. KEAN of New Jersey. Mr. Speaker, I reserve the balance of my time.

Ms. LOFGREN. Mr. Speaker, I am pleased to yield 2 minutes to the gentlewoman from Michigan (Ms. STEVENS), a distinguished member of the Committee on Science, Space, and Technology, who did so much work on this.

Ms. STEVENS. Mr. Speaker, I thank Ranking Member LOFGREN for yielding time.

I am standing before you here today in support of this incredible bicameral, bipartisan bill, the Fire Grant and Safety Act, which I am so pleased to be an original cosponsor of.

I certainly want to recognize the incredible work of our junior Senator from Michigan, Senator GARY PETERS, for moving this bill forward for our consideration.

I certainly recognize Mr. KEAN, who is the lead sponsor on the Republican

side of this critical bill, and, frankly, senior Members of this body who joined in the debate, as well.

This piece of legislation, as has been shared, just reauthorizes very critical elements of the U.S. Fire Administration and its programs to support firefighters and lifesaving EMS workers to make them better protected. It is just really one of the best things that we can do in this Chamber.

Just last week, I was visited by Fire Chief Robert Jennison. He lives in my district in West Bloomfield, and he is a fire chief in Livonia, a community I used to represent. He mentioned this bill and how important it is for his fire stations and for his activities.

We should be really proud to be coming together in a bipartisan way to reauthorize our fire safety efforts here in the United States of America.

We also have to be real with ourselves because over a 10-year period, fire-related deaths in this country rose by 33 percent.

That has been unnecessary, and it has been an unnerving loss of life. With the National Fire Protection Association estimating that once every 23 seconds, a fire department somewhere in our country responds to a fire emergency, we must do more to support our local heroes.

□ 1745

Ms. LOFGREN. Mr. Speaker, I yield myself the balance of my time for closing.

Mr. Speaker, I celebrate the Science Committee, which always operates on a bipartisan basis. Once again, we have worked together on the provisions in this bill.

I will highlight something I mentioned in passing, which is the fusion energy program. For years and years, people have said that fusion energy is always 50 years away. That was before ignition was achieved at Lawrence Livermore National Lab, the National Ignition Facility, not once, not twice, but many times. We now have a private-sector fusion industry that is charging ahead and making tremendous progress.

I have heard, when I have visited with them, their praise for the NRC's guidelines. This is not fission. It doesn't have the challenge of nuclear energy, so it doesn't need the same kind of regulatory scheme. It needs to be sensible, streamlined, solid, and certain.

That is what those standards are. Putting them into law is going to help private industry rush forward. I think all of us hope that they will be as successful as they plan to be within the next 5 years. This act will help that happen.

Mr. Speaker, I ask all of the House to vote for this bill, and I yield back the balance of my time.

Mr. KEAN of New Jersey. Mr. Speaker, I again thank my House and Senate colleagues and Chairman PETERS for co-leading this important reauthorization.

As I previously mentioned, this legislation is a strong commitment to the safety and well-being of our first responders, empowering them to overcome challenges and fulfill their mission of safeguarding our communities. That will help make all Americans safer.

The ADVANCE Act, as we have heard in this Chamber, is also critically important to pass today.

Mr. Speaker, I encourage my colleagues to vote ''yes'' on this bipartisan and bicameral 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 New Jersey (Mr. KEAN) that the House suspend the rules and pass the bill, S. 870, 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. KEAN of New Jersey. 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.

NATIONAL CONSTRUCTION SAFETY TEAM ENHANCEMENT ACT OF 2024

Mr. KEAN of New Jersey. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4143) to amend the National Construction Safety Team Act to enable the National Institute of Standards and Technology to investigate structures other than buildings to inform the development of engineering standards, best practices, and building codes related to such structures, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4143

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 ''National Construction Safety Team Enhancement Act of 2024''.

SEC. 2. NATIONAL CONSTRUCTION SAFETY TEAM ENHANCEMENT.

The National Construction Safety Team Act is amended—

(1) in section 2 (15 U.S.C. 7301)—

(A) in subsection (a)—

(i) in the first sentence, by striking ''buildings'' and inserting ''structure''; and

(ii) by inserting after the first sentence the following new sentence: ''In instances in which the failure of the building or structure is the proper subject for investigation by another Federal agency, the Director shall defer to the authority of such agency.'';

(B) in subsection (b)—

(i) in paragraph (1), by striking ''buildings'' and inserting ''the built environment''; and

(ii) in paragraph (2)—

(I) in subparagraph (A), by inserting ''or structure'' after ''building'';

(II) in subparagraph (C), by striking ''building standards, codes, and practices'' and inserting ''engineering standards, practices, and building codes''; and

(III) in subparagraph (D), by striking ''buildings'' and inserting ''the built environment''; and

(C) in subsection (c)(1)—

(i) in subparagraph (G), by inserting ''or structure'' after ''building''; and

(ii) in subparagraph (J)—

(I) by inserting ''or structure'' after ''building''; and

(II) by inserting ''or the National Windstorm Impact Reduction Act of 2004'' after ''1977'';

(2) in section 4 (15 U.S.C. 7303)—

(A) by striking the term ''building'' each place it appears; and

(B) by inserting ''building or structure'' before ''failure'' each place it appears;

(3) in section 7 (15 U.S.C. 7306), by inserting ''or structure'' after ''building'';

(4) in section 8 (15 U.S.C. 7307)—

(A) in paragraph (1), by inserting ''or structure'' after ''building'';

(B) in paragraph (3), by striking ''standards, codes, and practices'' and inserting ''engineering standards, practices, and building codes''; and

(C) in paragraph (4), by inserting ''and structure'' after ''building'';

(5) in section 9(2) (15 U.S.C. 7308(2)), by striking ''building standards, codes, and practices'' each place it appears and inserting ''engineering standards, practices, and building codes''; and

(6) in section 14 (15 U.S.C. 7312), by striking ''building standards, codes, or practices'' and inserting ''engineering standards, practices, and building codes''.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New Jersey (Mr. KEAN) and the gentlewoman from California (Ms. LOFGREN) each will control 20 minutes.

The Chair recognizes the gentleman from New Jersey.

GENERAL LEAVE

Mr. KEAN of New Jersey. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on H.R. 4143, the bill now under consideration.

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

There was no objection.

Mr. KEAN of New Jersey. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 4143, the National Construction Safety Team Enhancement Act of 2024, offered by the gentlewoman from California (Ms. LOFGREN).

The National Construction Safety Team, or NCST, is a program run by the National Institute of Standards and Technology to investigate major building disasters and failures so that we can develop better construction standards in the future.

Following NIST's investigation of the Twin Towers collapse after 9/11, they issued recommendations that have significantly impacted how we design and construct buildings, making them safer and more durable.

Currently, NIST is investigating the 2021 collapse of the Surfside condominiums in south Florida, which killed nearly 100 people.

While NIST does exceptional work in these investigations, their scope is limited to building failures. This bill will

expand that authority to general infrastructure failures, which currently are not investigated in this way.

This is a smart bill that will ensure that we can utilize NIST's unique expertise to better understand any failures in roads, bridges, dams, and other infrastructure and, most importantly, develop best practices and guidances so that we can avert future tragedies.

This legislation builds off the authorities NIST received after 9/11 to conduct technical investigations of building failures and ensures these efforts do not impede on criminal or other law enforcement investigations.

I thank Ranking Member LOFGREN for introducing this bill along with Chairman LUCAS.

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

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

I rise today in support of my bill, the National Construction Safety Team Enhancement Act of 2024.

Last year, there was massive flooding along California's central coast, which left communities really across the State vulnerable. In my district, the Pajaro River's levee failed, forcing over 1,500 people to evacuate and putting thousands of homes at risk. Many of them were flooded.

In May 2023, I joined Representative PANETTA, Senator PADILLA, and the late Senator Feinstein in asking the Army Corps of Engineers to provide emergency assistance to help with the levee.

Last August, the Biden-Harris administration heeded our call to action and committed $20 million to repair the levee and address erosion on the left bank of the Pajaro River. That has now been concluded, and these communities have been protected, at least with the emergency repairs.

As with this small rural community in my own district, the climate crisis continues to put massive strains on aging infrastructure across the United States.

While recovery and reconstruction efforts continue, we have to do more to understand the causes of destructive and life-threatening events, like the Pajaro River levee failure, to make sure it doesn't happen again. Unfortunately, there's no agency currently authorized to conduct thorough technical investigations of failure of general infrastructure, like levees, dikes, bridges, or dams.

When it comes to buildings, the National Institute of Standards and Technology has been charged by Congress with conducting investigations in order to improve the building codes and standards used to design and maintain them. The National Construction Safety Team, or NCST, dispatches experts to work alongside other agencies to investigate major building disasters, to improve the scientific understanding around these failures, and to prevent future catastrophes.

This bill expands NCST's existing authority to include investigations of general infrastructure failures. These teams will investigate incidents involving other structures that we also rely on every day in order to improve the safety and resilience of American communities.

The tragic destruction of the Francis Scott Key Bridge into the mouth of the Patapsco River in Baltimore underscores the immediate need for this legislation. The impact of that catastrophe is being felt all across the United States.

NIST needs the authority to investigate major infrastructure failures so that they may improve future engineering standards and building codes to guard against such failures in the future.

Mr. Speaker, I thank Chairman LUCAS for his partnership on this bill and so many other things.

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

Mr. KEAN of New Jersey. Mr. Speaker, I reserve the balance of my time.

Ms. LOFGREN. Mr. Speaker, I yield 2 minutes to the gentlewoman from Michigan (Ms. STEVENS), my colleague on the Science Committee.

Ms. STEVENS. Mr. Speaker, I thank again Ranking Member LOFGREN, particularly in light of her remarkable leadership in crafting and introducing this bill. I join both of my colleagues to shine a light on the deep and critical importance of H.R. 4143, the National Construction Safety Team Enhancement Act.

We all know that NIST is the little engine that could within our Federal Government, doing so much with little resources and showing the true benefit of where and how we invest taxpayer dollars for the greater implications of society and safety. We know that the National Construction Safety Team within NIST is modeled after the National Transportation Safety Team, both expert operations that get dispatched to the site of major building disasters to investigate the cause and identify preventive solutions.

However, the existing authority only extends to buildings, and it leaves out major swaths of our built environment, as the ranking member mentioned, like bridges and levees, which, just frankly, leaves our Nation vulnerable.

This legislation will expand the safety team's existing authority to better investigate those failures of infrastructure in structures other than buildings.

This really couldn't come at a more important time. I know this is deeply critical to residents in Michigan. We want to be in a place where we are creating resilient structures and recognizing some of the damaging impacts of climate change and rising sea levels. That is the extreme weather environment we are in.

I thank the ranking member and all on the Science Committee. I am proud to be a cosponsor of this bill and eager to see it passed in the House of Representatives.

Mr. KEAN of New Jersey. Mr. Speaker, I reserve the balance of my time.

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

In closing, I am proud of this bill. If we make this the law, America will be safer, full stop. I am happy that we were able to do it on a bipartisan basis, and I am looking forward to quick action in the Senate.

I thank again the chairman of the committee, Mr. LUCAS, for his collaboration on this and so many other things.

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

Mr. KEAN of New Jersey. Mr. Speaker, I yield myself the balance of my time.

This is a commonsense, practical policy that supports science and innovation to improve people's lives. I encourage my colleagues to support this bipartisan legislation to ensure that NIST can utilize its unique expertise to conduct these technical investigations on major failures to our infrastructure.

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 New Jersey (Mr. KEAN) that the House suspend the rules and pass the bill, H.R. 4143, 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. KEAN of New Jersey. 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

PAYING TRIBUTE TO LOS ANGELES COUNTY SHERIFF'S DEPUTY ALFREDO ''FREDDY'' FLORES

(Mr. MIKE GARCIA of California asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MIKE GARCIA of California. Mr. Speaker, it is with great sorrow that I rise today to pay tribute to a peacemaker of California's 27th Congressional District who was taken from us too soon.

On April 20 of this year, Los Angeles County Sheriff's Deputy Alfredo ''Freddy'' Flores tragically passed away at the age of 51 after suffering injuries during a training exercise last October.

He is survived by his wife Maggie and his children, Nathaniel, Kayla, Victoria, and Adrian.

While our community is grieving this tragic loss, we were also blessed by his extraordinary life and the security

blanket that he provided us on a daily basis.

Deputy Flores lived a life of service to his family, community, and the Los Angeles County Sheriff's Office.

Deputy Flores dedicated 22 years of his life to the safety, security, and prosperity of our Nation.

Mr. Speaker, there is no greater form of love than being willing to sacrifice your own life in the defense of others.

While he is with the Lord now, Deputy Flores' legacy lives on with everyone who knew him and his family. He looks down upon us with great pride today.

RECOGNIZING TYLER MASTIN

(Mrs. LESKO asked and was given permission to address the House for 1 minute).

Mrs. LESKO. Mr. Speaker, I rise today to recognize someone whose service has been instrumental in the lives of constituents in Arizona's Eighth Congressional District, Tyler Mastin.

Tyler's service to the Eighth District began in August of 2022 as a constituent services representative in my Surprise, Arizona, District Office.

During his tenure, Tyler has expertly navigated casework for over 300 constituents who had encountered difficulties with various Federal agencies. As a result of his efforts, he directly saved constituents over $547,000. This is an incredible achievement that made a huge difference in the lives of constituents and their families.

Tyler also displayed leadership abilities by managing both the Congressional App Challenge and the Congressional Art Competition and has been an invaluable member of my district team.

I would like to thank Tyler for his leadership and service to our district. His dedication and determination were critical to the success of our constituent service programs and improved the lives of those in the Eighth Congressional District.

Mr. Speaker, I thank Tyler.

RECOGNIZING NATIONAL SOCK OUT CANCER DAY

(Mr. MOLINARO asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MOLINARO. Mr. Speaker, I rise today to recognize National Sock Out Cancer Day, which will take place on June 2.

Cancer affects millions of families from all walks of life, and Sock Out Cancer Day reminds us that we are all alike in facing this formidable foe.

The Sock Out Cancer organization has captured this message by selling pairs of multicolored socks which symbolize over 25 different forms of cancer.

With the proceeds, the organization has helped survivors and families pay for food, transportation, and housing so they can focus their energy on healing and recovery.

Mr. Speaker, Sock Out Cancer has become a beacon of hope for those facing the fight of their lives. I ask that my colleagues in the House join me in recognizing this June 2 as National Sock Out Cancer Day.

IT IS THE MATH

The SPEAKER pro tempore (Mr. ROSENDALE). Under the Speaker's announced policy of January 9, 2023, the gentleman from Arizona (Mr. SCHWEIKERT) is recognized for 60 minutes as the designee of the majority leader.

Mr. SCHWEIKERT. Mr. Speaker, we are going to do something this evening. Unless you want to sort of geek out a bit, I am not sure you want to hang out watching this, so maybe there is something good on Netflix.

I am going to walk through a couple of financial debt concepts I tried sharing last week just to help people sort of get their heads around something. Then we are going to actually just go through a couple of top lines on the Social Security actuary report. Now, I have to admit, I haven't finished it. We have only just gone through some of the very top line. It is going to take me a week or two to work out all the math. We want to make sure—because some of the headlines, I believe, were misleading on just, still, how difficult these numbers are.

Then we are going to go through sort of understanding the scale of the problem. Then we are going do a little bit of talking about optimism, and we are going to do some discussion about AI, artificial intelligence, in government, and some of the bills we have actually already introduced to disrupt the cost of this government.

We keep hearing sort of the nasty and horrible noise that the world is coming to an end. I am going to argue that if we get artificial intelligence right, we can make a difference in government.

So let's first walk through the first concept.

Mr. Speaker, how many of you remember a little while back—I think it was S&P or was it Moody's—it may have been Moody's, downgraded U.S. debt?

We have had two downgrades. Of the three largest rating agencies, we have been downgraded twice.

Now, I know every Member of Congress and all of our staff read every word of it, but if you actually read it, Mr. Speaker, there is an entire report about why they would downgrade U.S. debt. It was more of a downgrade of future horizons. One of the number one reasons on that downgrade was governance.

Now, the fact of the matter is the debt picture is off the charts. I am going to show one chart here where I think we have now had our fourth day in the last couple of weeks where we went over $100,000 per second of borrowing.

Mr. Speaker, do you screw with your bankers?

Because this is my passion, I try to convince my brothers and sisters here in Congress: You have to act like an adult. Have fights here. Actually know your math. Bend the cost of government, but don't do stupid things and then turn around.

That is because this week, understand, Mr. Speaker, this week, I believe, the Treasury is going to market for about $125 billion. Our interest rates are actually slightly down this week compared to last week, but the fact that those interest rates bounce up and down this much lets you know sort of how nervous the debt markets are.

Remember, Mr. Speaker, 2 weeks ago a lot of the fancy financial markets were writing stories about how U.S. debt is getting harder to sell. This week it looks like it is easier to sell.

That is fragility. I know that is a big word, but it is the only one I have for this. Don't play a game here. We will pay $1.2 trillion in interest this year. Interest for the United States in this fiscal year will be the second biggest expense in government. Social Security will be $1.450 trillion. Interest will be $1.2 trillion. Medicare is almost $1 trillion. Defense is $960 or $980 billion. Think of that, Mr. Speaker. Defense is now the fourth biggest expense in government. It is no longer the first or second.

Part of that concept is—this one is a little more for those folks who like to think of themselves as sort of monetary policy folks, think about what the Federal Reserve has been trying to do. They have been raising interest rates, they have been pulling liquidity, they have been holding back on buying bonds and doing just the opposite, letting their portfolio roll off. They are trying to pull liquidity out of society to squeeze inflation out.

However, this place has actually made it that much harder to do. It is craziness how much we spent in the Inflation Reduction Act, which is singularly the most Orwellian-named piece of legislation in modern history. You do realize, Mr. Speaker, in the Cloakroom a moment ago, I was trying to do this math off the top of my head. I think it is like $2.8 billion a day that we pay in interest. We pay that in interest. The U.S. Government pays that to bondholders every day.

So here is what you have, Mr. Speaker. We are borrowing about $8 to $8.5 billion a day. We are paying out $2.8 billion a day in interest.

The question is: Is government borrowing really good for productivity in this society?

Does government borrowing actually make us a wealthier society, a more prosperous society?

Now, some borrowing is historic. You are going to do that.

However, at the scale we are consuming, we are consuming much of the

world's liquidity, not just of the United States. The United States and China are the two big economies right now bingeing on debt. Europe actually has dialed back its debt.

Remember, Mr. Speaker, I did the presentation last week, and I think there were 13 countries that had better credit ratings than the United States.

Greece today has a better credit rating than the United States. Their 10-year bond is cheaper, lower in interest costs, than the U.S.

Much of that risk premium is governance. It is the belief saying: Oh, the United States is going to use its tools to bend inflation. The United States is going to do the things necessary to actually lower debt and borrowing.

Are we?

You see the conversations we have around here. Most of the time these microphones are full of people coming up with new programs and new ways to spend money.

So understand, Mr. Speaker, I had two concepts I just walked you through. They are a little highbrow. The first is you need to actually have a government that convinces the bond markets that we are serious, and we respect our creditors.

Let's be honest, Mr. Speaker, if you borrow a bunch of money, you don't go into your creditor and make a clown of yourself. We need to do the same.

The second half is understanding the economic mess we are making. It is more than just the borrowing. It is the fact you pulled capital out of the markets that would have gone to more productive uses, and at the same time we are paying interest. Now we are paying interest that in some ways is higher than people who said: Why would I take a risk premium and invest in something, a new plant, a new widget maker, those sorts things, when I can get 5 percent on a 2-year? I am going to do that.

The scale of our debt is creating economic distortion. It is just a concept we need to understand, that also in some ways Congress—and this always drives people crazy who believe it is Fed and liquidity, but in many ways, Congress, because of our borrowing, has actually created this liquidity cycle where we borrow and then we are pumping out interest. We borrow it, and then we give you almost a premium on the interest rate, and we are paying you out. It is a real problem.

In many ways, we have made the Federal Reserve's job even more difficult for squeezing inflation out. Almost no one has actually spent time on it. There are a couple of good academic articles if you want to geek out, Mr. Speaker.

All right. We have used this chart over and over and over because we are trying to help people understand.

Do you see the blue, Mr. Speaker?

The blue is what we get to vote on.

Mr. Speaker, you do understand every dime a Member of Congress votes on is borrowed.

So interest, this number is wrong now. Interest, if you do gross interest, is 1.2. Publicly borrowed interest is probably—it may be somewhere near that, $890 or $900 billion.

This is interest.

This is Social Security.

This is Medicare.

This is Medicaid.

These are other mandatory programs.

These are earned benefits. You worked your 40 quarters; you get your maximum Social Security.

You worked so much, you get Medicare.

However, I need you also to be willing to hear some very difficult math of how Medicare is actually financed to understand its impact on the debt and deficit.

There are other benefits out there that are in the formula you get because we have a treaty obligation with some of our Native American population, where if you fall below a certain income, you get certain subsidies, those sorts of things. Those are also considered mandatory programs.

The point here is the vast majority of U.S. spending your Member of Congress never ever gets to vote on, and we need to change that. We need to start telling the truth that we are hemorrhaging cash. At these interest rates you have got to understand, Mr. Speaker, what we are doing to your retirement and your kids' futures.

So let's actually walk through. I will just do this board. You can actually go to my website and sign up. There is a little thing there you sign up for. Give us your phone number, we will send you a text message every single day called the daily debt. We have been doing this for several months now. You get a little text that says: Here is what we borrowed today. Here is what the gross borrowing is. We do the last 365 days. This year it is 366 days because of leap year. Over here we do the fiscal year.

□ 1815

When you look here at the total gross—now, remember, that is borrowing from the trust funds as well as publicly issued—we have now gone 4 days in the last couple of weeks where we went over $100,000 a second—a second. For anyone there that has a relative who doesn't believe the debt is a big deal, sign them up. Send us their phone number. We will send them a text message every day, and they can start to understand the scale of how much of this U.S. economy now is in debt.

Remember, think about that. If the U.S. economy is about $28 trillion, $29 trillion, and we are going to borrow this year—publicly borrow, not total borrowing—publicly borrow maybe $2.7 trillion, $2.8 trillion, you are functionally borrowing, what, 9 percent of the entire economy? That is remarkable.

I am hoping I am wrong. CBO thought we would only be at about 5.4 percent, but if you look at our current burn rate, the concept—and why that is important. Remember, I have come here and done the presentation of the left's version of let's tax people over 400,000. You do it, and then you say, okay, you max—there is this concept of tax maximization where I can tax your income to a certain point, but the next percent of tax on you, it rolls over. You will actually say: Screw it, I am not going to work as much.

It is basically a concept based off sort of the Laffer curve concept, but you can get the same thing in capital gains. How much of capital gains today is just inflation? It is not actually appreciation of your asset. It is inflation changes of your asset, estate taxes, your passthroughs, all those things.

The math came out to about 1.5 percent, 1.6 percent of GDP you could get by tax maximizing everything for those over $400,000. Play this math with me. If it is 1.5 percent of the economy and, so far this year, we are borrowing over 9 percent of the economy, does that give you an idea?

Those of us who want to cut spending, if you are not allowed to touch defense and if you are not allowed to touch any of that mandatory I just showed you, you have the nondefense discretionary spending—what was it? Let's call it $900 billion—can you get 1 percent of GDP, 1.5 percent? Yeah, you could cut all sorts of programs.

Remember the Bloomberg economist, a year ago, put out a report saying, if you took $100 billion out of nondefense discretionary, you actually lowered GDP about one-half of a percent, so everyone who says: We are going to cut and we are going to pretend the economy is going to grow at this rate, that is not how the math works. Now, in the long run, you have more capital stock, those things, but in the short run, you actually lowered GDP with these cuts. You have just got to deal with it. It is the reality of economics and math.

One of the things I wanted to go through is that very few people here have ever paid much attention to Medicare and how we finance it, and where does the money come from? You had the President behind that podium that made it sound like you are not allowed to talk about Social Security and we are going to actually raise these taxes for Medicare.

Okay. You have to understand. You see this red area there? Think of that as Medicare part A. That is the trust fund. That is, when you pay your payroll tax, a little slice of that goes to this right here. That is the trust fund that bounces up and down. One day it is 6 years away from running out. Now, it is 2035 because of some changes and good employment and the economy, but it is really sensitive.

This blue here, most folks don't understand. The majority here, the biggest single slice of the pie, of Medicare, comes right out of the general fund. When we talk about healthcare costs going up, they are already up over 10

percent this year. Tax receipts are up 7 percent, but Medicare costs are up 10 percent. That is a huge hit on the general fund.

Over here, you see this. That is actually premiums. Then here are some actual State transfers and those things, some of the dual eligibles and some of those things. You have a lot of folks who run around here somehow thinking Medicare is financed off of the FICA tax, the payroll tax, and it is not. It is about a third of the spending.

And why that is important is the actuary report that came out yesterday actually was okay on Medicare. We gained a few years. The reason, if you really dig into it, it is these minute changes and, I believe, unrealistically optimistic numbers that healthcare costs are going to stabilize—even though, this year, Medicare costs are up 10 percent, so I don't know how they justified those two numbers.

Guess what I am going to do the next week or two. We are going to read every line and try to figure out what they were saying in here. Welcome to my life.

But when you see this, see this part A here—now we are doing it in blue—that is actually part of your payroll tax. The part B and part D, those are substantially coming out of the general fund. It turns out Medicare, other than interest, is the biggest spend out of the general fund because Social Security, until the trust fund is gone, does not have a general fund aspect.

Social Security is self-financed right now. It is payroll tax and trust fund, but that is why so many of us are freaked out that—is it 8 years? 9 years? Is it now 2035, or 2034? We are going to get to that. I need you to understand they played a little game where they combined the disability trust fund number and the old age survivor fund number. The old age survivor was still at 2033, but then you roll in disability, actually—because so many people are able to work in the new economy—its number was better. They combined the two, and that is where you really got some of the added time on the trust fund. Yay.

All right. Now, let's go to the place that gets a lot of people really cranky. We are going to tell you the truth. You need to process this because you have had people in the political class, the media class, the fraud information class that comes through these things and tell you stories about Social Security and Medicare that just mathematically aren't true.

Let's get ready for the truth. This is based on an average couple—not an individual—average couple. This number is updated. Look, the average couple in a lifetime—this is an average in America. I think we are actually basing this on a 2023 number—average couple will pay in $783,000 in their lifetime in Social Security taxes. It is amazing.

How many people will you hear: But they stole my money. No, actually, it turns out that the average couple gets every dime of that back. The benefits they will receive will be about 831,000, so a $70,000-some spiff. Okay. Crap rate of return.

You have got to understand. George Bush, what, 20-some years ago when they talked about taking just a tiny slice of your money and allowing you to control it and put it into other types of accounts, you would have had a stunning amount of money. The left beat the crap out of Republicans over that. They are trying to privatize. That wasn't the deal. We can look back now. You got lied to. You got played for fools.

But we got what we wanted. The average American actually gets every dime back of their Social Security, plus a little spiff. Horrible rate of return, but you get it all back. That isn't where the crisis is. What crushes the future Federal debt and deficit is the Medicare portion.

That same average couple in that lifetime will pay $214,000 into that Medicare part A trust fund. Remember, I already showed you the majority of Medicare doesn't actually come from the trust fund. It covers about 35 percent of spending. The rest comes in from your premiums, from the general fund, from some State transfers, other things.

That average couple is going to pay $214,000 in taxes into Medicare. They are going to get $635,000 in benefits. That difference there is the number one driver of U.S. debt. Political class, it is so dangerous to tell you the truth because it makes our core voters cranky.

It is not your fault. We as a society, we made a deal with all of us. These are earned benefits. We made a deal. You worked your 40 quarters for Social Security. You worked your time. You paid your taxes. You got to 65. That was the societal deal. But what this place didn't do is think about the cost of healthcare. We were so terrified to incentivize, to require, to encourage, to prod innovation, disruptions in cost. We committed a fraud here, and this fraud has gone on here for decades.

We tell you: ObamaCare, we are doing something on healthcare. ObamaCare was a finance bill. It is who had to pay taxes and who got subsidized. Our Republican bill, it was better. It fixed part of the actuarial curve problem, but it was still a finance bill. It is who had to pay and who got subsidized. Do you see the difference?

Medicare For All is a financing bill because we don't talk about what healthcare actually costs, and that is what we are going to end on, is I am going to give you some of the basic ideas of what we could do, the morality of disrupting the cost of healthcare. This is uncomfortable because I have done this at public meetings, and I get booed by my friends because a lot of people don't want to be told every dime of U.S. borrowing from today through the next 30 years—every dime—this is according to CBO and a bunch of the outside groups—every dime, interest, Medicare—and let's use the actuary, 2035—it is actually just the very beginning of 2035, and if there is one economic bump, it comes back down to 2033.

Instead of the 25 percent cut you were heading toward getting in Social Security, the fed gets paid out of the general fund, those three things are calculated to be 100 percent of the borrowing.

Here is the 2024 CBO long-term debt report that I know every Member of Congress here read, every line. When I started doing this presentation a few years ago, the long-term debt was $116 trillion. Remember, I just told you, it is interest and healthcare. And then, if we backfill Social Security, now it is $141 trillion.

As of March, when CBO did their long-term numbers, it is no longer $116 trillion. It is $141 trillion. And, if these interest rates stick around, which our economists say they are going to because we are still not at the historic norm—how many Members of Congress have gotten in front of you and told you the truth that 100 percent of borrowing from today through the next 30 years, the growth of it—the growth—interest, healthcare, if we backfill Social Security in 10 years, and now it is $141 trillion?

There is a way to make this work. Are you willing to adopt technology? Some of it is incredibly simple stuff.

I am going to do a slight non sequitur here, but I have done it over time because it is so easy to understand. We calculate—and there are multiple studies saying this—16 percent of all of U.S. healthcare is people that get sick or have a stroke or a heart attack, these things, because they didn't stay on—someone like me, can you imagine, who drinks 7 or 8 cups of coffee a day? I have hypertension. As long as I take my calcium inhibitor, I am not likely to have a stroke. If you are diabetic, if you follow your regimen, you should be fine, but 16 percent of people in U.S. healthcare are people that don't take or don't follow their regimen. That is $600 billion this year in healthcare costs.

Do you care about U.S. debt? Think about something crazy. You could actually just get a pill bottle for 99 cents that the cap beeps at you: Hey, did you take your statin? Did you take your hypertension medicine? It would cost 99 cents. You would be amazed. I have had that piece of legislation for years around here.

I could no more get a hearing here because, well, that is creative. Maybe the outside world likes having sick people because they make money off of them. That is incredibly cynical for me to say. How many revolutionary pieces of legislation do you see coming through here that are simple, easy to understand, and make huge differences in the cost of healthcare?

No, David, a pill bottle cap that beeps at me that might save us $100 billion, we can't do that. Why the hell not? It is almost immoral.

Look, I have done this before trying to show you that, over the next couple decades, it is actually Medicare that starts to consume approaching 7 percent of the entire economy, just that. You start to add in Social Security, that is going 5.9 percent. You start to understand, when you are starting to look at numbers of 13 percent, 14 percent of the entire economy is just those two programs. You are probably not going to change Social Security. That is an earned benefit.

You could change the cost of healthcare by introducing technology disruptions, other business models, if this place was willing to be just somewhat creative, maybe read some of the journals out there. We are going to talk about some of those disruptions to our economy.

□ 1830

Should I make you actually understand that in 2034, the deficits—the reason I have this chart is, I am trying to help folks understand how far we missed.

If you and I go back a year ago, at that point we were saying, we will have about a $1.3 trillion borrowing. Then it went up. It might be 1.6.

How do we get expected deficits where we are missing numbers this much? Understanding the economic effects of what it actually does to economic growth when the smart people we keep turning to over in the administration, even our own CBO, are missing these numbers by 100 percent, when a year or two later the debt numbers double.

Does that let you understand something? If the economy is decent—also what happened a week ago Friday, we went from running at a 2.8, 2.9 percent GDP to, oh, sorry, we were wrong. The first quarter was only 1.7.

There is something wrong in our data collection, and I don't know if it is the continued impacts of inflation making your life feel much heavier, much more stressed, but this stuff doesn't have to be terrifying. There are ways to attack it if you are willing to read, willing to be part of the action.

This chart has been around forever, and it just keeps getting uglier every time it gets updated. I am trying to help you understand current baseline debt with some of the policy changes and the higher interest rates. Remember, we are running substantially higher than this this year, but long-term baseline is going to start being just the borrowing. It will be 5, 6, 7 percent of the entire economy.

Long-run debt, if you go the 30-year window, debt starts to approach 32 percent of entire GDP. Do you think the bond markets are ever going to let us get anywhere near that? You tell me where on this line here we blow up.

It is not a crash. What it is is, you have got to turn on the printing presses. You start to inflate your way out. All your savings get devalued. Remember, I have done two or three presentations on this here. What is the biggest tax hike in modern history? You are living it. Understand, you are living it.

The last 3 years of the Biden administration because of the higher inflation, in my district, unless you right now make about 24 percent more today than you did the day the President took office, you are poorer if you live in the Phoenix-Scottsdale area.

If you are not making the 24 percent, you have the right to be cranky because that was a transfer of your wealth to the U.S. debt because we lowered the value of your purchasing power, but we now pay it back. We pay back the U.S. debt because the United States is the largest debtor in the world. We now pay it back with inflated dollars. It is a tax. Whether you understand it or not, inflation is a tax. Welcome to the biggest tax in modern history, and you just lived it.

Have you ever wondered why so many of our brothers and sisters on the left despise it when we talk about inflation? The answer: Because it worked for them.

It turns out when you have that inflation, the size of the debt as a percentage of GDP sort of flatlines a bit until the new higher interest rates come slamming into you, and that is where we are at now.

Let's do some optimistic stuff or semi-optimistic. I want us to think about how disruptive we can be if we actually read and if we think. I think my staff who made this one got a little carried away, but you do realize I think we just had the eighth OMB report that is saying the Pentagon is unauditable. They cannot audit it.

Do you really know your inventory? Do we know how many assets we have? It turns out we can't audit them. So why not do something crazy. How about this idea: We have multiple companies now that have designed artificial intelligence, AI audit crawlers that crawl through every asset list, every inventory list, every bookkeeping entry, everything. You could actually audit the Pentagon; you just have to use technology not a building full of people.

We have this as a piece of legislation. If it works, you could then unleash this type of technology on the fraudsters of Medicare, the durable medical equipment fraudsters, the billing fraudsters. How about all up and down government to find the waste and fraud?

The technology can do it. We and our army of auditors can't seem to do it. Can you believe I can't get a hearing on this? AI will audit the Pentagon. You would think this would be a no-brainer, but this place is terrified of the very technology that can save us.

Let's actually walk through a couple other ideas. How about if I came to you and said we could fast-track a drug, a vaccine—and for anyone that is actually watching and is curious, I want you right now to grab your favorite search engine on your phone and look up a fentanyl vaccine.

There is also one for cocaine, a cocaine vaccine. It turns out it is in trials right now where they figured out how to block the receptor. The cocaine one, because it is not a synthetic, the vaccine actually attaches to the protein. What is the morality in a society when you are approaching 100,000 of our brothers and sisters who die every year of synthetic opioid? What happens when law enforcement pulls over someone coming out of southern Arizona, and they have fentanyl tablets or powder shoved in their glove box and that law enforcement officer is exposed to it and has to slam Narcan into his system?

I am told in the Phoenix area we have one dead homeless person a day, almost always from fentanyl. Why isn't this moral? Why isn't the morality of this is if they are really heading toward this technology, let's fast-track it. Let's do an XPRIZE. Let's find some way to get it into our community and try it. Maybe it doesn't work.

There are all sorts of other ethical or moral applications. Does someone have to be in their right mind? Do they have to have sobered up to be able to make the decision to take something that keeps them from being able to have the receptors for the synthetic opioid. But let us embrace these things.

How many more people have to die? You think I am ever going to get a hearing on this? These are moral, but they are also great for the economy. How many people could come back into society, into the labor force, or actually mitigate their addiction? These are moral, and they are also great economics.

Let's actually walk through some of the other things going on that are wonderful, but we have to figure out here if we are going to do things to help finance it because it doesn't work right now.

Today, the very first patient here in D.C. began the process of having their sickle cell cured. Now, it is a rigorous process, but it is a cure for one of the most expensive diseases in this country. Once again, I argue and my team argues, the morality is in the cure, and it is also great economics. When you have a population that suffers a painful disease and there is a path to cure them now, because this has been FDA approved, and it is going into the first patient right now outside of the trials.

Let's actually walk through this. Right now there is a revolution happening in really smart labs all over America, where they are using AI to design the next generation of drugs. There is a great story from last week. I think it was WIRED magazine—if you want to geek out—saying that AI produced a small molecule drug that no one had ever thought of, and at least on the computer simulator, it has amazing efficacy.

Why wouldn't we promote or why wouldn't we work with the FDA, that is saying we have the ability to do the datasets much faster, bring these things to market faster, cure people faster? Or is the 1930s, 1940s FDA model what we are still going to stand behind?

A cancer vaccine, particularly one—we have already had the conversation about the one for melanoma. This one is more brain cancer. It is actually going into trials. How do we help these things come to market faster? It is moral and it also saves boatloads of cash.

I showed you healthcare costs which are our primary driver. Do we do what the troglodytes around here say, well, we will just cut reimbursements, or you can stand in the waiting line longer? Or do we do this: cure people?

We have about a half a dozen AI bills just for healthcare. The concept of bringing technology faster, using AI to find fraudsters, using AI for the back office, for example, you are a doctor's office or medical clinic using AI to say—it is called AI clean claims.

Instead of going through the rigmarole—boom—you just match up the insurance companies or the Medicare or the rules, and if they match—boom—it is paid. You just cut the staff. Yes, it does remove some people, but it also removes a hell of a lot of cost.

I talked to you about using AI to audit the Pentagon. The fact of the matter is, this is the MedPAC report from 3 weeks ago—and I know every Member of Congress read it, but there is one thing in here, when you go through it, that explodes at you and that basically says—it is falling apart because we have been using it so much—at the end of this decade, Medicare will be about 23 percent of every corporate tax dollar and personal tax dollar we collect. That is from 13 percent to 23 percent, and that is coming in just a few more years.

There is this term called a ''black swan.'' That is when something sneaks up on you, blows you up, and you weren't expecting it.

This is called a ''white swan.'' You know it is coming for you and you choose to do nothing about it.

I know I come behind this microphone every week, and I am almost mentally exhausted. Is anyone listening? There are solutions. Our problem is the clock is ticking. The on-ramp to bring those solutions to market, to actually have an effect on our debt and borrowing and economic growth, I think we only have 3, 4, 5 more years, but you have got to deal with the real numbers.

When this place borrows $8.5 billion a day and we will lose our minds over things that mathematically are rounding errors, when we have done things in this body that have made the bond markets nervous, when a single basis point—so 1 percent of interest has 100 basis points—a single basis point just this year cost us about $800 million.

I have watched us—sorry. I am not supposed to curse on the floor. I have watched us have debates where we say absolutely insane things and you can almost watch parts of the market saying: Nope. I think U.S. debt just got riskier because these people aren't serious about economic growth and stability.

Mr. Speaker, there are ways to make this work. Is anyone listening?

Mr. Speaker, I yield back the balance of my time.

MONEY DOESN'T GROW ON TREES

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the Chair recognizes the gentleman from Texas (Mr. ROY) for 30 minutes.

Mr. ROY. Mr. Speaker, as usual, I appreciate my friend from Arizona, who is, if nothing else, dogged in his determination and consistent in making clear to the American people the problem that we face on our overall spending, including mandatory.

Specifically mandatory, as we refer to it, this broad basket of things that we have committed to do that is consuming our budget ever more every single year. It is an important point and one that we don't discuss enough as a body on what we should do about it.

The gentleman's point is precisely correct about the nature of the problem, the seriousness of the problem. When we are sitting here right now and we are roughly—I am going to use ballpark numbers—bringing in $4 trillion of revenue, but we are spending about $6 trillion, pushing $7 trillion—he is right—it depends on what we are talking about in terms of the accounting.

Basically, what you are saying is, you are printing money to fund effectively all of our discretionary budget and then some.

□ 1845

What I mean by that is, you are printing money to fund defense, the operation of the government, the Department of Justice, the Department of Homeland Security, all the things that you touch and feel and see because the $4 trillion is going to fund Medicare, Social Security, food stamps, veterans benefits that are mandatory, plus interest. There you are. You have used up all of your revenue.

The problem is, nobody in this town wants to do anything about it. My Democratic colleagues will hide behind ''you must increase taxes.'' My Republican colleagues will do nothing to actually limit spending in any meaningful way. They will just talk about ultimately needing to deal with mandatory spending one day and not do anything to deal with the spending issues now.

Where I depart from my friend from Arizona, respectfully, who is no longer on the floor—maybe not depart. Where I want to be more clear is the questions when we have debates on the floor of the House about spending items in what we call discretionary. That is the stuff that we can touch, the accounts, the Department of Defense, some of these issues.

My issue with that is less about mounting debt, although it is a part of it. It is that you are funding the demise of our prosperity. You are funding the bureaucrats who are at war with us. You are funding that which is undermining our ability to create economic growth and live freely to get out from under that financial morass.

In other words, you are not really going to address the debt problem by saving $5 billion on some small item, but what you are going to do is you are going to stop the interference with the American people.

Let me give you some examples. If you are a hardworking American out there and have a family of four, and you are a plumber in San Marcos, Texas, which I represent part of, you are just trying to go about doing your job. You need a pickup truck. You need to put all of your stuff in it. You need to be able to drive around. We are making that pickup truck impossible to afford.

We are making it literally impossible to afford. We are putting all of these requirements and demands on the vehicles. We are going to make it where you have to have electric vehicles, with the tailpipe rules and mandates. They are piling up on lots. They are getting more expensive.

If you want to go get your windshield replaced, it is like $1,500 now. It used to be $200 or $300. Why? We have all sorts of mandates and requirements and gadgets in the windshield.

Now, they are going to mandate vehicles that have automatic braking.

Every time you do that, you make this stuff more expensive. The market should bear that out. The market should sort that out. If you want a vehicle that has automatic braking, great. Pay for it. The vast majority of Americans will say: No, I can't afford that. I just want a simple car.

We are killing the ability of the average family to afford life. It matters. This is the problem.

In the House of Representatives, what we have become is the house of perpetuating corporate cronyism and the enrichment of a handful of folks at the expense of hardworking American families.

Then, I will have some of my colleagues who will throw out these random statements like: We should read the philosophers and conservatives of the past who were the traditionalists and rational in what they believed about limited government, not the radical populists of today.

I think that misses the entire point. It is not populist to believe we should stop spending money we don't have, driving up inflation, driving down the value of the dollar, and putting a tax on the hardworking American family. It is not populist to say that we shouldn't regulate our entire lives out

of existence with expensive vehicles and all sorts of demands on what you can and can't do, which makes things more expensive, or all of the green climate agenda that is empowering China, undermining our ability to have affordable energy.

That is not populism. It is not populism to say that maybe, just maybe, if you are going to send $95 billion overseas to fund war, maybe you should have to pay for that. That is not populist. It is rational. You can question the war. You could say that we should be focusing on America first, securing our borders first.

Maybe you could say that is populist. I think it is rational. It is sovereignty. The Founders, and importantly the conservative thought leaders of the 20th century, like Russell Kirk, believe that you actually do have to have institutions, but you believe in sovereignty and the rule of law. You believe that there are supposed to be limits, limits to what you do in feeding your appetite.

What are our limits? I am sitting here in an empty Chamber, but to my friend who is serving as the Speaker at the moment, what are our limits? What limits are we placing on this place?

To my friends who voted for continuing wars around the world, $95 billion, who paid for it? Your grandkids, your kids, you. You paid for it by printing money. We did not pay for it. We printed money to give it away—the same thing with the first $113 billion for Ukraine, the same thing for virtually everything we are doing.

I have had some supporters, particularly ones of financial means, who have called and said: CHIP, why did you abandon the people of Ukraine? We must stop Putin.

I said: Great. Are you interested in having a 70 percent marginal tax rate next year to pay for it?

There were crickets on the other end of the phone.

We have lost perspective on what we are supposed to do here responsibly in this Chamber. That is the truth.

While we sit here and move a few bills across the floor, and while we just passed a massive, unpaid-for foreign aid package that funds both sides of the war in Israel—it gives $9 billion used by Hamas, used to have Palestinian refugees moving to the United States, funding both sides of that conflict, while we fund Ukraine, where we have no clear mission, no evidence that we can produce enough ammo fast enough to be able to help them when they are getting out-shelled no matter what and they are running out of men, even if you accept that all of that might result in some improvement, we are funding all of that.

We just voted on all of that. We just voted on an anti-Semitism resolution, which codifies thought-speech, so we can pat ourselves on the back and say: Look at what we did. Look what we did.

People feel good about it, but you didn't do a damn thing. In fact, you made things worse because you just empowered the Federal Government to go after thought-speech.

We do all of that. Right after, what did we do? We passed a massive omnibus spending bill, $1.7 trillion in two omnibus packages. We funded $200 billion for a new FBI headquarters, an FBI that is out of control.

We do all of these things, and what is happening in the meantime? What is happening right now? What is happening right now is that our borders are wide open.

The people in Texas are still feeling it every single day. We are dealing with the reality of roughly 1,000 to 1,600 people a day being paroled into the United States.

Nobody out there in the real world knows what that means. It means that there is a provision in the law supposedly there for a case-by-case basis to help a few people. The Biden administration is blatantly, unlawfully, illegally using that provision to expand it and dump literally 1,000 to 1,600 people a day. We believe 400,000 over the last year, according to the reports that we have, were dumped into the United States under what is called parole.

Guess what? How did Laken Riley's killer get into the United States? Parole.

There have been dozens of examples of individuals who were paroled into the United States under the Biden administration's policies who have gone on to kill, assault, and harm and undermine the security of Americans.

Think about that. That is what is happening right now, allegedly, on our watch. The fact is, we could have done something about it. A year ago this Saturday, Republicans passed what we call H.R. 2, which is the bill number for border security. It was a strong bill that would have closed the ability of the Biden administration to abuse parole. It would have closed their ability to abuse asylum. It would have ended the abuse of the unaccompanied alien children, using them as essentially a hall pass to get into the United States.

It would have fundamentally ended the Biden administration's abuse of law to dump people into the United States to the tune of something like 4½ million people who have been released into the United States under the Biden administration.

We did that. Republicans did that, and we did that after conservatives worked hard and worked with the Speaker to force this body of Republicans to walk away from the amnesty-driven, Chamber of Commerce-driven failure of the last two decades and pass a strong border security measure.

That bill is sitting over in the Senate, where Senate Democrats refuse to move it while they hide behind a sham piece of legislation, which would not secure the border of the United States, so they can try to blame Republicans in an election year.

What Republicans have failed to do is use the leverage of the power of the purse to force our Democratic colleagues in the Senate and the Biden administration to come to the table and deal with the border crisis, despite the rhetoric of our own leadership saying that we would do that.

We have fully funded the government at debt-increasing levels, busting the caps that were put into law. We are funding the government that is abusing our borders and dumping people into the United States unlawfully, paying off student loans unlawfully to the tune of $700 billion to $1.4 trillion. Meanwhile, we are racking up $34½ trillion in debt, barreling toward $35 trillion, with a trillion dollars every 3 months, with more interest than we pay for national defense, almost a trillion dollars in interest, barreling toward $2 trillion to $3 trillion of interest. Meanwhile, the number of retirees is growing, demands on Medicare are growing, and costs—the prices—of healthcare are going up.

That is all happening right now in real time. What are we doing about it?

This is a question that I want to ask my Republican colleagues: If the American people look at our Democratic colleagues and say: Man, that is insanity. We can't do that. That is crazy stuff. They want to have all sorts of woke policies and DEI. They want to let criminals out. They want wide-open borders. They want to keep spending gobs of money. They want to undermine our Western civilization, our way of life. Man, that is crazy. I don't want that.

They say: Well, we have to turn to Republicans. Let's vote for Republicans.

Let's say that happens. Let's say we are fortunate enough for that to happen with large enough numbers that we win the majority of the House, the majority of the Senate, and the White House, what are we going to do? I will bet you a significant amount that you will hear excuses out of this Chamber by Republicans in January, with a newly minted majority here, in the Senate, and in the White House, saying the following: CHIP, we don't have 60 votes in the Senate. What you want can't be done. CHIP, we have divisions in our own Conference, our own Republican majority. We can't pass everything you want to pass and then get it to the Senate and send it to the President. We are going to have to send over this compromise.

It has been happening for decades. The reason our borders are wide open—it didn't just materialize one day that Joe Biden just woke up and decided to open them up. It has been decades in the making with support from Republicans because they were too much in the pocket of the Chamber of Commerce. They were sitting down in the Rio Grande with a ''No Trespassing'' sign, and then over here with a sign saying: ''Help Wanted.'' Wink, wink, come on in. We don't care about the border.

That was happening. I know because I saw it. I saw it as a Texan. I saw it as

an American. I saw it as a staffer on the Senate Judiciary Committee, as a chief of staff for TED CRUZ. I saw the amnesty bills. I saw the desire to have cheap labor at the expense of sovereignty.

□ 1900

Let's talk for a minute about that cheap labor. I keep hearing from all of my colleagues—on both sides of the aisle, frankly—how important it is for us to continue to have a flow of people across our border, legal or illegal, because, quote, we need the workers.

Have you looked at what is happening to jobs? The jobs for Americans, American-born workers, post-COVID is flat or down. The actual engagement in the workforce is flat or down. Yes, there is growth from migrants to try to catch up on the number, but what we are doing is we are paying people not to work. We are paying kids to sit in their room, basement, whatever, playing Fortnite, kids in their twenties. We have low workforce participation from American citizens and workers while we try to then bring people in who, by the way, then use the social welfare state, who then have massive demands on the education system. How do I know that? I live in Texas. I see the schools. I see the rolls.

Tomorrow in the Budget Committee we are going to have a hearing on the cost and the impact of illegal immigration. Kinney County, Texas, just a little bit southwest of San Antonio, which I represent, we will have a witness here tomorrow from Kinney County walking us through roughly these numbers: The crime that they were dealing with in 2021, pre-Biden, was about 140 something crimes a year that they had to deal with. They are now at 15,000. Now, that is a lot of criminal trespass that Operation Lone Star and the State Department of Public Safety are trying to work to manage, but that is what they are dealing with. That is what they are dealing with in their court systems.

I can sit here and walk you through—we will have a hearing tomorrow; I won't do it here—the impact on the schools, the hospitals, all of the social services. Anybody who does a legitimate analysis of all of those costs compared to the taxes, sales taxes, which so many of my colleagues hang their hat on and say this is causing economic activity and they are paying taxes.

Yes, there is some of that, but we have created the welfare state which Milton Friedman famously said: I am all for open borders if you get rid of the welfare state. Now, that was pre-9/11. Let's say you have security, you vet everybody, you know who is coming here, do they want to harm us, or they are just hardworking people, they want to achieve the American Dream?

If you have a zero welfare state, I would say: Come on. I don't care where you are from, I don't care what you look like, come on. If you are coming to America and you are making your way and you are going to work hard, then you are going to follow our values and our principles, regardless of your background, regardless of your religion, because you are going to believe in the rule of law, you are going to believe in economic prosperity, you are going to believe in free enterprise and capitalism, you are most likely going to believe in God and everything that made this country great because you are coming here seeking the American Dream.

However, we are turning the American Dream upside-down. We are destroying that which migrants come to this country to achieve when they come here, they believe in this country, believe in the rule of law because that is what the American Dream is built around, and we are completely destroying it. That is the truth.

It is happening right now while we sit here and fiddle while America burns. I am going to say it over and over and over again until at least my Republican colleagues, who try to pretend to give a crap about the border, actually do something about it.

How many campaign ads, how many speeches are going to be given by my Republican colleagues between now and November about what they will do to secure the border? What are they doing right now? Shrugging. Sorry; can't do anything. It is Biden. What are we going to do?

How many more Americans are going to die while we shrug? Well, thank God the Founders didn't shrug. Thank God the men at Lexington and Concord didn't just shrug and say: Oh, well, I guess there is a tyrant. Thank God the boys at Normandy didn't shrug, and say: Why the hell are we across the ocean and we have to go take out this crazy guy Hitler? Thank God they didn't. Thank God the boys at the Alamo didn't shrug. We are shrugging it off, though. We are pretending it is not happening.

Is anybody paying attention to what is happening in London? Am I going to say it here on the floor of the House and get the scorn of people when I say: You have got a massive Muslim takeover of the United Kingdom going on right before our eyes? They would say: Well, CHIP, what is wrong with that? Well, I have got some pretty strong concerns about Sharia law and whether that will be forced upon the American people. In this case the people of the United Kingdom. I have got pretty strong concerns about people who want to see Israel's destruction, who were happy about October 7, who were elected in the United Kingdom. Some might say that we have seen that here in the United States.

What are we going to do about that? We have 51½ million people who are foreign born in the United States. They have about 20 to 25 million kids. That puts it at well over 20-some percent of our population. It is the highest such number in the history of our country.

People say: Well, isn't that great?

Is it? Are we teaching people about Western civilization? Are we teaching people about the Constitution, the Bill of Rights, the rule of law? Are we teaching them Western values? Are we teaching them God exists? Are we teaching them the importance of freedom or are we teaching an entire generation—or two or three—to run around complaining about what is wrong and why the entire world is against them because of their skin color, their sex, their supposed gender identity, whatever the hell category we create to make people have an excuse for not just stepping up and achieving the American Dream?

That is what we are doing. Our borders are wide open. People go: Well, I know it is bad. It is bad, CHIP, but what do we do about it?

Stop it. Like actually stop it. We literally just gave away every ounce of leverage we had. Why? To fund Ukraine. Unpaid for, with no clear mission. We said: Who cares about America's borders? Sorry, CHIP, we couldn't get it done. I have got to go back to the people of Texas, and say: Well, sorry, we will get 'em next time.

Look, nobody I know—Conservative, moderate, Democrat—nobody comes here expecting to get everything they want. It is a body of Representatives. It is the worst form of government except for all the others. I get it, but I am sick and tired of watching this play play out the same way every single time. The American people get screwed and get left holding the bag. That is the truth.

Every single hardworking family across this country right now who can't afford groceries, can't afford electricity, can't afford to buy a car, can't send their kid to a school that they can believe will teach them the right thing, teach them God exists, teach them their country is great, even just teach them that there is man and woman. No, none of that.

We are funding this radical climate agenda that is destroying our ability to have energy right now. You are not going to have an internal combustion engine in 10 years because these radical nuts are killing your ability to do it. Republicans are sitting back and shrugging, patting ourselves on the back for increasing mining for rare earth minerals in Minnesota or around this country rather than fully opening up American oil and gas, building American nuclear power. It is absurd. It is ridiculous.

The average American right now is wondering whether or not they can actually achieve the American Dream. I want to know whether my colleagues in this Chamber, Democrat or Republican, would come to the microphone and give a rip-roaring speech right now about why every American should believe they are going to be able to achieve the American Dream, because I will tell you right now, unless we lead, unless we take this moment to reverse

the direction we are headed, change trajectory, massively shift the direction of our country, then our kids and our grandkids will not be able to achieve the American Dream. They won't.

Well, CHIP, how does that sell? What I am selling is a duty to fight. What I am selling is a duty to go fight to make sure those American kids and grandkids can achieve the American Dream. Fight for sovereignty, fight for citizenship, introduce legislation to demand that citizens only vote, to stand up and fight for the opportunity to go carry out your life because you can afford to do it because you have gotten rid of all the regulations that are constraining the hardworking American.

Go get rid of the corporate cronyism enriching the insurance companies, enriching all the big corporations across this country, hospitals and pharma, and strip it away. Get rid of the middlemen and empower doctors and patients and get all that crap out of the way so people can actually go get healthcare. Do that.

Cut the government bureaucracy. Get rid of the bureaucrats. Get rid of DEI. Get rid of critical race theory. Go to war with the bureaucrats, metaphorically, to stop destroying the American Dream. Don't just sit here and come here and give speeches about some basketball team that won the national championship, then go home and say: Look at me, I gave a speech about the basketball championship. Who cares? Their parents can't afford to live.

We have a duty in the people's House to do something. The iceberg is right in front us. My friend, Mr. SCHWEIKERT, just explained it. We are massively upside-down. We are bleeding out of every pore of our body in terms of money and debt. Our borders are wide open. We are increasingly unchurched. Our schools are indoctrinating our kids. Our universities are indoctrination camps. They are essentially daycares for elitists, and we just forgave their debts, their student loans.

Every hardworking American out there deserves a Representative who represents them. Democrat or Republican, Conservative, moderate, Liberal, why are you here? What is the point? Why get elected? Why get an election certificate?

The point is, stand up in defense of the rule of law and the Constitution. If you say you believe in limited government, limit it. If you say you believe in cutting spending, cut it. If you say you believe in securing the border, secure it. If you say you believe in peace through strength, then stop sending our military and our money into endless conflict and instead build a strong military here, sparingly used, make sure our men and women have the care they need when they get home, and send a message around the world that when we use force, it will be used quickly and massively.

This is what the people I represent want. They don't want any more of these feel-good bills because some organization declares ''a week.'' It happens all the time. Teacher week, got to do a teacher bill; cop week, got to do a cop bill. None of that is going to make this country freer or stronger or more secure.

We took an oath to the Constitution. I don't want any more excuses about well, CHIP, this only offends the Commerce Clause a little bit. This one is better than that other version. Stop doing it. Go the other direction.

Stop selling watered-down Democrat-light, and go inspire the American people with something better so that the kids of this generation can get their lives out of these phones and get their lives out of the despair of wondering whether they are going to be able to have the American Dream and give them hope that if they go out and they work and work hard and they save money, they are going to be able to buy a house, have a family, they are going to get healthcare because they worked hard and they were able to do it. That is why migrants come here.

Stop paying people not to work. Stop the endless nonsense and drivel that comes out of this body in the name of doing something and, instead, stand up and fight for the American people. Don't give lip service on June 6 because it is the 80th anniversary of what those boys did when they walked into a wall of bullets. Stand up and do a fraction of what they did by having the nerve to vote ''no'' on something, even though somebody might tweet something mean about it.

Mr. Speaker, I yield back the balance of my time.

□ 1915

PROTESTS AT UNIVERSITIES

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the Chair recognizes the gentleman from California (Mr. KILEY) for 30 minutes.

Mr. KILEY. Mr. Speaker, I rise to present a resolution that I am introducing in this House and that I hope will receive prompt passage and bipartisan support.

The resolution reads as follows:

Whereas, in recent weeks, tent encampments have spread at universities across the country. These encampments are illegal and in violation of university policies.

They have become rife with anti-Semitic threats and acts of violence, harassment, and other disruptive behavior.

Some universities have responded by evenhandedly enforcing the law and clearing the encampments. They have emphasized the rights of students to protest and express their opinions in innumerable ways while making it clear that acts in violation of the law or university rules will not be tolerated.

Other universities have decided to ignore the law and ignore their own policies, allowing encampments and other illegal activity associated with them to grow unchecked for weeks.

Encampments have made demands of universities such as divesting from companies tied to Israel, cutting ties with Hillel campus programs, and ending study abroad programs to Israel.

Some of these universities have even negotiated with those in the encampments and agreed to their demands around changes in university policy, including Northwestern University, UC Riverside, Brown, Rutgers, Johns Hopkins, and the University of Minnesota.

Still, others have canceled classes, moved to online meetings, or canceled graduation ceremonies, and that includes Columbia, UCLA, UC San Diego, and Emory University.

These encampments and the criminal behavior connected to them, such as threats or acts of violence, blocking or occupying buildings, genuine harassment, or other disruptive behavior, are not protected by the First Amendment.

To the contrary, they disrupt the operation of the university and the academic freedom and speech rights of other students.

Free speech on campus means universities should encourage free and open expression in speech, writing, listening, challenging, and learning while never shielding students from ideas the university disagrees with or limiting expression on the basis of content.

It does not mean universities should tolerate the promotion of violence, the destruction of property, the obstruction of students' freedom of movement, harassment, vandalism, or other unlawful acts.

Resolved, the House finds canceling classes and commencement in response to unlawful encampments is unacceptable and unfair to the majority of students.

The House condemns any negotiation where a university changes its policy in response to the demands of those engaged in unlawful activity on campus.

The House condemns any concessions made by universities based on demands from those participating in unlawful encampments, including ending study abroad programs to Israel, cutting ties with Hillel, and divesting from companies associated with Israel.

The House calls on universities across the country to work with local law enforcement to immediately clear tent encampments from university property and restore safe learning environments on their campuses, and further resolves that noncompliant students, faculty, or staff be subject to appropriate consequences.

Mr. Speaker, I am hopeful that we can come together and pass this resolution, and it can set the right tone for universities across the country because by this point, it is clear as day that the wrong approach is to allow illegal encampments to exist on campus and then to keep growing, growing, and growing as we have seen at UCLA, at USC, and at Columbia. That only

makes the problem more unmanageable. It only causes things to spiral out of control.

The universities that have taken the right approach have said you, as a student, are fully protected under the First Amendment to express yourself on any topic with any opinion you would like in countless different ways.

You are free to do that on our campus, but what you are not free to do is to set up structures on campus, to impede other students, or to engage in threats or acts of violence and other unlawful disruptive conduct that we have been seeing on these campuses.

I am hoping that this resolution will point in the right direction those universities who have been approaching this problem in the wrong way to the detriment of their students.

Now, perhaps the only thing more disgraceful than these illegal pro-Hamas encampments is the way that these universities have catered to them.

Perhaps even more disgraceful than that is the way that some politicians have, the way that some political leaders have remained silent or have refused to condemn things that are so morally clear or have equivocated on the clearest of moral questions.

While President Biden did come out and make a strong statement today, up to this point, his response has been manifestly inadequate.

The Governor of my State, Governor Newsom, in California, has had next to nothing to say about it, even though some of the worst situations are on California campuses.

Just today, the Secretary of Education, Miguel Cardona, testified before our committee, the Education and the Workforce Committee.

Now, Mr. Cardona came into this hearing with a troubling record. For example, he recently refused to say whether chants of ''From the River to the Sea'' are anti-Semitic.

At today's hearing, I asked him some basic questions. I asked him if he would condemn the illegal tent encampments on university campuses. Secretary Cardona refused to do so.

I asked him if he would condemn faculty members who interfere with the attempts of law enforcement to clear out these encampments and enforce the law. Secretary Cardona refused to condemn them.

I asked him if he would condemn calls to divest from Israel. Secretary Cardona refused to do so. Perhaps most incredibly, I asked the Secretary several times, Secretary Cardona: Will you condemn calls for universities to cut ties with Hillel? As, for example, the organization Students for Justice in Palestine recently did at UC Santa Cruz.

I asked him again and again: Secretary Cardona, will you condemn calls to cut ties with Hillel? And Secretary Cardona refused to do so.

Why is this so hard? Hillel is a center for Jewish community and campus life on campuses all across the country.

Secretary Cardona is unwilling to condemn those who say universities should cut ties with these organizations? Secretary Cardona is unwilling to condemn these overtly anti-Semitic statements?

Given what the President said today, if we are to take seriously his statements condemning what is happening on our university campuses, we need to ask the question whether we can take that commitment seriously so long as Miguel Cardona remains his Secretary of Education.

FUNDING CUTS FOR CHARTER SCHOOLS

Mr. KILEY. Mr. Speaker, I rise today in strong opposition to this administration's proposal to cut funding for the charter school program.

This is an incredibly important program for many charter schools across the country in allowing them to start up and offer an option to students in communities across the United States.

Now, prior to this year, this administration's support for charter schools has been tepid at best. Funding for the charter school program has remained flat as funding for various other parts of the education budget has increased substantially.

Yet, this year, the administration went a step further. Its proposed budget for the Department of Education proposes a $40 million cut to the charter school program from $440 million to $400 million.

Now, Secretary Cardona was asked about this at today's hearing, and he explained: Well, the Fiscal Responsibility Act requires us to make budget cuts—so he decided to go after charter schools.

Mr. Speaker, that makes no sense whatsoever. The Department is asking for a significant increase in its budget this year, a $3.7 billion increase, so that its overall discretionary budget is $82.5 billion.

They are asking for a $3.7 billion funding increase while cutting funding for the charter school program by $40 million.

Mr. Speaker, I am in strong opposition to these cuts. I hope that this House will push back on them in a bipartisan manner because the reality is that charter schools across the country have made tremendous progress in closing achievement gaps and expanding the options that are available to parents.

In fact, a recent study out of Stanford validated the work that charter schools have done and the results that they have gotten in closing achievement gaps that have persisted in other parts of our public education system.

The reality is that there are far too many communities in this country, particularly in my State of California, where schools simply are not getting the job done. There are communities where the neighborhood school—that young people, that kids are assigned to—does not teach them to the read in the way that it should, does not teach them math in the way that it should, leaving them ill prepared for success in life.

In many of these communities you have charters like Kipp Academy and many others that have started up and have done things differently. These are charters that have had high expectations, that have made significant gains, that have gotten kids reading above grade level and outperforming their peers at other schools in math. These charters are putting them on a path of future opportunity and success in life, but that is exactly what this proposal from this administration is going to cut funding for.

It should also be noted that even in communities that have good public schools—like in my district, we have a number of truly outstanding traditional public schools—charter schools are still of value.

We have a number of terrific charter schools as well, and they might be right for some families but not for others.

The entire point is that not every student is the same, not every family is the same. By allowing a variety of options, some of which might have different focuses or a different approach to pedagogy or options that might offer immersion education or a focus on career technical education, this empowers parents to make the choice that is right for their child and their family.

I find it completely unacceptable that this administration is withdrawing support for charter schools.

I also find it unacceptable that my State of California has taken a number of steps in recent years to make it more difficult to start up, to operate, and to renew charter schools.

What we need to do is look to the success that many charters have had and to draw lessons that we can then use to improve public education across this country so that every child in America has access to a quality education as they deserve.

OPPOSING THE INCREASE IN THE GAS TAX

Mr. KILEY. Mr. Speaker, I rise in strong opposition to a forthcoming increase in the gas tax in California. It almost defies belief, but California's gas tax is about to increase yet again, reaching $0.60 per gallon.

Now, the State already has the highest gas tax in the country and by far the highest gas prices. As of today, Californians pay $1.70 more per gallon for gas than the national average and $0.53 more per gallon than the next closest State.

I will say that again: We pay $0.53 more per gallon than the State with the second-highest gas prices. Even if you were actually to eliminate the entire gas tax in California, $0.60 per gallon, we would still have the second-highest gas prices in the entire country.

I am calling on Governor Newsom and the legislature to act to make sure that this gas tax increase does not go into effect.

Californians are already suffering under inflation and the price of groceries and the price of electricity as

well, which is the second highest of any State in the country. The last thing they need is another increase to the gas tax.

I am calling on State lawmakers to stop this gas tax increase. As a matter of fact, what they should really do is suspend the gas tax entirely.

It wouldn't bring prices down to a reasonable level, but it would provide folks throughout our State with relief that they very much need.

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RECOGNIZING SERGEANT MAJOR DOUGLAS POWER

Mr. KILEY. Mr. Speaker, I would like to now recognize a few outstanding individuals and organizations within my district.

Mr. Speaker, I rise to recognize retiring Sergeant Major Douglas Power for his distinguished service with the United States Marine Corps, most recently as the government and external affairs officer for the Marine Corps Mountain Warfare Training Center in Bridgeport, California.

Doug entered the Marine Corps Reserve in August 1980 and went on to graduate from boot camp and transfer to Active Duty in 1985.

After first transferring overseas in 1987, his deployments to various locations, including Korea, Kuwait, and Iraq, underscored his commitment to defending our country.

Throughout his more than three decades of military service, Sergeant Major Power displayed an unwavering dedication to service and leadership.

Deservingly, he was awarded multiple decorations and medals, demonstrating the legacy of honor and sacrifice that he established.

He retired from military service in 2012, at which time he began his new career as the government and external affairs officer at the training center.

After 12 years of faithful dedication to civic service and community engagement, he retired from that role this year, on April 30, 2024.

I am proud to represent outstanding servicemembers like Sergeant Major Power in Congress. I thank him for his service to our district and our country.

Therefore, on behalf of the United States House of Representatives, I am honored to recognize Sergeant Major Douglas Power for his heroic and valuable service to our country and community, and I wish him the best in his retirement.

RECOGNIZING STACEY SIMON

Mr. KILEY. Mr. Speaker, I wish to recognize retiring County Counsel Stacey Simon for her 25 years of service to Mono County.

Stacey has served the people of Mono County for more than two decades, most recently as county counsel, and never wavered from her goal of making the county a better place.

Throughout Stacey's tenure, she not only skillfully handled the routine business of the county but also guided Mono through various complex problems and challenges, including the uncertainties of COVID–19.

Additionally, she played an instrumental role in many local projects, most notably the construction of the Lee Vining Community Center and preschool program, the county's solid waste franchise system, implementation of HIPAA, housing developments, and much more.

Mr. Speaker, it looks like we had an issue with our graphic, so I am going to start over.

Mr. Speaker, I wish to recognize retiring County Counsel Stacey Simon for her 25 years of service to Mono County.

Stacey has served the people of Mono County for more than two decades, most recently as county counsel, and never wavered from her goal of making the county a better place.

Throughout Stacey's tenure, she not only skillfully handled the routine business of the county but also guided the county through various complex problems and challenges, including the uncertainties of COVID–19.

Additionally, she played an instrumental role in many local projects, most notably the construction of the Lee Vining Community Center and preschool program, the county's solid waste franchise system, implementation of HIPAA, housing developments, and much more.

No matter the obstacle, Stacey has been a model of positive leadership as she has helped the county weather every crisis, hardship, or transition it faced.

Stacey is known for her incredible depth of knowledge, curiosity, and tenacity, as well as for demonstrating the utmost care and concern for her clients and county staff.

Therefore, on behalf of the United States House of Representatives, I am honored to recognize Stacey Simon for the dedicated leadership and years of service she provided to the people of Mono County, and I proudly join Mono County in wishing her the very best in her retirement.

RECOGNIZING ALPINE WATERSHED GROUP

Mr. KILEY. Mr. Speaker, I would like to take a moment to recognize the Alpine Watershed Group for receiving the 2022 Forest Service Volunteers Program Citizen Stewardship and Partnerships Award.

The Alpine Watershed Group is a community-based nonprofit organization in my district that is dedicated to conducting essential water quality monitoring, habitat restoration, and education programs throughout Alpine County.

Over the span of more than two decades, the Alpine Watershed Group has been an instrumental partner to the Humboldt-Toiyabe National Forest and the United States Forest Service.

In 2022 alone, the Alpine Watershed Group planned and recruited for multiple volunteer events in the forest, including large watershed and forest restoration projects, trash and roadside cleanups, tree planting, and watershed monitoring.

Due to the help of their volunteers at the annual Creek Day event, 72 bags of trash were removed, amounting to more than 500 pounds; 25 bags of invasive weeds were removed; 102 willow stakes were installed; 600 feet of fence in Hope Valley were removed; and a beaver dam analogue in Faith Valley was constructed.

In addition to these efforts, the group provides continual outreach and environmental education programs that support the United States Forest Service's mission to care for the land and serve the people. Their devoted efforts have made an indelible impact on our national forests, local watersheds, and the Alpine County community.

Therefore, on behalf of the United States House of Representatives, I am honored to recognize the Alpine Watershed Group for this outstanding accomplishment and commend them for their significant contributions and dedication to promoting the sustainability of our Nation's natural resources.

CELEBRATING SOROPTIMIST INTERNATIONAL OF LOOMIS BASIN'S 50TH ANNIVERSARY

Mr. KILEY. Mr. Speaker, I wish to mark and celebrate the 50-year anniversary of the Soroptimist International of Loomis Basin club.

Over the span of five decades, they have made a significant contribution in the Loomis community and Sacramento region by investing in the development of women of all ages and fostering a passion to make both our local and international communities a better place.

The Loomis chapter of Soroptimist International was founded 1974 with the mission to provide women and girls with the access to education and training they need to achieve economic empowerment.

In addition to hosting and participating in many local events, they provide scholarships and grants for women to improve their economic status while honing valuable skills to further their education and help with employment opportunities.

Their dedicated efforts have made a meaningful difference in the lives of women and girls, and it is an honor to represent exemplary organizations like the Soroptimist International of Loomis Basin here in Congress.

Therefore, on behalf of the United States House of Representatives, I am honored to recognize the Loomis Basin Soroptimists and their 50 years of dedication to the women of our community.

RECOGNIZING SERGEANT MAJOR DOUGLAS POWER

Mr. KILEY. Mr. Speaker, we are recognizing Sergeant Major Douglas Power again so we have the appropriate accompanying graphic.

Mr. Speaker, I wish to recognize retiring Sergeant Major Douglas Power for his distinguished service with the United States Marine Corps, most recently as the government and external

affairs officer for the Marine Corps Mountain Warfare Training Center in Bridgeport, California.

Doug entered the Marine Corps Reserve in August 1980 and went on to graduate from boot camp and transfer to Active Duty in 1985.

After first transferring overseas in 1987, his deployments to various locations, including Korea, Kuwait, and Iraq, underscored his commitment to defending our country.

Throughout his more than three decades of military service, Sergeant Major Power displayed an unwavering dedication to service and leadership.

Deservingly, he was awarded multiple decorations and medals, demonstrating the legacy of honor and sacrifice he established.

He retired from military service in 2012, at which time he began his new career as the government and external affairs officer at the training center.

After 12 years of faithful dedication to civic service and community engagement, he retired from that role this year, on April 30, 2024.

I am proud to represent outstanding servicemembers like Sergeant Major Power in Congress. On behalf of the United States House of Representatives, it is my honor to recognize him for his distinguished service to our community and our country.

Mr. Speaker, I yield back the balance of my time.

ADJOURNMENT

Mr. KILEY. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 7 o'clock and 39 minutes p.m.), under its previous order, the House adjourned until tomorrow, Wednesday, May 8, 2024, at 10 a.m. for morning-hour debate.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC–4063. A letter from the Director, Office of Legislative Affairs, Federal Deposit Insurance Corporation, transmitting the Corporation's interim final rule — Community Reinvestment Act; Supplemental Rule (RIN: 3064-AG03) received April 24, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Financial Services.

EC–4064. A letter from the Deputy Director of Congressional Affairs, Bureau of Industry and Security, Department of Commerce, transmitting the Department's final rule — Export Control Measures Under the Export Administration Regulations (EAR) to Address Iranian Aggression Against Israel and Military Support for Russia [Docket No.: 240417-0112] (RIN: 0694-AJ61) received April 24, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Foreign Affairs.

EC–4065. A letter from the Deputy Director of Congressional Affairs, Bureau of Industry and Security, Department of Commerce, transmitting the Department's interim final rule — Revision of Firearms License Requirements [Docket No.: 240419-0113] (RIN: 0694-AJ46) 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 Foreign Affairs.

EC–4066. A letter from the Director, Office of Management and Budget, transmitting the Office's memorandum — Advancing Governance, Innovation, and Risk Management for Agency Use of Artificial Intelligence [M-24-10] 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 Oversight and Accountability.

EC–4067. A letter from the Administrator, Office of Information and Regulatory Affairs, Office of Management and Budget, transmitting the Office's notice of decision — Revisions to OMB's Statistical Policy Directive No. 15: Standards for Maintaining, Collecting, and Presenting Federal Data on Race and Ethnicity [2024-06469] 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 Oversight and Accountability.

EC–4068. A letter from the Director, Workforce Policy and Innovation, Office of Personnel Management, transmitting the Office's final rule — Pathways Programs [Docket ID: OPM-2023-0020] (RIN: 3206-AO25) received April 24, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Oversight and Accountability.

EC–4069. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, Alaska Region, Sustainable Fisheries, National Oceanic and Atmospheric Administration, transmitting the Administration's temporary final rule — Fisheries of the Exclusive Economic Zone Off Alaska; Pacific Cod by Hook-and-Line Catcher/Processors in the Central Regulatory Area of the Gulf of Alaska [Docket No.: 170816769-8162-02] (RIN: 0648-XF893) 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 Natural Resources.

EC–4070. A letter from the Manager, Branch of Delisting and Foreign Species, U.S. Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Removal of Chrysopsis floridana (Florida Golden Aster) From the Federal List of Endangered and Threatened Plants [Docket No.: FWS-R4-ES-2019-0071; FF09E22000 FXES1113090FEDR 2223] (RIN: 1018-BE00) 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 Natural Resources.

EC–4071. A letter from the Manager, Branch of Delisting and Foreign Species, U.S. Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Removing Island Bedstraw and Santa Cruz Island Dudleya From the List of Endangered and Threatened Plants [Docket No.: FWS-R8-ES-2022-0066; FF09E22000 FXES1113090FEDR 223] (RIN: 1018-BF51) 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 Natural Resources.

EC–4072. A letter from the Manager, Branch of Delisting and Foreign Species, U.S. Fish and Wildlife Service, Department of the Interior, transmitting the Department's final rule — Endangered and Threatened Wildlife and Plants; Reclassifying Mitracarpus Polycladus From Endangered to Threatened With a Section 4(d) Rule [Docket No.: FWS-R4-ES-2021-0058; FF09E22000 FXES1113090FEDR 234] (RIN: 1018-BE53) 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 Natural Resources.

EC–4073. A letter from the Division Chief, Regulatory Affairs, Bureau of Land Management, Department of the Interior, transmitting the Department's final rule — Fluid Mineral Leases and Leasing Process [BLM—HQ—FRN—MO4500176829] (RIN: 1004-AE80) received April 24, 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–4074. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's interim final rule — Pacific Halibut Fisheries; Catch Sharing Plan [Docket No.: 180202117-8117-01] (RIN: 0648-BH58) 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 Natural Resources.

EC–4075. 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 Exclusive Economic Zone Off Alaska; Bering Sea and Aleutian Islands; Final 2020 and 2021 Harvest Specifications for Groundfish [Docket No.: 200227-0066] (RIN: 0648-XH080) 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 Natural Resources.

EC–4076. 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 Exclusive Economic Zone Off Alaska; Yellowfin Sole Management in the Groundfish Fisheries of the Bering Sea and Aleutian Islands [Docket No.: 170630613-8749-02] (RIN: 0648-BH02) 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 Natural Resources.

EC–4077. 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 Exclusive Economic Zone off Alaska; Pacific Halibut Sablefish Individual Fishing Quota Program; Community Development Quota Program; Modifications to Recordkeeping and Reporting Requirements [Docket No.: 170626590-8785-02] (RIN: 0648-BG94) 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 Natural Resources.

EC–4078. 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 Exclusive Economic Zone Off Alaska; Bering Sea and Aleutian Islands; 2018 and 2019 Harvest Specifications for Groundfish [Docket No.: 170817779-8161-02] (RIN: 0648-XF636) 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 Natural Resources.

EC–4079. A letter from the Fisheries Regulations Specialist, Office of Sustainable Fisheries-GARFO, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Magnuson-Stevens Act Provisions; Prohibition of Commercial Fishing in the Northeast Canyons and Seamounts Marine National Monument [Docket No.: 240212-0045] (RIN: 0648-BL70) 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 Natural Resources.

EC–4080. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, Office of Sustainable Fisheries-West Coast, National Oceanic and Atmospheric Administration, transmitting the Administration's interim final rule — Pacific Halibut Fisheries; Pacific Halibut Catch Limits for Area 2A Fisheries in 2018 [Docket No.: 180207136-8136-01] (RIN: 0648-BH71) 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 Natural Resources.

EC–4081. A letter from the Supervisory Workforce Analyst, Regulations and Dissemination, DPLR, OPDR, ETA, DOL-ETA and DOL-WHD, Department of Labor, transmitting the Department's final rule — Improving Protections for Workers in Temporary Agricultural Employment in the United States [DOL Docket No.: ETA-2023-0003] (RIN: 1205-AC12) 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 the Judiciary.

EC–4082. A letter from the General Attorney, Office of the Secretary, Department of Transportation, transmitting the Department's Major final rule — Enhancing Transparency of Airline Ancillary Service Fees [Docket No.: DOT-OST-2022-0109] (RIN: 2105-AF10) 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 Transportation and Infrastructure.

EC–4083. A letter from the Senior Trial Attorney, Office of the Secretary, Department of Transportation, transmitting the Department's Major final rule — Refunds and Other Consumer Protections [Docket No.: DOT-OST-2022-0089 and DOT-OST-2016-0208] (RIN: 2105-AF04) 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 Transportation and Infrastructure.

EC–4084. A letter from the Regulations Development Coordinator, Office of Regulatory Policy and Management, Office of General Counsel, Department of Veterans Affairs, transmitting the Department's manual — VA Manual M26-3, Chapter 9: VA Purchase received April 24, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Veterans' Affairs.

EC–4085. A letter from the Regulations Development Coordinator, Office of Regulatory Policy and Management, Office of General Counsel, Department of Veterans Affairs, transmitting the Department's handbook — VA Servicer Handbook M26-4, Chapter 9: VA Purchase received April 24, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Veterans' Affairs.

EC–4086. A letter from the Chief, Publications and Regulations Section, Internal Revenue Service, transmitting the Service's Major final regulations — Transfer of Certain Credits [TD: 9993] (RIN: 1545-BQ64) 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–4087. A letter from the Chief, Publications and Regulations Section, Internal Revenue Service, transmitting the Service's Major final rule — Clean Vehicle Credits under Sections 25E and 30D; Transfer of Credits; Critical Minerals and Battery Components; Foreign Entities of Concern [TD: 9995] (RIN: 1545-BQ52; RIN: 1545-BQ86; RIN: 1545-BQ99), 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–4088. A letter from the Board of Trustees of the Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, transmitting the 2024 Annual Report of the Board of Trustees of the Federal Old-Age and Survivors Insurance and Federal Disability Insurance Trust Funds, and a letter titled, ''Recommendations by Board of Trustees to Remedy Inadequate Balances in the Social Security Trust Funds'', pursuant to 42 U.S.C. 401(c)(2); Aug. 14, 1935, ch. 531, title II, Sec. 201 (as amended by Public Law 100-647, Sec. 8005(a)); (102 Stat. 3781) and 42 U.S.C. 910(a); Aug. 14, 1935, ch. 531, title VII, Sec. 709 (as added by Public Law 98-21, Sec. 143); (97 Stat. 102) (H. Doc. No. 118—137); to the Committee on Ways and Means and ordered to be printed.

EC–4089. A letter from the Board of Trustees of the Federal Hospital Insurance and Federal Supplementary Medical Insurance Trust Funds, transmitting the 2024 Annual Report of the Boards of Trustees of the Federal Hospital Insurance Trust Fund and the Federal Supplementary Medical Insurance Trust Fund, pursuant to 42 U.S.C. 1395i(b)(2); Aug. 14, 1935, ch. 531, title XVIII, Sec. 1817(b)(2) (as amended by Public Law 108-173, Sec. 801(d)(1)); (117 Stat. 2359) and 42 U.S.C. 1395t(b)(2); Aug. 14, 1935, ch. 531, title XVIII, Sec. 1841(b)(2) (as amended by Public Law 108-173, Sec. 801(d)(2)); (H. Doc. No. 118—136); jointly to the Committees on Ways and Means and Energy and Commerce, and ordered to be printed.

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:

Mrs. RODGERS of Washington: Committee on Energy and Commerce. H.R. 6960. A bill to amend the Public Health Service Act to reauthorize the Emergency Medical Services for Children program (Rept. 118–488), 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. 820. A bill to direct the Federal Communications Commission to publish a list of entities that hold authorizations, licenses, or other grants of authority issued by the Commission and that have certain foreign ownership, and for other purposes; with an amendment (Rept. 118–489), 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. 4581. A bill to amend title V of the Social Security Act to support stillbirth prevention and research, and for other purposes; with an amendment (Rept. 118–490), 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. 2864. A bill to amend the Secure and Trusted Communications Networks Act of 2019 to provide for the addition of certain equipment and services produced or provided by DJI Technologies to the list of covered communications equipment or services published under such Act, and for other purposes; with an amendment (Rept. 118–491), Referred to the Committee of the Whole House on the state of the Union.

Mr. MCHENRY: Committee on Financial Services. H.R. 4766. A bill to provide for the regulation of payment stablecoins, and for other purposes; with an amendment (Rept. 118–492), Referred to the Committee of the Whole House on the state of the Union.

Mr. MCHENRY: Committee on Financial Services. H.R. 5403. A bill to amend the Federal Reserve Act to prohibit the Federal reserve banks from offering certain products or services directly to an individual, to prohibit the use of central bank digital currency for monetary policy, and for other purposes; with an amendment (Rept. 118–493), 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. SCHWEIKERT (for himself and Mr. THOMPSON of California):

H.R. 8261. A bill to amend title XVIII of the Social Security Act to extend certain flexibilities and payment adjustments under the Medicare program, and for other purposes; to the Committee on Ways and Means, and in addition to the Committee on Energy and Commerce, 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. LEGER FERNANDEZ (for herself and Ms. STANSBURY):

H.R. 8262. A bill to provide for greater cooperation and coordination between the Federal Government and the governing bodies and community users of land grant-mercedes in New Mexico relating to historical or traditional uses of certain land grant-mercedes on Federal public land, and for other purposes; to the Committee on Natural Resources.

By Ms. BOEBERT:

H.R. 8263. A bill to amend the Reclamation Project Act of 1939 to encourage non-Federal hydropower development with respect to Bureau of Reclamation projects; to the Committee on Natural Resources.

By Mr. BARR:

H.R. 8264. A bill to amend the Federal Deposit Insurance Act and the Federal Credit Union Act to improve the timeliness of examination reports and other guidance and to establish panels to oversee appeals from insured depository institutions and insured credit unions of material supervisory determinations, and for other purposes; to the Committee on Financial Services.

By Ms. CARAVEO (for herself and Mr. ALLRED):

H.R. 8265. A bill to amend the Social Security Act to require a 120-day period between notice of an overpayment of benefits under titles II and XVI and beginning recovery of such overpayment, and to require the Commissioner of Social Security to submit a report to Congress on a strategy related to recovery of such overpayments; to the Committee on Ways and Means.

By Mr. CASTEN (for himself, Mr. FOSTER, Mr. SHERMAN, and Mr. CLEAVER):

H.R. 8266. A bill to place a 2-year moratorium on financial institutions handling, using, or transacting with funds routed through digital asset mixers and to require the Secretary of the Treasury to carry out a study of digital asset mixers, and for other purposes; to the Committee on Financial Services.

By Mr. DAVIS of North Carolina (for himself and Mr. PFLUGER):

H.R. 8267. A bill to amend titles XVIII and XIX of the Social Security Act to provide that priority research drugs shall not be treated as line extensions of existing drugs for purposes of calculating manufacturer rebates under the Medicare and Medicaid programs, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, 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. DOGGETT (for himself, Mr. KHANNA, Ms. NORTON, Ms. SCHAKOWSKY, Mr. GRIJALVA, and Mr. POCAN):

H.R. 8268. A bill to amend the Internal Revenue Code of 1986 to modify the rules relating to inverted corporations; to the Committee on Ways and Means.

By Mr. FALLON (for himself and Mr. WALTZ):

H.R. 8269. A bill to amend the Elementary and Secondary Education Act of 1965 to require local educational agencies to allow recruiters to access the secondary schools served by the local educational agency for recruiting activities, and for other purposes; to the Committee on Education and the Workforce, and in addition to the Committee on 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. FINSTAD:

H.R. 8270. A bill to amend the Food Security Act of 1985 to modernize the conservation reserve program, and for other purposes; to the Committee on Agriculture.

By Mr. GOLDMAN of New York (for himself, Ms. MENG, Mr. NADLER, Mr. AUCHINCLOSS, Mr. RASKIN, Ms. MANNING, Ms. WILLIAMS of Georgia, Mr. CARSON, and Ms. NORTON):

H.R. 8271. A bill to appropriate funds for the Office for Civil Rights of the Department of Education; to the Committee on Appropriations.

By Mr. HUIZENGA:

H.R. 8272. A bill to prohibit the Secretary of Transportation from conditioning the receipt of Federal financial assistance on reducing the dimensions of a runway, an apron, or a taxiway of certain airports, and for other purposes; to the Committee on Transportation and Infrastructure.

By Ms. KAMLAGER-DOVE (for herself and Mrs. HOUCHIN):

H.R. 8273. A bill to amend the Higher Education Act of 1965 to improve the financial aid process for homeless and foster care youth; to the Committee on Education and the Workforce.

By Mr. LAHOOD (for himself, Mr. FERGUSON, Mr. SMITH of Nebraska, Mrs. MILLER of West Virginia, Ms. TENNEY, and Mr. FEENSTRA):

H.R. 8274. A bill to amend the Internal Revenue Code of 1986 to encourage the transfer of intangible property from controlled foreign corporations to United States shareholders; to the Committee on Ways and Means.

By Ms. MACE (for herself and Mr. DONALDS):

H.R. 8275. A bill to require the Secretary of Homeland Security to establish a public blockchain-based system to securely store and share data related to border security, and for other purposes; to the Committee on Homeland Security.

By Mrs. MCCLAIN (for herself and Ms. PORTER):

H.R. 8276. A bill to make data and internal guidance on excess personal property publicly available, and for other purposes; to the Committee on Oversight and Accountability.

By Mrs. MILLER of Illinois:

H.R. 8277. A bill to direct the Secretary of Agriculture to conduct a study on the effects of solar panel installations on covered farmland, and for other purposes; to the Committee on Agriculture.

By Mrs. MILLER of West Virginia:

H.R. 8278. A bill to amend title XVIII of the Social Security Act to extend certain telehealth flexibilities with respect to hospice care under the Medicare program, and to establish a modifier for recertifications of hospice care eligibility conducted through telehealth; to the Committee on Ways and Means.

By Mr. MOONEY (for himself, Mr. PERRY, and Mr. WEBER of Texas):

H.R. 8279. A bill to amend the Internal Revenue Code of 1986 to clarify that gain or loss on the sale or exchange of certain coins or bullion is exempt from recognition; to the Committee on Ways and Means.

By Mr. NUNN of Iowa (for himself and Mr. SORENSEN):

H.R. 8280. A bill to direct the Secretary of Education to award grants to local educational agencies to enhance school and community safety, and for other purposes; to the Committee on Education and the Workforce.

By Mr. ROY (for himself, Mr. GARBARINO, Mr. SCALISE, Mr. EMMER, Ms. STEFANIK, Ms. TENNEY, Mrs. HARSHBARGER, Mr. DONALDS, Mrs. MILLER of Illinois, Mr. RESCHENTHALER, Mr. HIGGINS of Louisiana, Mr. GRAVES of Louisiana, Mr. MCCLINTOCK, Mr. LAWLER, Ms. BOEBERT, Mr. BANKS, Mr. MOORE of Alabama, Mr. MCCAUL, Mr. ARRINGTON, Mr. WILLIAMS of New York, Mr. LANGWORTHY, Mr. ELLZEY, Mr. GUEST, Mr. HERN, Mrs. HOUCHIN, Mr. MIKE GARCIA of California, Mr. WILLIAMS of Texas, Mr. BIGGS, Mr. PALMER, Mr. FEENSTRA, Mr. NEHLS, Mr. BABIN, Mr. SELF, Mr. FALLON, Mr. CLOUD, Mr. CRENSHAW, Mr. HUNT, Mr. WEBER of Texas, Mr. JORDAN, Mr. AUSTIN SCOTT of Georgia, Mr. MCCORMICK, Mr. CLYDE, Mr. BRECHEEN, Mr. BISHOP of North Carolina, Mr. BOST, Mrs. FISCHBACH, and Mr. PFLUGER):

H.R. 8281. A bill to amend the National Voter Registration Act of 1993 to require proof of United States citizenship to register an individual to vote in elections for Federal office, and for other purposes; to the Committee on House Administration.

By Mr. ROY (for himself, Mr. MAST, Mr. WEBER of Texas, Ms. STEFANIK, Mr. CRENSHAW, Mr. D'ESPOSITO, Mr. GOOD of Virginia, Ms. TENNEY, Mr. BANKS, Mr. BRECHEEN, Mr. HERN, Mr. LAWLER, Mr. BARR, Mr. SELF, Mr. WALTZ, Mr. DONALDS, Mr. MCCORMICK, Mr. GREEN of Tennessee, Mr. RESCHENTHALER, Mr. CLOUD, and Mr. BURCHETT):

H.R. 8282. A bill to impose sanctions with respect to the International Criminal Court engaged in any effort to investigate, arrest, detain, or prosecute any protected person of the United States and its allies; to the Committee on Foreign Affairs, 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. SCHWEIKERT:

H.R. 8283. A bill to amend title XI of the Social Security Act to provide for a demonstration project to support automatic claim submissions under Medicare, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, 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. STEUBE (for himself, Mr. DUNCAN, Mrs. LESKO, Mr. CRENSHAW, and Mr. DAVIDSON):

H.R. 8284. A bill to amend title XI of the Social Security Act to exclude providers of certain abortion services from participation in the Medicare program; to the Committee on Ways and Means, and in addition to the Committee on Energy and Commerce, 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. SWALWELL (for himself, Mrs. HAYES, Mr. CARSON, Ms. NORTON, Mr. SOTO, Ms. STRICKLAND, Ms. TOKUDA, and Ms. WILLIAMS of Georgia):

H.R. 8285. A bill to direct the Secretary of Housing and Urban Development to award grants to provide financial assistance to certain educators to make down payments on certain homes, and for other purposes; to the Committee on Financial Services.

By Ms. TENNEY:

H.R. 8286. A bill to prohibit Federal funding for National Public Radio and to provide for the transfer of certain Federal funds that would have been made available to National Public Radio to reduce the public debt, and for other purposes; to the Committee on Energy and Commerce.

By Mr. SELF (for himself, Mr. ROY, Mr. BRECHEEN, and Mr. CRENSHAW):

H.J. Res. 137. A joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Department of Labor relating to ''Short-Term, Limited-Duration Insurance and Independent, Noncoordinated Excepted Benefits Coverage''; to the Committee on Energy and Commerce, and in addition to the Committees on Education and the Workforce, and Ways and Means, 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. LUNA:

H. Res. 1205. A resolution finding that Merrick Garland, Attorney General of the United States, is in contempt of the House of Representatives for disobeying a certain subpoena; to the Committee on Rules.

By Mrs. NAPOLITANO (for herself, Mr. BEYER, Ms. SALINAS, Mrs. WATSON COLEMAN, Mr. TRONE, Ms. NORTON, Ms. PORTER, Mr. TONKO, Mr. PETERS, Ms. JACKSON LEE, Mr. TORRES of New York, Ms. CHU, Mr. KRISHNAMOORTHI, Mr. SABLAN, Mrs. CHERFILUS-MCCORMICK, Mr. KIM of New Jersey, Ms. SEWELL, Ms. DEAN of Pennsylvania, Ms. SHERRILL, Ms. PETTERSEN, Mrs. RAMIREZ, Ms. MOORE of Wisconsin, Ms. BARRAGÁN, Ms. MATSUI, Mr. BACON, Mr. MOSKOWITZ, Ms. LEE of Nevada, Ms. KELLY of Illinois, Mr. FITZPATRICK, Ms. BALINT, Ms. TOKUDA, Ms. STANSBURY, Mrs. TRAHAN, Ms. CASTOR of Florida, Ms. MCCOLLUM, Mr. CÁRDENAS, Mr. COSTA, Ms. BROWNLEY, and Mr. NORCROSS):

H. Res. 1206. A resolution expressing support for the designation of May 2024 as ''Mental Health Awareness Month''; to the Committee on Energy and Commerce.

By Mr. BACON (for himself, Mr. WILSON of South Carolina, Mr. VAN ORDEN, and Ms. TENNEY):

H. Res. 1207. A resolution censuring Representative Ilhan Omar of Minnesota for her recent hateful comments and history of antisemitism; to the Committee on Ethics.

By Mr. JOYCE of Ohio (for himself, Ms. BONAMICI, Mrs. KIGGANS of Virginia, and Ms. UNDERWOOD):

H. Res. 1208. A resolution supporting the goals and ideals of National Nurses Week, to be observed from May 6 through May 12, 2024; to the Committee on Energy and Commerce.

MEMORIALS

Under clause 3 of rule XII, memorials were presented and referred as follows:

ML-102. The SPEAKER presented a memorial of the Legislature of the State of Washington, relative to Engrossed Senate Joint Memorial 8005, requesting that Congress pass, and the President of the United States sign measures addressing actions taken by financial institutions in terminating or restricting business relationships with certain customers to avoid regulatory concerns, or similar legislation; to the Committee on Financial Services.

ML-103. Also, a memorial of the Legislature of the State of Washington, relative to Senate Joint Memorial 8007, requesting that Congress pass, and the President of the United States sign legislation to fully fund 40 percent of the costs of the Individuals with Disabilities Education Act; to the Committee on Education and the Workforce.

ML-104. Also, a memorial of the Legislature of the State of Washington, relative to Substitute Senate Joint Memorial 8009, requesting that Congress pass, and the President of the United States sign legislation reforming the Harbor Maintenance Tax; jointly to the Committees on Ways and Means and Transportation and Infrastructure.

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. SCHWEIKERT:

H.R. 8261.

Congress has the power to enact this legislation pursuant to the following:

Article 1 Section 8

The single subject of this legislation is:

To amend title XVIII of the Social Security Act to extend certain flexibilities and payment adjustments under the Medicare program, and for other purposes.

By Ms. LEGER FERNANDEZ:

H.R. 8262.

Congress has the power to enact this legislation pursuant to the following:

Article IV, Section 3

The single subject of this legislation is:

Federal lands

By Ms. BOEBERT:

H.R. 8263.

Congress has the power to enact this legislation pursuant to the following:

The Congress shall have Power To lay and collect Taxes, Duties, Imposts and Excises, to pay the Debts and provide for the common Defence 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:

To spur additional non-federal hydropower development on Reclamation projects and streamline the permitting process through amending the Reclamation Project Act of 1939.

By Mr. BARR:

H.R. 8264.

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:

To amend the Federal Deposit Insurance Act and the Federal Credit Union Act to improve the timeliness of examination reports and other guidance and to establish panels to oversee appeals from insured depository institutions and insured credit unions of material supervisory determinations.

By Ms. CARAVEO:

H.R. 8265.

Congress has the power to enact this legislation pursuant to the following:

Constitutional Authority—Necessary and Proper Clause (Art. 1, 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 amend the Social Security Act to require a 120-day period between notice of an overpayment of benefits under titles II and XVI and begin- ning recovery of such overpayment, and to require the Commissioner of Social Security to submit a report to Congress on a strategy related to recovery of such overpayments.

By Mr. CASTEN:

H.R. 8266.

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:

Digital Assets

By Mr. DAVIS of North Carolina:

H.R. 8267.

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 amend titles XVIII and XIX of the Social Security Act to provide that priority research drugs shall not be treated as line extensions of existing drugs for purposes of calculating manufacturer rebates under the Medicare and Medicaid programs.

By Mr. DOGGETT:

H.R. 8268.

Congress has the power to enact this legislation pursuant to the following:

Clause 1 of Section 8 of Article I of the United States Constitution.

The single subject of this legislation is:

To prevent American domiciled multinational corporations from inverting to evade U.S. taxes.

By Mr. FALLON:

H.R. 8269.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

The single subject of this legislation is:

To amend the Elementary and Secondary Education Act of 1965 to require local educational agencies to allow recruiters to access the secondary schools served by the local educational agency for recruiting activities, and for other purposes.

By Mr. FINSTAD:

H.R. 8270.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 18

The single subject of this legislation is:

This legislation would make improvements to the Conservation Reserve Program (CRP) by utilizing science-based targeting of acreage for enrollment.

By Mr. GOLDMAN of New York:

H.R. 8271.

Congress has the power to enact this legislation pursuant to the following:

Under Article I, Section 8 of the Constitution, Congress has the power ''to make all Laws which shall be necessary and proper for carrying into the Execution for the foregoing Powers, and all other Powers vested by this Constitution in the Government of the United States, or any Department or Officer thereof.''

The single subject of this legislation is:

Provides $280 million in additional funding for the Office for Civil Rights (OCR) at the U.S. Department of Education

By Mr. HUIZENGA:

H.R. 8272.

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:

To prohibit the Secretary of Transportation from conditioning the receipt of Federal financial assistance on reducing the dimensions of a runway, an apron, or a taxiway of certian airports.

By Ms. KAMLAGER-DOVE:

H.R. 8273.

Congress has the power to enact this legislation pursuant to the following:

This bill is introduced pursuant to the powers granted to Congress under the General Welfare Clause (Art. 1 Sec. 8 Cl. 1), the Commerce Clause (Art. 1 Sec. 8 Cl. 3), and the Necessary and Proper Clause (Art. 1 Sec. 8Cl. 18). Further, this statement of constitutional authority is made for the sole purpose of compliance with clause 7 of Rule XII of the Rules of the House of

The single subject of this legislation is:

to provide access to higher education for homeless and foster youth.

By Mr. LAHOOD:

H.R. 8274.

Congress has the power to enact this legislation pursuant to the following:

U.S. Constitution Article I, Section 8, Clause 1: ''The Congress shall have Power to lay and collect Taxes. . .''

The single subject of this legislation is:

This bill would amend the tax code to encourage the transfer of intellectual property from controlled foreign corporations to U.S. shareholders.

By Ms. MACE:

H.R. 8275.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the Constitution.

The single subject of this legislation is;

To require the Secretary of Homeland Security to establish a public blockchain-based system to securely store and share data related to border security.

By Mrs. MCCLAIN:

H.R. 8276.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8.

The single subject of this legislation is:

To require the General Services Administration (GSA) to make excess personal property information public, so decision makers and taxpayers understand how agencies are working to cut wasteful spending.

By Mrs. MILLER of Illinois:

H.R. 8277.

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:

Agriculture

By Mrs. MILLER of West Virginia:

H.R. 8278.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

The single subject of this legislation is:

health care

By Mr. MOONEY:

H.R. 8279.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

The single subject of this legislation is:

Monetary metals

By Mr. NUNN of Iowa:

H.R. 8280.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8 of the United States Constitution

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 Goverment of the United States, or in any Department or Officer thereof.

The single subject of this legislation is:

To direct the Secretary of Education to award grants to local educational agencies to enhance school and community safety, and for other purposes.

By Mr. ROY:

H.R. 8281.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 4, Clause 1—''The Times, Places and Manner of holding Elections for Senators and Representatives, shall be prescribed in each State by the Legislature thereof; but the Congress may at any time by Law make or alter such Regulations. . .''

Article I, Section 8, Clause 4—''To establish an uniform Rule of Naturalization. . .''

Article I, Section 8, Clause 18—''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.''

15th Amendment—Referring to ''The right of citizens of the United States to vote. . .''

19th Amendment—Referring to ''The right of citizens of the United States to vote. . .''

24th Amendment—Referring to ''The right of citizens of the United States to vote. . .''

26th Amendment—Referring to ''The right of citizens of the United States, who are eighteen years of age or older, to vote. . .''

The single subject of this legislation is:

To require States to obtain documentary proof of U.S. citizenship to register an applicant to vote in Federal elections.

By Mr. ROY:

H.R. 8282.

Congress has the power to enact this legislation pursuant to the following:

Article 1. Section 8

The single subject of this legislation is:

To sanction the ICC if they investigate, arrest, detain, or prosecute a United States person, or ally of the United States that are not part of the ICC or have not granted the ICC jurisdiction.

By Mr. SCHWEIKERT:

H.R. 8283.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8

The single subject of this legislation is:

To amend title XI of the Social Secuirty Act to pprovide for a demonstration project to saupport automatic claim submissions under Medicare, and other purposes.

By Mr. STEUBE:

H.R. 8284.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8

The single subject of this legislation is:

To amend title XI of the Social Security Act to exclude providers of certain abortion services from participation in the Medicare program.

By Mr. SWALWELL:

H.R. 8285.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, of the United States Constitution, specifically Clause 18 (relating to the power to make all laws necessary and proper for carrying out the powers vested in congress).

The single subject of this legislation is:

A bill to direct the Secretary of Housing and Urban Development to award grants to provide financial assistance to certain educators to make down payments on certain homes, and for other purposes.

By Ms. TENNEY:

H.R. 8286.

Congress has the power to enact this legislation pursuant to the following:

Article 1 Section 8

The single subject of this legislation is:

This bill prohibits Federal funding for National Public Radio.

By Mr. SELF:

H.J. Res. 137.

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:

Healthcare

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions, as follows:

H.R. 7: Mr. MURPHY.
H.R. 68: Mr. CASE.
H.R. 175: Mr. OGLES.
H.R. 354: Mr. BOST.
H.R. 386: Mr. LAWLER.
H.R. 472: Mr. LAWLER.
H.R. 549: Mr. GOLDMAN of New York, Mr. AMO, and Mr. MOSKOWITZ.
H.R. 559: Mr. LAWLER.
H.R. 567: Mr. LAWLER.
H.R. 619: Mr. MORELLE, Mr. MRVAN, Mr. CARSON, and Mrs. MILLER of Illinois.
H.R. 743: Mrs. KIGGANS of Virginia, Mr. CARTWRIGHT, Mr. BOST, and Mr. BALDERSON.
H.R. 789: Mr. CARTWRIGHT.
H.R. 891: Mr. LIEU.
H.R. 982: Mr. ESPAILLAT.
H.R. 1015: Mr. BAIRD, Mr. RUTHERFORD, Mrs. KIGGANS of Virginia, Mr. BUCSHON, Mr. SCOTT of Virginia, and Mr. GIMENEZ.
H.R. 1065: Mr. MOULTON, Mr. GOTTHEIMER, and Ms. SCANLON.
H.R. 1077: Mrs. FLETCHER.
H.R. 1088: Mr. MRVAN, Mr. CARTWRIGHT, and Mr. SOTO.
H.R. 1139: Mr. JOYCE of Ohio, Mr. GARAMENDI, Ms. SLOTKIN, and Mr. LAHOOD.
H.R. 1321: Mr. NORCROSS, Mr. COURTNEY, Mr. GREEN of Tennessee, and Mr. CLEAVER.
H.R. 1359: Ms. SLOTKIN.
H.R. 1405: Mr. LAWLER.
H.R. 1425: Mr. MILLS.
H.R. 1437: Mr. BUCSHON.
H.R. 1447: Mr. TRONE.
H.R. 1477: Mr. BUCSHON.
H.R. 1536: Mr. TRONE.
H.R. 1572: Mr. CARTWRIGHT and Ms. BROWNLEY.
H.R. 1626: Mr. BISHOP of Georgia.
H.R. 1666: Mr. BLUMENAUER and Mr. FITZPATRICK.
H.R. 1740: Mr. LAHOOD.
H.R. 1760: Mr. HUDSON.
H.R. 1812: Ms. STANSBURY.
H.R. 1822: Mr. KELLY of Pennsylvania.
H.R. 1831: Ms. BROWNLEY, Mr. JOYCE of Ohio, Ms. PEREZ, and Mrs. MILLER-MEEKS.
H.R. 2407: Mr. ADERHOLT and Mr. GALLEGO.
H.R. 2537: Mrs. TORRES of California.
H.R. 2584: Mr. LIEU, Mr. MILLER of Ohio, Mr. BENTZ, Mrs. FOUSHEE, Mr. KILEY, Ms. BROWNLEY, Mr. BUCHANAN, Mr. ALLRED, and Mr. KRISHNAMOORTHI.
H.R. 2630: Mr. CORREA.
H.R. 2700: Mr. GOSAR.
H.R. 2706: Mrs. MILLER of Illinois.
H.R. 2800: Mr. CARTWRIGHT.
H.R. 2845: Mrs. HAYES.
H.R. 2870: Mr. THANEDAR.
H.R. 2880: Ms. BARRAGÁN, Mr. AUSTIN SCOTT of Georgia, and Mrs. CHERFILUS-MCCORMICK.
H.R. 2907: Mr. NEGUSE.
H.R. 2950: Ms. BONAMICI.
H.R. 2952: Mr. THANEDAR.
H.R. 3048: Mr. FEENSTRA.
H.R. 3170: Mr. TONY GONZALES of Texas.
H.R. 3225: Mr. PANETTA.
H.R. 3333: Mr. HORSFORD.
H.R. 3347: Mrs. WATSON COLEMAN.
H.R. 3381: Mr. COLE and Mrs. CHAVEZ-DEREMER.
H.R. 3394: Mr. LANDSMAN, Mr. DAVID SCOTT of Georgia, Ms. WILLIAMS of Georgia, and Mr. BOWMAN.
H.R. 3423: Mr. LAWLER.
H.R. 3468: Mr. THANEDAR.
H.R. 3541: Mr. BACON.
H.R. 3582: Ms. TLAIB.
H.R. 3752: Mr. THANEDAR.
H.R. 3755: Mr. TRONE.
H.R. 3875: Ms. TITUS.
H.R. 3882: Ms. KAPTUR, Mr. LANDSMAN, Ms. BROWN, and Ms. STEVENS.
H.R. 3916: Mr. JACKSON of North Carolina, Mr. KILDEE, and Ms. CRAIG.
H.R. 3933: Mr. KILDEE, Ms. TOKUDA, and Mr. CARTWRIGHT.
H.R. 4013: Mr. CARL.
H.R. 4018: Mr. LAWLER.
H.R. 4020: Ms. SÁNCHEZ.
H.R. 4050: Mrs. FOUSHEE, Mr. GARAMENDI, and Mr. CASTEN.
H.R. 4068: Mr. CASTEN.
H.R. 4092: Mr. LAWLER.
H.R. 4121: Mr. AGUILAR, Ms. DAVIDS of Kansas, Mr. CROW, Mrs. SYKES, Mr. PALLONE, Mr. RUPPERSBERGER, and Mr. CARSON.
H.R. 4184: Mr. GREEN of Texas, Ms. JACKSON LEE, Mr. BOWMAN, and Ms. SALINAS.
H.R. 4334: Ms. DELBENE.
H.R. 4338: Ms. UNDERWOOD.
H.R. 4439: Ms. BLUNT ROCHESTER, Mr. PETERS, and Ms. STEVENS.
H.R. 4549: Mr. STANTON.
H.R. 4581: Ms. VELÁZQUEZ and Ms. DE LA CRUZ.
H.R. 4769: Mr. KILMER.
H.R. 4897: Mr. DELUZIO and Mr. GOLDMAN of New York.
H.R. 4931: Mr. TURNER.
H.R. 4968: Mr. TIFFANY.
H.R. 5027: Ms. NORTON.
H.R. 5030: Mr. BENTZ.
H.R. 5099: Ms. MALOY.
H.R. 5141: Mr. MULLIN.
H.R. 5397: Mr. SMITH of Nebraska.
H.R. 5399: Ms. ESHOO.
H.R. 5403: Mr. DIAZ-BALART.
H.R. 5408: Mr. CARBAJAL and Mrs. MILLER of Illinois.
H.R. 5414: Ms. STANSBURY.
H.R. 5506: Ms. STANSBURY.
H.R. 5530: Mr. KILDEE.
H.R. 5568: Ms. CRAIG.
H.R. 5628: Mr. DELUZIO.
H.R. 5663: Mr. NEGUSE and Ms. TLAIB.
H.R. 5995: Ms. BONAMICI and Mr. STAUBER.
H.R. 6017: Mr. LAWLER.
H.R. 6049: Mr. EZELL and Mr. JACKSON of Illinois.
H.R. 6066: Mr. LAWLER.
H.R. 6103: Mrs. WATSON COLEMAN.
H.R. 6171: Ms. DAVIDS of Kansas.
H.R. 6352: Mr. JOHNSON of South Dakota and Mr. CURTIS.
H.R. 6455: Mr. QUIGLEY.
H.R. 6468: Mr. FROST.
H.R. 6487: Mr. PANETTA.
H.R. 6519: Mr. LAWLER.
H.R. 6634: Mr. TRONE.
H.R. 6860: Mrs. TRAHAN.
H.R. 6946: Mr. GIMENEZ.
H.R. 6951: Mr. D'ESPOSITO and Ms. MALOY.
H.R. 7002: Mr. MEUSER and Mr. VASQUEZ.
H.R. 7007: Ms. STANSBURY.
H.R. 7039: Mr. QUIGLEY.
H.R. 7131: Mrs. FISCHBACH.
H.R. 7158: Ms. PELOSI and Mr. SWALWELL.
H.R. 7227: Mr. SORENSEN and Mr. FROST.
H.R. 7249: Mr. DONALDS.
H.R. 7258: Ms. TOKUDA.
H.R. 7274: Mr. BILIRAKIS.
H.R. 7373: Mr. GOTTHEIMER.

H.R. 7380: Mr. DAVIS of North Carolina.
H.R. 7401: Mr. MCCORMICK.
H.R. 7405: Mr. COHEN.
H.R. 7438: Mr. GUEST, Mr. KEAN of New Jersey, Ms. STANSBURY, Ms. DELBENE, Ms. CRAIG, Mr. BISHOP of Georgia, and Mr. RUIZ.
H.R. 7450: Mr. RESCHENTHALER and Mr. BILIRAKIS.
H.R. 7469: Ms. HOULAHAN.
H.R. 7479: Mr. BACON and Mr. NORMAN.
H.R. 7481: Mr. HORSFORD.
H.R. 7564: Ms. OMAR.
H.R. 7577: Mr. BOYLE of Pennsylvania.
H.R. 7581: Mr. NORMAN.
H.R. 7586: Mr. LAWLER.
H.R. 7601: Mr. OGLES.
H.R. 7602: Mr. OGLES.
H.R. 7629: Ms. MCCOLLUM, Mrs. TORRES of California, and Mrs. HAYES.
H.R. 7688: Mr. BUCHANAN, Mr. MORELLE, Mr. TRONE, and Mr. CARSON.
H.R. 7692: Mr. CLOUD.
H.R. 7766: Ms. STANSBURY.
H.R. 7802: Mr. MOSKOWITZ.
H.R. 7810: Mr. OWENS.
H.R. 7825: Ms. CRAIG.
H.R. 7826: Ms. OMAR.
H.R. 7829: Mr. BENTZ.
H.R. 7844: Mr. JACKSON of Illinois.
H.R. 7849: Mr. PANETTA.
H.R. 7866: Mr. AUCHINCLOSS.
H.R. 7908: Ms. STANSBURY and Mrs. HAYES.
H.R. 7914: Mr. LAWLER and Mr. MOSKOWITZ.
H.R. 7921: Mr. BILIRAKIS.
H.R. 7930: Ms. TOKUDA.
H.R. 7932: Mr. CARL.
H.R. 7936: Mr. NEGUSE.
H.R. 7944: Mr. BARR.
H.R. 7953: Mr. CARBAJAL.
H.R. 7971: Mr. MOORE of Alabama.
H.R. 7972: Ms. TOKUDA.
H.R. 7991: Mr. PALMER.
H.R. 8026: Mr. COHEN.
H.R. 8029: Mr. CLOUD.
H.R. 8045: Mr. DAVIS of North Carolina.
H.R. 8055: Mr. BOST.
H.R. 8061: Ms. BUDZINSKI, Ms. BROWNLEY, Mr. SORENSEN, Mr. PANETTA, and Mr. MOOLENAAR.
H.R. 8072: Mr. MCGOVERN.
H.R. 8111: Mr. DAVIS of North Carolina.
H.R. 8126: Mr. DAVIS of Illinois.
H.R. 8141: Ms. ESHOO.
H.R. 8178: Mr. BURLISON, Mr. ALLEN, and Mr. MEUSER.
H.R. 8191: Ms. CLARK of Massachusetts, Mr. STANTON, Ms. SHERRILL, and Mr. FOSTER.
H.R. 8192: Mr. NEGUSE.
H.R. 8211: Mr. DUNCAN.
H.R. 8215: Mr. DAVIDSON.
H.R. 8221: Mr. LAWLER.
H.R. 8238: Mr. FALLON.
H.R. 8240: Mr. LAWLER.
H.R. 8241: Mr. LAWLER.
H.R. 8247: Mrs. SYKES, Ms. WILSON of Florida, Ms. ADAMS, Mr. TORRES of New York, Mrs. DINGELL, Mr. BOWMAN, Ms. BARRAGÁN, and Mr. NEGUSE.
H.R. 8253: Mr. FROST.
H.J. Res. 107: Mr. ROUZER.
H.J. Res. 130: Mr. ROUZER.
H.J. Res. 135: Mr. LOUDERMILK.
H. Con. Res. 28: Mr. KUSTOFF.
H. Con. Res. 38: Ms. OMAR.
H. Con. Res. 106: Mr. STAUBER.
H. Res. 520: Mr. LAWLER.
H. Res. 579: Mr. LAWLER.
H. Res. 733: Mr. THANEDAR.
H. Res. 796: Mrs. HINSON.
H. Res. 946: Mr. FALLON.
H. Res. 1019: Mr. JAMES.
H. Res. 1031: Mr. ROUZER.
H. Res. 1072: Ms. PEREZ.
H. Res. 1079: Mr. FROST.
H. Res. 1087: Mr. GOLDMAN of New York.
H. Res. 1136: Ms. UNDERWOOD.
H. Res. 1148: Ms. STEVENS, Mrs. FOUSHEE, Mr. SUOZZI, Mr. CLEAVER, Mr. PASCRELL, Mr. BOYLE of Pennsylvania, Mr. YAKYM, Mr. QUIGLEY, and Mr. BENTZ.
H. Res. 1196: Mr. RASKIN, Mr. FITZPATRICK, and Mr. MFUME.
H. Res. 1197: Mr. ALFORD and Mr. LAWLER.
H. Res. 1201: Mr. CAREY and Mr. GALLEGO.
H. Res. 1202: Ms. BROWNLEY, Mr. TAKANO, Ms. LEE of California, Mr. THOMPSON of California, Mr. CORREA, Mr. MULLIN, and Mr. NEGUSE.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions, as follows:

H.R. 8182: Mr. BOST.

United States
of America

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Vol. 170 WASHINGTON, TUESDAY, MAY 7, 2024 *No. 79*

Senate

The Senate met at 3 p.m. and was called to order by the Honorable PETER WELCH, a Senator from the State of Vermont.

PRAYER

The Chaplain, Dr. Barry C. Black, offered the following prayer:

Let us pray.

Eternal God, known to us in countless ways, thank You for answering when we call. Lord, we turn to You that, in Your light, we might see light illuminate the minds of our lawmakers regarding how to solve the difficult problems of our Nation and world.

Lord, enable our Senators to experience the joy and strength that You alone can give. Help them to remember that You have set apart the godly for Yourself, surrounding them with the shield of Your favor.

Lord, give us all the wisdom to trust You with our tomorrows. We pray in Your strong Name. Amen.

PLEDGE OF ALLEGIANCE

The Presiding Officer 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.

APPOINTMENT OF ACTING PRESIDENT PRO TEMPORE

The PRESIDING OFFICER. The clerk will please read a communication to the Senate from the President pro tempore (Mrs. MURRAY).

The legislative clerk read the following letter:

U.S. SENATE,
PRESIDENT PRO TEMPORE,
Washington, DC, May 7, 2024.

To the Senate:

Under the provisions of rule I, paragraph 3, of the Standing Rules of the Senate, I hereby appoint the Honorable PETER WELCH, a Senator from the State of Vermont, to perform the duties of the Chair.

PATTY MURRAY,
President pro tempore.

Mr. WELCH thereupon assumed the Chair as Acting President pro tempore.

RESERVATION OF LEADER TIME

The ACTING PRESIDENT pro tempore. Under the previous order, the leadership time is reserved.

CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is closed.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will proceed to executive session to consider the following nomination, which the clerk will report.

The legislative clerk read the nomination of Donna Ann Welton, of New York, a Career Member of the Senior Foreign Service, Class of Minister-Counselor, to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Democratic Republic of Timor-Leste.

RECOGNITION OF THE MINORITY LEADER

The ACTING PRESIDENT pro tempore. The Republican leader is recognized.

PROTESTS

Mr. MCCONNELL. Mr. President, yesterday, the world marked Holocaust Remembrance Day, an annual reminder of mankind's horrific capacity for evil and our obligation to combat hatred toward Jews wherever it emerges.

Today, of course, anti-Semitic hate is welling up amid the lawless radicalism across our own country—in the physical blockades barring Jewish students from getting to class; in the ransacking and occupation of campus buildings; and, of course, in the torrents of noxious slurs against the Jewish people and the Jewish State.

Just last week, President Biden finally weighed in with a belated banality: ''order must prevail.'' Unfortunately—and unsurprisingly—this glancing finger wag hasn't exactly quelled the campus chaos or steeled the spines of college administrators. The President's words haven't yet prompted local leaders in Washington to send the Metropolitan Police Department to clear out the anti-Semitic vandalism convention that continues to unfold half a mile from the White House on the campus of George Washington University.

In the absence of firm, responsible campus leadership, radicals at UCLA have once again managed to bring collective punishment on their fellow students with the cancellation of in-person classes. Harvard and MIT are still struggling to muster the resolve to clear out and punish the squatters on their campuses. And at the epicenter of the chaos, Columbia has canceled its main graduation ceremony.

So there is only one way to interpret this outcome. It is an undeserved victory for the unhinged radicals who have been disrupting campus life and forcing Jewish students to steer clear for weeks.

University administrators caving to the mob only validates the performative tactics of wannabe revolutionaries—like the scofflaws whose first order of business upon breaking into a campus building last week was to post Maoist revolutionary slogans and make a list of their comrades with vegan dietary restrictions and the doctoral student specializing in ''theories of the imagination and poetry as interpreted through a Marxian lens'' who became their spokesperson and demanded that Columbia administrators provide violent trespassers with food

● This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

and water so they could persist in lawlessness.

What deluded nonsense. It is important to acknowledge that Columbia isn't even the only hotbed of retrograde 20th century communism on the island of Manhattan. While the meatless Marxists take over Morningside Heights, a brand of Juche jihadism has emerged further downtown at NYU.

You heard that right. A teach-in quite literally praised North Korea's solidarity with the Palestinian people, specifically enumerating the ways the Kim regime has helped train and equip Palestinian terrorist groups who wage war on Israel. Take heart, comrades. Brutal totalitarians and savage terrorists have actually got and found a common cause.

The glorification of leftist revolutionaries at supposedly elite universities is actually not new. Berets emulating Che Guevara were on campus long before jihadist garb that signals solidarity with Hamas.

And as addled as any generation's radical cries may be, the American people have usually been able to trust that eventually the would-be Maoists would submit to the lessons of history, read about how the Cultural Revolution really ends, and become contributing members of society. But today, the guardrails against professional radicalism have grown vanishingly thin. Unlike in the 1960s, today's Red Guards actually have academic tenure. And more than ever before, the brain trust of the American universities sees the indoctrination of students in postmodern leftism not just as a privilege of tenure but an obligation.

From the comfortable, endowed sinecures where they count on foundation grants, these professors of the ''vanguard elite'' urge their impressionable students to engage in unlawful acts with potentially lasting repercussions—cannon fodder for the cause.

Meanwhile, to an alarming degree, campus administrators have abdicated their responsibility to treat their charges as adults capable of bearing the consequences of their actions, and in the face of a mob that increasingly represents their political base, elected leaders have shrunk from the duty to ensure that the order President Biden referenced last week actually prevails.

To borrow from one of the campus radicals' favorite fonts of wisdom, Karl Marx famously wrote that if history repeats itself, it comes ''the first time as tragedy, [and] the second time as farce.''

It is hard not to worry that, in 2024, it has arrived as a bit of both.

STUDENT LOAN DEBT

Mr. President, now on a related matter, last week brought news that some of the biggest names backing President Biden's reelection campaign are also behind major leftwing groups stoking campus chaos—from training on occupation and resistance tactics to outright Hamas apologists. And as the Democratic Party's biggest donors fund campus radicals' anti-Semitic sabbatical, the Biden administration is still trying to cover the cost of tuition for the classes they are missing.

The administration's student loan socialism scheme would force working families around the country to cover college degrees for the Nation's highest earners. It is hard to conceive of a more patently regressive social policy. By one analysis, the highest earning fifth of American households hold nearly a third of all student debt. By contrast—and this is particularly interesting—the lowest earning fifth hold only 8 percent of student debt. Families across the country are still struggling with sky-high prices and soaring interest rates. It is harder to fill the refrigerator and gas tank, tougher to buy a house or a car, but President Biden thinks that this is the time to send billions of working Americans' tax dollars to the college graduates who already have a leg up in earning potential.

Now, let's remember, the Supreme Court already declared this policy illegal. Just last summer, the Supreme Court ruled that the executive branch lacked the statutory authority to implement blanket student loan forgiveness. Well, like many of the chaos agents who have taken over college campuses in recent weeks, President Biden seems to have no problem disregarding the law.

We are talking about a scheme that has already spent hundreds of billions of taxpayer dollars. And the proposed rule administration bureaucrats placed in the Federal Register would cost nearly $150 billion more and has already drawn over 28,000 comments from the public.

Here is what some of these frustrated taxpayers have to say:

> There is no such thing as free money. As a homeowner, we are not getting mortgage forgiveness.
>
> This would be a burden on taxpayers. This would be unfair to people that have already paid student debt, or those who have paid down significantly student debt.

And one particularly frustrated taxpayer said this:

> I acquired $30,000 in student loan debt, which required hard decisions and accountability. I work[ed] the entire time I was in college, both during the school year, summers and breaks. It meant instead of buying an expensive car or getting a nice apartment I lived within my means and paid my student loan payment every month that I agreed to make.

The American people know the President is handing them a raw deal. Apparently, either he isn't listening or he doesn't care.

I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. SCHUMER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

RECOGNITION OF THE MAJORITY LEADER

The majority leader is recognized.

ANTI-SEMITISM

Mr. SCHUMER. Mr. President, in 1945, Muriel Knox Doherty, of the Royal Australian Air Force Nursing Service, was assigned to the Bergen-Belsen Concentration Camp to provide relief for Holocaust survivors. She preserved her experience in hundreds of letters, which contained passages like this:

> On arrival at Belsen, [the prisoners] lay in the open and were beaten with iron bars. [The] witness' friend was in bed 3 days as a result of these beatings.

''The only reason for this treatment,'' she wrote, ''was that they were Jews.''

''The only reason for this treatment is that they were Jews.''

Yesterday, Jews around the world observed Yom HaShoah—the Holocaust Remembrance Day. I spoke at Temple Emanu-El in New York about it.

This year, Yom HaShoah comes at an especially painful moment for the Jewish people. Seven months ago, over 1,200 innocents were brutally murdered by Hamas in the worst attack against Jews since the Holocaust. In the months since, anti-Semitism has swept our country and the world in ways not seen in generations. Sadly, we see the poison of anti-Semitism amidst some of the protests happening on college campuses today.

This unprecedented rise in anti-Semitism is why I came to the Senate floor last November—to speak at length about the fear that has been growing in the hearts and minds of every Jewish person since October 7. I believe we all have an obligation to call out anti-Semitism wherever we see it arise, be it from the right or from the left.

As I forcefully said in my speech, if anti-Semitism is not repudiated, if it isn't forcefully called out whenever and wherever it arises, it will metastasize into something worse. That is what I wanted to emphasize in my speech.

So, today, I applaud President Biden for taking another strong, decisive step to fight anti-Semitism at the Federal level, with new steps aimed at fighting anti-Semitism in our communities, online, and toward Jewish students.

Among other actions, the President has directed the Department of Education to issue new guidance for college campuses to protect Jewish students and students of all backgrounds so that our universities remain safe havens to learn and grow.

When a Jewish student cannot walk through their quad without fear of harassment or ridicule or something far worse, we have a duty to respond. When swastikas are spray-painted on Jewish gravestones and bomb threats are made against synagogues, it demands action from the government to keep people safe. If ''never again'' is to have any meaning, all of us must own the duty of combating anti-Semitism together at every level of society.

Here in the Senate, I will continue to work with Democrats and Republicans

to protect Jewish synagogues, schools, and organizations of all kinds from violence and hate. It is why I fought to increase funding for the Nonprofit Security Grant Fund Program, which provides money for synagogues and shuls and schools and other nonprofit religious organizations, whether they be Christian, Muslim, Hindu, Sikh, or anything else, to protect themselves against vandalism and violence and all forms of hate.

As I said in my speech on the floor last November, the best way we can work together against anti-Semitism is to preserve the history of the Jewish experience, to tell the truth about the horrors that took place 80 years ago. Only then can we truly honor the memories of the innocent dead. Only then we can be sure that ''the torturer never tortures again.''

BORDER SECURITY

Now, Mr. President, on the border, precisely 3 months ago, something truly stunning happened here on the Senate floor: Senate Republicans filibustered the strongest, most comprehensive border security bill Congress has seen in a generation. They did it for one reason only: Donald Trump—hell-bent on using the border for political gain—told them to do so.

The situation at the border is unacceptable. Everyone knows that. Senate Democrats know it, the President knows it, and the American people know it too. So, a few months ago, as Senators worked on the supplemental, Democrats tried to find a long-sought solution to America's broken immigration system. Again, Democrats have made clear the situation at the border is unacceptable. That is why, for months, we sat down with Republicans to craft the strongest border security bill in a generation, endorsed by the Border Patrol union—very conservative.

I salute Senators MURPHY and SINEMA and LANKFORD for working so hard on that bill. But Donald Trump told Republicans to kill the bill because—and he was explicit—he wants to exploit the chaos at the border for political gain.

He even said:

Please blame it on me.

He explicitly took credit for this tough border bill to go down, a bill that the Wall Street Journal's editorial page called ''a border bill worth passing''—they are hardly leftwing liberals—that the Chamber of Commerce said was a ''commonsense measure''; and which the President of the National Border Patrol Council called ''far better than the status quo.''

You would think, given the chance to pass the strongest border bill in decades, that Republicans would have pounced at the opportunity. After all, how many times have we heard our Republican colleagues give speeches here on the floor about the emergency at the border? How many times have we heard Republicans say, year after year, that Congress must act? How many times have we seen Republicans take field trips down to the border, taking pictures with the fence towering behind them, while bemoaning that the problem is only getting worse?

Apparently, that was all for show—all for show—because precisely 3 months ago, right here on the floor, Senate Republicans, in obeisance to Donald Trump—and I believe many of them knew he was wrong—but Senate Republicans on the Senate floor killed the best chance—the best chance—we have seen in decades to provide a solution to the border.

It is pretty simple: Republicans can't say that the border is an emergency but then refuse to take action. Republicans cannot claim to care about fixing asylum but then block the biggest changes to asylum law in decades. Republicans cannot claim to care about our Border Patrol agents but then deprive them of the very tools and funding the Border Patrol has been asking for.

Our Republican colleagues may have given up on taking real action on the border, but Democrats have not. Democrats will make it clear which party is working to fix our broken border and which party is conspiring to make the border worse.

We will challenge our Republican colleagues to join us once again on the border reforms Americans demand to stop the flow of fentanyl, to improve asylum and vetting, and to ensure our border agents have the tools that they need.

FAA REAUTHORIZATION ACT OF 2024

Mr. President, on the FAA, this week, the Senate will continue working on the FAA reauthorization. The deadline is 3 days away. It is going to take a lot of cooperation to get this complicated bill done. Thankfully, we have made some good progress over the last few days on germane amendments, and we hope to finish our work in time for the House to act on our bill.

I urge my colleagues on both sides of the aisle to prioritize reaching an outcome so we prevent slipping past the deadline.

SOCIAL SECURITY AND MEDICARE

Finally, Mr. President, on Social Security, yesterday, a new report showed the strengths of Social Security and Medicare have improved because of the economic upswing we are seeing under President Biden.

The New York Times headline said:

Strong Labor Market Steadied Social Security and Medicare Funds.

But yesterday's report came with a warning: Social Security and Medicare still face long-term challenges to solvency. The lives of tens of millions could be thrown into chaos if these programs are not protected.

So let's not forget that, year after year, Republicans have made clear where they stand. Instead of working with Democrats to strengthen Social Security and Medicare, they want to put them on the chopping block. A little over a month ago, Donald Trump said on the campaign trail that there is ''a lot you can do in terms of entitlements in terms of cutting.''

Around the same time, the Republican Study Committee, which represents 80 percent of all House Republicans, called for $1.5 trillion—$1.5 trillion—in cuts to Social Security and raising the retirement age to 67. Donald Trump didn't hesitate to give tax cuts to the ultrarich and large corporations, but he thinks there is ''a lot you can do'' to cut programs that millions of American families rely on every single day. That is beyond callous. It is just wrong-headed. It hurts people a lot.

The difference between Democrats and hard-right Republicans couldn't be more stark. This year, we will make sure the American people know it.

I yield the floor.

I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. CARDIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

FRANCIS SCOTT KEY BRIDGE

Mr. CARDIN. Mr. President, I take this time, along with Senator VAN HOLLEN, to update our colleagues on the tragic events that took place in Baltimore on March 26 of this year when the Dali, an almost 1,000-foot container vessel, ran into the support pier of the Francis Scott Key Bridge and, within seconds, the bridge collapsed. It was a sight that was seen around the world in horror. It was a horrific event, and it had a major impact not only on my community in Baltimore but also around the Nation.

The Francis Scott Key Bridge is part of I–695 and part of the I–95 corridor on the east coast of the United States. It also is a bridge that is over the only channel into the Port of Baltimore. The Port of Baltimore is the third busiest port in the United States. It is No. 1 in roll-on, roll-off cargo, and it is critically important to our national economy, our supply chains, et cetera. This bridge is a major thoroughfare for the Northeast corridor. Over 34,000 vehicles a day were transporting through the Francis Scott Key Bridge prior to it being destroyed.

Now, the immediate impact: I think we have all seen the images of how the bridge collapsed and that part of the bridge was actually on the Dali vessel. The heart of the channel was completely blocked by the debris of concrete and steel.

The immediate tragedy was the loss of life. When the Dali struck the Francis Scott Key Bridge, there were eight people on the bridge. They were doing dangerous work, repair work, in order to keep our roads safer. Of the

eight people who were on the bridge, two were able to be rescued; six perished as a result of the tragedy; and one of those, still, the body has yet to be recovered. That is part of the priorities that we are facing in dealing with this tragedy.

I want to just pause for one moment to once again thank the first responders. As I indicated, what happened to the Dali, it lost power. Within a matter of seconds after losing power, it struck the pier that protected the support beams and hit the support beam, and the bridge collapsed. Literally, within seconds after it lost power, the tragedy occurred.

The extremely fast response by first responders was able to stop traffic from going onto the bridge, saving many, many lives. And we thank our first responders for their quick thinking and their responding to protect public safety because this could have been a lot worse in regards to the loss of life.

I also want to give a shout-out to our Federal Agencies for their immediate response. I think the public should understand that the Coast Guard, the U.S. Department of Transportation, and the Army Corps of Engineers were all on the scene on the day of the tragedy and started the unified command—a unified command where the Coast Guard took the lead but all Agencies worked together.

They worked very closely with the State of Maryland, Governor Moore providing that leadership in our State, and our State agencies working with the unified command. They worked with our local government officials. There are three jurisdictions that are directly impacted by the bridge collapse: Baltimore City, and Mayor Brandon Scott was part of that unified command providing the leadership we needed from the city; Johnny Olszewski, the County Executive from Baltimore County, was also part of that team; and Steuart Pittman, the County Executive from Anne Arundel County, all became part of that unified command.

Within literally hours, Secretary Buttigieg was on the scene of the catastrophic event. President Biden has visited the site and provided direct leadership in directing the Federal Government to use all means to help Baltimore deal with this tragedy. Many other Federal officials were there.

I will give a shout-out to Administrator Guzman of the Small Business Administration setting up outreach offices for small businesses that were impacted so that they could get the type of help from the Federal Government, the Small Business Administration, that could be offered. And there were many, many others that were there.

I can't underscore too strongly the impact that this bridge collapse had on the economies of our region. It was interesting: The Small Business Administration accepted applications from every surrounding State because small businesses in surrounding States were also impacted by the channel being closed into the Port of Baltimore. There are about 15,000 jobs directly related to the Port of Baltimore. As I said, it is the third largest port in the United States, as 1.1 million containers are handled annually through the Port of Baltimore and $80 billion in import-export goes through the Port of Baltimore every year. And on March 26, the channel was closed. Ships that were in the port could not leave, and no new vessels could come in.

When you looked at the wreckage, we all thought it would take an incredible amount of time before the channels could be cleared; but thanks to the unified leadership, thanks to the resources of the Federal Government and the partnership of State and local governments, there was very quick action to deal with the Port of Baltimore. Almost immediately, two alternative channels were opened—one for 11 feet and one for 15 feet.

Remember, the main channel was 50 feet. So you are not going to get any major vessels, but we at least could get some tugs and barges through to do a little bit of activity to keep the port still operating.

And just recently, under the leadership of our Federal partners, we were able to open up the northern part of the channel to a 35-foot depth. That was very important because, within a month, we were able to get about 75 percent of the vessels going in and out of the port, which was critically important for the businesses.

We hope that, by the end of this week, we are going to have a 45-foot channel opened for the port. And by the end of this month, we hope that we will have a 700-foot-wide, 50-foot-deep channel reopened for full operations of the Port of Baltimore. That is a Herculean task and could not have been done but for the unified command and the cooperation of all partners. And we thank them for that because, I must tell you, I met with so many business owners who didn't even know if they could survive as a result of the bridge collapse. And with the government providing help, the Federal Government providing help—but it is critically important to get the port opened as quickly as possible.

We also are moving forward immediately on the replacement of this bridge. It is absolutely essential that the Francis Scott Key Bridge be replaced as quickly as possible. We know that is going to take some time. We know you are not going to be able to replace a bridge of this magnitude in a matter of months. It is going to take longer than that. We recognize that.

But as I said before, there are 34,000 vehicles that are now finding other ways to transport through this area. Now, if they have hazardous material, they cannot go through the tunnels that go through the port area of Baltimore that were alternatives to the Francis Scott Key Bridge. Hazardous materials are not permitted in the tunnels. That means they either have to go through side roads or they have to go around the beltway, which adds at least a half an hour or so to the trip. And when you are dealing with thousands of containers and moving many by truck, you can imagine the extra time and extra cost involved as a result of the bridge being out. So it is critically important that we replace the bridge as quickly as possible. The traffic jam problems are real. We have to get this done as quickly as possible.

Now, we know that it is going to take some time. We have an estimate of cost that the State of Maryland has provided to the Federal Government, a range between $1.7 billion to $1.9 billion. I want to thank the Biden administration again—and Secretary Buttigieg—for the release of funds under the Emergency Relief Program, which has already been made available to our State. These are 100 percent Federal funds during this period of time, and we thank them for that.

This project will qualify for emergency relief funding under the Department of Transportation. Those funds are, by law, 90–10. But we have legislation in to carry out what President Biden requested—and I will get to that in one moment—that the Federal Government pay 100 percent of the cost of the replacement of the bridge. We had the Baltimore BRIDGE Relief Act that Senator VAN HOLLEN and I have filed. We have also filed it as an amendment to the FAA bill. We are looking for the first opportunity to get this bill to the finish line, and I would urge our colleagues to find a way that we can get that bill passed as quickly as possible.

Let me just quote from OMB Director Young, who said that ''this authorization''—this is legislation that the Biden administration has urged Congress to pass:

> This authorization would be consistent with past catastrophic bridge collapses, including in 2007, when Congress acted in a bipartisan manner within days of the I–35W bridge collapse in Minnesota.

She went on to say that waiving Federal cost share is routine in disasters of national significance. This is a disaster of national significance. It may be the largest disaster of a bridge collapse ever from the point of view of insurance claims and third-party liability. So we are talking about a very disastrous situation, and it is very appropriate that the Federal cost share be waived.

I want to assure our colleagues—and we put this in the legislation—that any third-party recoveries in regards to the bridge replacement, whether it is insurance coverage or whether it is third-party liabilities coverage, will go back to the Emergency Relief Fund and the Federal taxpayers. Federal taxpayers are on the hook right now for the cost of the replacement of the bridge. They will get all the recoveries in regards to it if this legislation were to pass.

I want to thank my colleagues, both Democrats and Republicans, for their

support of our needs here. I have gotten calls from our Democratic and Republican colleagues offering their support, and we thank them very much for that. I hope that we can find a way to move this promptly.

I know that there are not too many bills that make it to the finish line. And we are running out of time in this Congress, so I would urge the cooperation of our colleagues to find the appropriate spot. And we hope it can be on the FAA bill, but we need to get this done as quickly as possible.

So let me just assure our colleagues that the story of the Francis Scott Key Bridge doesn't end with this tragedy. We are a very resilient community. The bridge will be rebuilt. The Port of Baltimore will be back to full strength and continue to grow. It has been growing at a very fast rate and will continue to show that type of growth.

As Governor Moore says, we are Maryland tough and Baltimore strong. We intend to make sure the Port of Baltimore has everything it needs to continue its growth and that the bridge is replaced.

With that, Mr. President, I yield the floor.

I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mr. VAN HOLLEN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. VAN HOLLEN. Mr. President, I also come to the floor today to talk about the collapse of the Francis Scott Key Bridge. And thanks to modern technology, as I was driving in, I got to listen to the remarks of my friend and colleague, the senior Senator from Maryland BEN CARDIN.

I want to start by thanking him for his leadership in the Federal delegation. And I am going to cover some of the same points he made in his remarks, and I think it bears repeating, both because of the magnitude of this crisis, the national scale of this crisis, but also because it showed Baltimore and Maryland and America at its best in coming together in the aftermath of a tragedy to help those we lost and to begin the rebuilding process.

For 47 years, the Francis Scott Key Bridge has been the backdrop of millions of Marylanders' lives. They get up in the morning. They go to work. It is an indelible part of the Baltimore City skyline, and it is part of the daily commute for over 34,000 people.

Six weeks ago, when the Key Bridge collapsed in the early morning hours of March 26, everyone immediately recognized the magnitude of this disaster. In Baltimore, in Maryland, across the country, across the world, people witnessed those images of the ship hitting one of the piers on the bridge and the bridge coming down.

Six hard-working Marylanders lost their lives in that bridge collapse. There were eight of them on the bridge at the time, construction workers working late hours—hard jobs. We have been able to find six of those whom we lost. We are still looking for the bodies of one—excuse me. Eight people were on the bridge. Fortunately, two survived. We lost six, and we are still looking for one.

Our priority from the very beginning has been, first of all, to find all the victims and to comfort their families. Right after the bridge came down, Coast Guard divers were out in the water every day, and they remain there now until we find the last of those we lost. We are incredibly grateful for the first responders who immediately jumped into action, including a Maryland Transportation Authority officer on site who worked to quickly stop the traffic from going onto the bridge, further preventing further tragedy loss of life. In fact, there have been interviews conducted of the last person across the bridge, and we are grateful that he was able to escape and that no others lost their lives that day. That was because of the heads-up efforts of a Maryland Transportation Authority officer.

So to the MTA officers and to all the other first responders on the scene this morning, we express our gratitude for preventing more loss of life and for helping rescue the two individuals who survived the crash and all the other work they did that day and since.

While first responders and salvage workers press ahead with recovery efforts, the impact of the bridge collapse continues to reverberate across Baltimore, across Maryland, in fact, across the country. The Key Bridge is a gateway to trade in Maryland and the great Port of Baltimore. When the bridge collapsed into the Patapsco River, its hulking debris blocked the access needed for daily container ships, barges, and recreational vessels to access port facilities and Baltimore's Inner Harbor.

There are about 1,800 annual ship visits to the Port of Baltimore, so you get a sense of just how busy it is. In fact, it is the busiest in the Nation in handling automobiles, light trucks, farm and construction machinery, imported forest products, and aluminum and sugar. These goods come in through Baltimore and from that great hub are transported elsewhere across this great land. At full capacity, the Port of Baltimore generates 20,000 direct jobs, including 2,400 union longshoremen who load and unload that cargo every day. The port also supports another 24,000 in induced jobs supported by local purchases and 7,200 indirect jobs. So the impact in terms of jobs and employment of the Port of Baltimore is vast, not just in the city and not just in Maryland but well beyond.

Fortunately, for Maryland, when the bridge collapsed, we had strong partners coming to our assistance, including the strong partners in the White House. On the day of the disaster, President Biden immediately went straight to work. He reached out directly to Senator CARDIN, to myself, to Governor Moore, to Mayor Scott, and our State and local partners, not only to express sympathy in the aftermath of this tragedy but to let us know that he had already ordered the full mobilization of the disaster response arm of the Federal Government, resulting in the unified command led by the Coast Guard. And they came together immediately to help manage the disaster response and begin the recovery effort.

As Senator CARDIN indicated, it was a team. While the Coast Guard was the quarterback, we also had the partners from the State and Governor Moore. Our great Governor quickly mobilized Maryland assets. Mayor Brandon Scott, the mayor of Baltimore, mobilized the city assets, as did the county executives from surrounding counties like County Executive Pittman in Anne Arundel County and Johnny Olszewski, the county executive in Baltimore County.

And so within hours of the bridge collapse, you had all levels of government stepping up and working together, working to help the families who lost loved ones, making sure that they have the help they need in the aftermath of their terrible loss and personal tragedy and coming together to help the workers who lost their jobs because the Port of Baltimore's business ground to almost a halt in those first hours and, of course, to the small businesses that were sidelined because of the hit to the Port of Baltimore.

In fact, less than 2 weeks after the collapse of the bridge, the Governor and the Maryland General Assembly stepped up and passed the PORT Act, which provided direct economic support through small business grants and the Port of Baltimore Worker Retention Program and the Worker Support Program to help those workers who lost their jobs and were not immediately eligible for unemployment benefits. That bill also created scholarship programs for the families of those who died on the job.

And then President Biden and the entire administration have been part of this relief effort and response effort from day one. As Senator CARDIN indicated, the Small Business Administration provided Economic Injury Disaster Loan relief and opened three business recovery centers to help business owners in completing their applications. And through the Department of Labor, the Federal Government delivered over $3.5 million in emergency dislocated worker grant funding to workers who had such financial loss. These efforts were essential to soften the blow to workers and to businesses harmed by the bridge collapse.

But as Senator CARDIN indicated, from the very start, everyone understood that the best way to help those workers who were out of a job because of the collapse and to help those small businesses and to help the surrounding

State and economy was to open the channel to the Port of Baltimore. And almost immediately, the Biden administration—Secretary Buttigieg—initiated the process to provide $60 million from the Emergency Relief Program to help those efforts. And the State of Maryland and the city used some of those efforts to start clearing debris from the bridge that fell to clear the channel.

They used other parts of those funds to deal with traffic mitigation and relief because the trucks that carried hazardous material that used to go over the bridge could not go through the Baltimore tunnel. They had to go around the Baltimore Beltway. So those funds were very helpful in that effort. But, again, the main focus was on clearing that channel so we could reopen it for shipping purposes.

The good news is, because of the work of the Army Corps of Engineers, in particular, they dug a series of channels of increasing depths, and not that long ago we were able to clear a 35-foot channel which helped restore about 75 percent of the shipping into and out of the Port of Baltimore. There are now 549 transits, ship transits, coming into and out of the Port of Baltimore on a regular basis. So these are ships that are being loaded now by about 200 international longshoremen, which gives you a sense of how people are getting back to work. And the goal is, by the end of this month, to clear the full 50-foot channel—which is the main channel in and out of the Port of Baltimore—for the container ships. At that point in time, we hope to have the Port of Baltimore fully up and running.

This, as Senator CARDIN said, as the President of the United States said, as we all know, is a national tragedy. Yes, the bridge is in Baltimore, but it is a key connector on the east coast for commerce, both trucking and getting equipment and material in and out of the Port of Baltimore as well as others. That is why the President of the United States called upon the Federal Government to support funding the full costs of replacing the Key Bridge.

In addition to the initial $60 million that came out of the Emergency Relief Program—thank you to Secretary Buttigieg who almost immediately enrolled the State of Maryland and found us eligible to be included in that program for the purpose of rebuilding the Key Bridge. Just like all the other projects that are part of that program from around the country, the Federal Government supports 90 percent of those costs.

Therefore, in order to make sure we make good on the pledge for 100 percent support because of this national tragedy, the entire Maryland delegation has been united in introducing the legislation that would make good on the President's commitment for 100 percent funding.

I want to thank Senator CARDIN. I see he has now returned to the floor. Again, I appreciate all your efforts leading a Federal ''Team Maryland'' here, and I am proud to join you and our partners in the House, including Congressman MFUME, who represents this congressional district, in introducing that legislation on a bipartisan basis, the Baltimore BRIDGE Relief Act, to ensure that we cover 100 percent of the costs federally.

As Senator CARDIN, very importantly, pointed out, that legislation does make clear that any funds that are recovered through third parties, whether insurance or through lawsuits, will be returned to that Federal fund. I want to assure our colleagues of that.

Let me just end, really, where Senator CARDIN concluded his remarks, in two parts: first of all, by thanking our colleagues—Democratic colleagues, Republican colleagues—who reached out in the aftermath of this terrible catastrophe to say they stood with us and would help us as we restore the port and rebuild the Key Bridge and then again a thank-you to the people of Baltimore and the people of Maryland who demonstrated their amazing resilience during this terrible chapter and continue to do so every day, people who came together and volunteered to bring sandwiches to the folks at the Coast Guard, people who volunteered their services in an array of other ways just to help the cause, to help at that moment of tragedy, and to begin the process of healing and rebuilding.

It has been a team effort. I want to thank our Governor. I want to thank the mayor of Baltimore. We have come together as a State, and America has come together, not just in sympathy but to demonstrate support.

I just ask, along with Senator CARDIN and our colleagues, to make sure that we move on this legislation just as quickly as possible. This is why Senator CARDIN and I have offered it as an amendment to the FAA legislation that is in front of this body right now. That is an expression of the urgency with which we take this challenge, and we just ask our colleagues to join us in recognizing that urgency so that we can do it together.

When we saw the terrible collapse of the bridge in Minneapolis many, many years ago, the Congress rallied together very quickly to say that the U.S. Government would stand with the people of Minnesota in that hour of need and tragedy, and we ask our colleagues the same. I know that spirit is there in this body. We just hope that spirit now will be accompanied by the legislation to get the job done. The President has asked us to do it.

This is a moment for us to come together on a bipartisan—indeed, a nonpartisan basis and get this done and show that even in the toughest of times, our country does rally together to help those who have been injured, those who have been hurt.

Out of this disaster will come a triumph as we rebuild the bridge and we resume full business at the Port of Baltimore and, finally, we continue to help those families who lost loved ones in this tragedy.

I yield the floor.

The PRESIDING OFFICER. The senior Senator from Maryland.

Mr. CARDIN. Mr. President, I just wanted to compliment my colleague Senator VAN HOLLEN for his comments. I think he has said it the way that everyone in Maryland feels. We have worked together as a team on this. This is a national tragedy. We thank our Federal partners for their help. We are proud of the unified efforts that have evolved.

I appreciate Senator VAN HOLLEN's comments about just ordinary citizens who have really rallied behind the situation, helping their neighbors, providing food, providing opportunities that were lost as a result of the bridge collapse. It has really been gratifying to see the unity and support of our community.

We need this legislation passed. I urge our colleagues to find a way that we can get this done as quickly as possible.

I thank my colleague Senator VAN HOLLEN for his incredible leadership during this time.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER (Mr. MARKEY). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. CARDIN. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

VOTE ON WELTON NOMINATION

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the Welton nomination?

Mr. CARDIN. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The clerk will call the roll.

The assistant bill clerk called the roll.

Mr. DURBIN. I announce that the Senator from Arizona (Ms. SINEMA) is necessarily absent.

Mr. THUNE. The following Senators are necessarily absent: the Senator from Wyoming (Mr. BARRASSO), the Senator from Indiana (Mr. BRAUN), the Senator from Arkansas (Mr. COTTON), the Senator from Oklahoma (Mr. LANKFORD), the Senator from Kentucky (Mr. PAUL), the Senator from Florida (Mr. RUBIO), and the Senator from Alabama (Mr. TUBERVILLE).

Further, if present and voting: the Senator from Kentucky (Mr. PAUL) would have voted ''nay.''

The result was announced—yeas 52, nays 40, as follows:

[Rollcall Vote No. 159 Ex.]

YEAS—52

Baldwin	Blumenthal	Brown
Bennet	Booker	Butler

Cantwell	Kelly	Sanders
Cardin	King	Schatz
Carper	Klobuchar	Schumer
Casey	Luján	Shaheen
Collins	Manchin	Smith
Coons	Markey	Stabenow
Cortez Masto	Menendez	Tester
Duckworth	Merkley	Van Hollen
Durbin	Murkowski	Warner
Fetterman	Murphy	Warnock
Gillibrand	Murray	Warren
Hassan	Ossoff	Welch
Heinrich	Padilla	Whitehouse
Hickenlooper	Peters	Wyden
Hirono	Reed	
Kaine	Rosen	

NAYS—40

Blackburn	Grassley	Risch
Boozman	Hagerty	Romney
Britt	Hawley	Rounds
Budd	Hoeven	Schmitt
Capito	Hyde-Smith	Scott (FL)
Cassidy	Johnson	Scott (SC)
Cornyn	Kennedy	Sullivan
Cramer	Lee	Thune
Crapo	Lummis	Tillis
Cruz	Marshall	Vance
Daines	McConnell	Wicker
Ernst	Moran	Young
Fischer	Mullin	
Graham	Ricketts	

NOT VOTING—8

Barrasso	Lankford	Sinema
Braun	Paul	Tuberville
Cotton	Rubio	

The nomination was confirmed.

The PRESIDING OFFICER (Mr. WARNOCK). Under the previous order, the motion to reconsider is considered made and laid upon the table, and the President will be immediately notified of the Senate's action.

LEGISLATIVE SESSION

SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT—Resumed

The PRESIDING OFFICER. Under the previous order, the Senate will resume legislative session and resume consideration of H.R. 3935, which the clerk will report.

The senior assistant legislative clerk read as follows:

A 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.

Pending:

Schumer (for Murray) amendment No. 1292, in the nature of a substitute.

Schumer amendment No. 1293 (to amendment No. 1292), to add an effective date.

Schumer motion to commit the bill to the Committee on Commerce, Science, and Transportation, with instructions, Schumer amendment No. 1294, to add an effective date.

Schumer amendment No. 1295 (to (the instructions) amendment No. 1294), to modify the effective date.

The PRESIDING OFFICER. The majority leader.

MOTION TO TABLE

Mr. SCHUMER. I move to table the pending motion to commit with amendment.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

MOTION TO TABLE

Mr. SCHUMER. I move to table pending substitute amendment No. 1292.

The PRESIDING OFFICER. The question is on agreeing to the motion.

The motion was agreed to.

AMENDMENT NO. 1911, AS MODIFIED

(Purpose: In the Nature of a Substitute)

Mr. SCHUMER. I call up substitute amendment No. 1911, as modified.

The PRESIDING OFFICER. The clerk will report.

The senior assistant legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] for Ms. CANTWELL, proposes an amendment numbered 1911, as modified.

Mr. SCHUMER. I ask to dispense with further reading of the amendment.

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

The amendment, as modified, is as follows:

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:

''(l) 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''.

Mr. SCHUMER. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The yeas and nays are ordered.

AMENDMENT NO. 2026 TO AMENDMENT NO. 1911

Mr. SCHUMER. I have an amendment at the desk.

The PRESIDING OFFICER. The clerk will report.

The senior assistant legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] proposes an amendment numbered 2026 to amendment No. 1911.

Mr. SCHUMER. I ask to dispense with further reading of the amendment.

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

The amendment is as follows:

(Purpose: To add an effective date)

At the end add the following:

SEC. EFFECTIVE DATE.

This Act shall take effect on the date that is 1 day after the date of enactment of this Act.

MOTION TO COMMIT WITH AMENDMENT NO. 2027

Mr. SCHUMER. I move to commit H.R. 3935 to the Committee on Commerce, Science, and Transportation with instructions to report back forthwith with an amendment.

The PRESIDING OFFICER. The clerk will report.

The senior assistant legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] moves to commit the bill, H.R. 3935, to the Committee on Commerce, Science, and Transportation with instructions to report back forthwith with an amendment numbered 2027.

Mr. SCHUMER. I ask to dispense with further reading.

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

The amendment is as follows:

(Purpose: To add an effective date)

At the end add the following:

SEC. EFFECTIVE DATE.

This Act shall take effect on the date that is 3 days after the date of enactment of this Act.

Mr. SCHUMER. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The yeas and nays are ordered.

AMENDMENT NO. 2028

Mr. SCHUMER. I have an amendment to the instructions at the desk.

The PRESIDING OFFICER. The clerk will report.

The senior assistant legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] proposes an amendment numbered 2028 to the instructions of the motion to commit.

Mr. SCHUMER. I ask to dispense with further reading of the amendment.

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

The amendment is as follows:

(Purpose: To add an effective date)

On page 1, line 3, strike ''3 days'' and insert ''4 days''.

Mr. SCHUMER. I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second?

There appears to be a sufficient second.

The yeas and nays are ordered.

AMENDMENT NO. 2029 TO AMENDMENT NO. 2028

Mr. SCHUMER. I have a second-degree amendment at the desk.

The PRESIDING OFFICER. The clerk will report.

The senior assistant legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] proposes an amendment numbered 2029 to amendment No. 2028.

Mr. SCHUMER. I ask to dispense with further reading of the amendment.

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

The amendment is as follows:

(Purpose: To add an effective date)

On page 1, line 1, strike ''4 days'' and insert ''5 days''.

CLOTURE MOTION

Mr. SCHUMER. I send a cloture motion to the substitute to the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to read the motion.

The senior assistant legislative clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on Cantwell substitute amendment No. 1911, as modified, to Calendar No. 211, H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

Charles E. Schumer, Maria Cantwell, Martin Heinrich, Gary C. Peters, Patty Murray, Brian Schatz, Christopher A. Coons, Jack Reed, Sheldon Whitehouse, Christopher Murphy, Peter Welch, Richard Blumenthal, Michael F. Bennet, Debbie Stabenow, Laphonza R. Butler, Angus S. King, Jr., Jeanne Shaheen.

CLOTURE MOTION

Mr. SCHUMER. I send a cloture motion to H.R. 3935 to the desk.

The PRESIDING OFFICER. The cloture motion having been presented under rule XXII, the Chair directs the clerk to read the motion.

The senior assistant legislative clerk read as follows:

CLOTURE MOTION

We, the undersigned Senators, in accordance with the provisions of rule XXII of the Standing Rules of the Senate, do hereby move to bring to a close debate on Calendar No. 211, H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

Charles E. Schumer, Maria Cantwell, Martin Heinrich, Gary C. Peters, Patty Murray, Brian Schatz, Christopher A. Coons, Jack Reed, Sheldon Whitehouse, Christopher Murphy, Peter Welch, Richard Blumenthal, Michael F. Bennet, Debbie Stabenow, Laphonza R. Butler, Angus S. King, Jr., Jeanne Shaheen.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The assistant bill clerk proceeded to call the roll.

Mr. SCOTT of South Carolina. I ask unanimous consent that the order for the quorum call be rescinded.

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

UNANIMOUS CONSENT REQUESTS

Mr. SCOTT of South Carolina. Mr. President, in the first 48 hours following the October 7 Hamas terror attack on Israel, violent language and threats against the Jewish community and Israel increased by over 488 percent. This hatred is spreading like wildfire on college campuses around the Nation, turning our so-called elite academic institutions into cesspools of harassment and violence pointed toward Jewish students. There are violent mobs storming buildings, smashing windows, defacing property, tearing down the American flag and replacing it with the flag of radical extremist groups. We are witnessing anti-Semitic hate and extremism that threaten the very safety of our Jewish students on college campuses around the greatest Nation on God's green Earth. It is so shocking and outrageous that so many of the administrators on these campuses sit back and watch as their campuses descend into chaos and criminality.

There can be—and I mean this—there can be no equivocating when it comes to the issue of anti-Semitic violence or hatred, and I and every single one of us should just call it out for what it is.

So let me be clear. Any student who advocates for murder and sympathizes with terrorists should be expelled. Any university that allows itself to become a megaphone for hatred should lose every single dime of their Federal funding. Any college administrator who refuses to stamp out violent bigotry should lose their job.

The American people and especially our Jewish brothers and sisters deserve our moral clarity on this issue. That is why I introduced a resolution that forcefully condemns the explosion of anti-Semitism on college campuses, calls out administrators who have failed to do their jobs and stamp out hatred, and urges the Department of Education to do their job and ensure that universities are protecting the rights of Jewish students.

I am asking every single Senator in this Chamber to support this resolution, to support common sense, and to push back against the hatred on these college campuses pointed directly at our Jewish students. Let us all send a very clear message to our Jewish students and to those who oppose them.

It is vital that this body, the so-called most deliberative body on the planet, stand united and speak with moral clarity on this issue.

Mr. President, I would like to turn over some time to Senator HOEVEN and then Senator ERNST.

But let me be clear. Without any question, it is time for the U.S. Senate to stand unanimously not behind our Jewish students but in front of them. Let us be the wall that protects them.

Mr. HOEVEN. I would like to thank the esteemed Senator from South Carolina, but I will defer to my colleague first, the Senator from Iowa.

Ms. ERNST. I would like to thank my colleagues for joining me here on the floor again this evening—the Senator from South Carolina and the Senator from North Dakota. Thank you for raising this issue and showing leadership for our friends across the Nation.

Mr. President, I rise in support of this resolution and to condemn the rise of anti-Semitic hate speech and violence we are seeing at colleges and universities throughout our country.

Like so many parents and grandparents, I want our children to be allowed to freely express their thoughts and their views, but what we are seeing right now goes way beyond that. This is not free speech; it is violent, abusive discrimination, and it has to stop.

Six months ago, I sent a letter, alongside my colleague and ranking member of the Senate Health, Education, Labor, and Pensions Committee, Senator CASSIDY, urging the Biden administration to protect college students from targeted attacks on campuses. I spoke to anti-Semitic incidents, including vandalism of fraternity homes and club meeting spaces, dorm room doors being set on fire, professors making examples of Jewish students by placing them in a corner of their classroom to emulate the Palestinian experience.

Today, exactly 214 days since Iran-backed Hamas attacked Israel, the Biden administration has finally released guidance clarifying that fostering a hostile environment on campus is, in fact, a violation of the Civil Rights Act—something I have been saying all along.

In the past month alone, we have seen Jewish students physically blocked from entering their academic buildings, with protesters surrounding them chanting ''death to America.'' We have seen protesters holding the Nazi salute as Jewish students walk through campus. We watched protesters take hammers to the windows of academic buildings, all the while claiming to be ''peaceful.'' To date, we have seen 80 different schools play host to these protests, and more than 50 of those schools have required law enforcement presence, resulting in arrests.

Folks, the fact that we needed 20 pages of examples, modeled on students' real experiences, to tell us that these actions are unacceptable is absolutely ridiculous.

Secretary Cardona needs to take a hard look at the number of title VI complaints his team has received in the past 6 months. He claims schools are ''mitigating'' the violence and discrimination, but I have yet to see real solutions for the students, too scared to even walk across the quad to the cafeteria.

This anti-Semitism is un-American, wholly unacceptable, and we should be unified in our intolerance to it. I call on President Biden and Secretary Cardona to remove Federal funding from these schools that are allowing Jewish hate on their campuses, and I call on the Senate to stand united in the face of this abhorrent behavior and to say with one voice, wholeheartedly: We condemn anti-Semitism.

''Never again'' is right now.

I yield my time to the gentleman from North Dakota.

Mr. HOEVEN. I would like to thank the esteemed Senator from Iowa, and also I am very proud to rise this evening to join with my esteemed Senate colleague, Senator SCOTT of South Carolina. I want to thank him for his very, very strong leadership on this important issue and for condemning the rising tide of anti-Semitism we are seeing around the country.

As you know, less than a year ago, on October 7, Israel was victim to a horrific—a horrific—attack by Hamas. Since then, the United States has stood firm with our strong ally as Israel asserts its right to defend itself and hold Hamas accountable for its heinous actions.

In November, I traveled with a bipartisan group of Senators and Congressmen to Tel Aviv and met with Prime Minister Netanyahu, where I reiterated America's absolute commitment to Israel. Since then, we passed the national security supplemental funding legislation with broad bipartisan support—broad bipartisan support—to provide aid to our close ally Israel.

What is new, however, and is deeply troubling is the rise of anti-Semitism in our society and particularly what we are seeing on our college campuses. I have to say I never thought that we would see this in my lifetime in our country. I just can't believe that we are seeing anti-Semitism like this in America, and it is absolutely unacceptable—absolutely unacceptable.

To be clear, colleges and universities ought to be spaces that encourage free thinking and free speech, where students can learn about the world and their place in it. There can be no space, however, for anti-Semitism on our college campuses or anywhere else in our country. The examples we are seeing at universities of anti-Zionist encampments, individuals prohibiting Jewish students from entering the university buildings, and other anti-Semitic acts must be met with a speedy and strong response and not only from the universities but from our Department of Education as well.

As we recognized Holocaust Remembrance Day earlier this week, I am reminded of remarks given by late Supreme Court Justice Scalia to mark the occasion over 20 years ago, when he said that the most frightening aspect of the Holocaust was that it happened in one of the most educated, most progressive, and most cultured countries in the world.

For these reasons and many more, I am proud to join Senator SCOTT from South Carolina in supporting this resolution and our other colleagues as well. The resolution condemns anti-Semitism and resolves that the administrators of colleges, as well as the Department of Education, must take the necessary actions to ensure compliance with the Civil Rights Act of 1964 and defend Jewish and Israeli students against discrimination.

The PRESIDING OFFICER. The Senator from South Carolina.

Mr. SCOTT of South Carolina. I ask unanimous consent that the Committee on Health, Education, Labor, and Pensions be discharged from further consideration and that the Senate now proceed to S. Res. 670; further, that the resolution be agreed to, the preamble be agreed to, and that the motions to reconsider be considered made and laid upon the table.

The PRESIDING OFFICER. Is there objection?

Mr. SANDERS. Reserving the right to object.

The PRESIDING OFFICER. The Senator from Vermont.

Mr. SANDERS. Mr. President, I rise in opposition to S. Res. 670, which, in my view, does, in fact, not go far enough to address the very serious crisis of bigotry taking place all over this country.

Let me be very clear. Anti-Semitism is a vile and disgusting form of bigotry that has existed for hundreds, if not thousands, of years and in the last century resulted in the deaths of at least 6 million people, including some in my own family. I strongly and unequivocally condemn all forms of anti-Semitism.

In addition, it is imperative that Congress, representing the American people, make clear our strong opposition to all forms of bigotry in this country, whether on college campuses or elsewhere, including Islamophobia, homophobia, racism, and the growing attacks against the Asian-American community.

Our goal must be to bring people together as one Nation regardless of our religion, regardless of where we were born, regardless of the color of our skin.

And the resolution that I am offering, which I hope will be accepted, makes that abundantly clear: no to anti-Semitism, no to Islamophobia, no to all forms of racism and bigotry.

And as we do our best to combat racism and all of its ugly manifestations, we must also hold our heads high and with pride as we honor the First Amendments to our Constitution, brilliantly developed by the Founders of this country.

And let me simply read, because some may have forgotten what the First Amendment says:

> Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press, or the right of the people peaceably to assemble, and to petition the Government for a redress of grievances.

That is what a free country is about—the right to disagree with government and the right to protest. And those are rights that every Member of Congress should respect, no matter what one's political point of view may be.

I happen to believe that protesting injustice is part of the American tradition, going back to the very Founders of this country, and has played a fundamental role in recent decades in the fight to overcome racism, sexism, homophobia, and other forms of discrimination.

I would remind my colleagues, for example, that the success of the civil rights movement was due in large part to sit-ins and occupations where young Black and White Americans bravely took up space in private businesses demanding an end to the racial discrimination of segregation that existed at that time.

I would also remind my colleagues that during the Vietnam war, students and millions of other Americans, including myself, joined peaceful demonstrations demanding an end to that war. Maybe—just maybe—tens of thousands of American lives and countless of Vietnamese lives might have been saved if the government had listened to those demonstrators.

And further, let us not forget those who demonstrated against the failed wars in Iraq and Afghanistan. Maybe those protesters should have been listened to as well.

You know, despite what some people think here, government policy regarding war is not always right. In fact, in recent history, it has mostly been wrong.

I do find it extraordinary, both tonight, in listening to my colleagues,

and what I have heard for many months now, that this body is very quick to bring forth bills and resolutions condemning student protesters, but there has been minimal discussion about what these young people are protesting. And that is rather extraordinary. I didn't hear one word of it tonight.

What are they out demonstrating about? What have millions of people gone to the streets and are talking about?

So let me take this opportunity to do just that.

We all know, as has been stated correctly this evening, that on October 7, 2023, Hamas, a terrorist organization, began this war with an attack on Israel that killed 1,200 innocent men, women, and children, and took over 200 people captive, many of whom are still in captivity tonight. I think all of us believe—and I know that all of us believe—that this horrific attack must be unequivocally condemned, and I believe that all of us understand that Israel had the right to defend itself against Hamas. But I certainly do not believe, nor do a strong majority of the American people believe, that the rightwing, extremist Netanyahu government has the right to wage an unprecedented, all-out war against the Palestinian people.

And what these protests are largely about and what public opinion is showing is outrage that, since October 7, the Netanyahu government has killed more than 34,000 Palestinians and injured more than 78,000, 70 percent of whom are women and children. That is over 5 percent of the 2.2 million people living in Gaza.

And that is what the vast majority of people in this country who are protesting are talking about. Protesters and the majority of the American people are outraged that 1.8 million people, 80 percent of the population of Gaza, have been forced out of their homes—80 percent forced out of their homes and sent to overcrowded and dangerous locations.

Protesters, and the American people in general, are deeply concerned about the destruction of over 200,000 housing units—destroyed, leaving more than a million people in Gaza homeless. The American people and protesters are deeply worried, concerned about what happens to these people in the future. They have got no home. Where do they go? How do they live?

The American people and protesters are outraged that the civilian infrastructure of Gaza has been devastated, with approximately 60 percent of water and sanitation facilities damaged or destroyed and electricity almost entirely shut off. Raw waste is now seeping into the streets throughout Gaza because their wastewater systems have been destroyed.

The American people and the American doctors I have talked to who were in Gaza are shocked that the healthcare system of Gaza has been systematically destroyed, with 26 hospitals knocked out of service and more than 400 healthcare workers killed.

When we talk about college campuses—and I understand that is the discussion here tonight—I want everyone to know that there are no protests on the college campuses in Gaza. Nobody is feeling discomfort. Do you know why? Because every one of the 12 universities in Gaza has been bombed and destroyed.

And as we speak against explicit and repeated warnings of President Biden, Israel is attacking Rafah, where over a million Palestinians have sought refuge. And that situation will only accelerate the crisis that Mrs. McCain and others in the humanitarian world have talked about; and that is that famine is imminent in Gaza, and God knows how many children are already dying of malnutrition.

The fact of the matter is that some 67 percent of Americans, according to recent polls, support the United States' calling for a cease-fire, and 60 percent oppose sending more weapons to Israel. And that is what the protesters are talking about. They are asking why it is that we are complicit in the humanitarian disaster taking place in Gaza; and why, when we have got hundreds of thousands of people homeless throughout this country, we are giving $20 billion more to the rightwing, extremist Netanyahu government.

So, no, it is not just protesters on college campuses who are upset about U.S. policy with regard to Israel and Gaza. Increasingly, American people want an end to U.S. complicity in the humanitarian disaster that is unfolding there.

Mr. President, I will therefore be offering an alternative resolution to the one that Senator SCOTT offered which does the following—and I hope it would gain unanimous support: No. 1, it strongly condemns the rise of anti-Semitic, anti-Muslim, anti-Arab, anti-Asian, and any other form of discrimination on the campuses of schools and institutions of higher education across the United States.

So it does what Senator SCOTT proposes, but it does more.

No. 2, it strongly affirms Congress's support for the First Amendment of the Constitution and freedom of speech and dissent.

No. 3, it strongly supports the right of students and all Americans to peacefully protest.

No. 4, it urges the Department of Education to take necessary actions to ensure that schools and institutions of higher education are complying with title VI of the Civil Rights Act of 1964 to provide all students—including students who are or perceived to be Jewish, Israeli, Muslim, Arab, or Palestinian—a school environment free from discrimination based on race, religion, color, or national origin.

And lastly, it strongly urges school leaders, college administrators, and local, State, and Federal leaders to take all necessary steps to protect students' safety and civil rights, including their right to peacefully assemble and protest.

Therefore, I object to this resolution.

The PRESIDING OFFICER (Mr. KELLY). The objection is heard.

The Senator from South Carolina.

Mr. SCOTT of South Carolina. Mr. President, let me just respond to my good friend on the other side of the ocean and this aisle.

I wonder, in the 1960s, when there were Black students, what did they want then? It wasn't a resolution condemning all hate, when they were the only target of the hate. It was support for those who were being victimized in the moment, not a resolution that muddies the water.

Every single challenge facing the folks in the Middle East as a result of Hamas attacking Israel, every drop of blood, is on the hands of the terrorists in Hamas, period. Every challenge facing folks in Gaza that is a result of Hamas's terrorizing the nation of Israel is on the shoulders of Hamas. When you start the war, every innocent life, every unnecessary death is on you, plain and simple.

Well, let me just say that it is a coalition government in Israel—a unanimous coalition government in Israel—supporting the efforts of Israel to eliminate Hamas from the planet, and I do too, 100 percent.

It is frustrating. It is frustrating to see the level of violence in our country. It is frustrating for me to see the level of violence on our college campuses.

I started working on the definition of anti-Semitism not October 7 but in 2018. President Trump made my language into an Executive order 5 years ago. Why? Because there were signs, even then, of hate, disgusting violence, and intimidation on college campuses in America.

And so I just find the language and the comments from my colleague from Vermont deeply disturbing and insulting and misleading.

My resolution is quite simple. It condemns the rampant anti-Semitism on college campuses.

The 2,000-plus arrests on college campuses weren't because of violence against Blacks or violence against Muslims or violence against Hispanics or violence against Asians. It was violence against Jewish students. It was intimidation of Jewish students. It was vandalism on college campuses because of these folks who were trying to intimidate and get to our Jewish students.

It was our Jewish students who couldn't walk to class in peace. It was our Jewish students who couldn't study in libraries without intimidation.

An objection to my resolution is an objection to the reality that today our Jewish students are facing disgusting environments on college campuses, and the administrators sit back with their hands under their butts.

My colleague's resolution clouds the issue of anti-Semitism and equates

Hamas's unprovoked terrorist attack on innocent Israelis and Israel's measures of self-defense. It is ridiculous. What can we say? What can we say to our young students in elementary schools and middle schools and high schools as they look at these so-called elite campuses where they are taking down American flags? What do we say to our young students watching anti-Semitism rage on college campuses? What do we say when they ask the questions that they ask me: Why do they hate the Jews so much? And who will stand in the gap—not just with them, before them?

I say there is not a single Republican in the U.S. Senate who is blocking this resolution. I say not I will but I must stand.

Why can't we just say anti-Semitism on college campuses is wrong? Why can't we have a full stop right there? Perhaps it is because the politics of it is so entangled in the quagmire pit, we must have everything thrown into the bucket, as opposed to just speaking the truth as it is right now on college campuses. Why can't we just condemn anti-Semitism on its face? Why is it so hard for my Democratic colleagues to condemn what Senator SANDERS says—and I agree—is the oldest form of hate in the world? Why can't we just do that right now? We can. But politics suggests that to be politically correct, we must include everybody. Well, everybody is not being impacted like our Jewish students today. Why is it so hard to speak without a forked tongue on such a powerful issue that deserves our moral clarity?

It is Jewish students being forced out of the classrooms and out of the dorms. It is Jewish students facing violence today. I get frustrated by the fact that so often we just feel sorry for those poor kids. I get tired of hearing people say: Well, you know, there is this larger group of folks who need to be protected. Mr. President, 2,000 arrests for violence specifically focused on and targeting Jewish students.

Every single child—I don't care what race you are, what religion—has a right to go to campus safely, but in today's America, it is the Jewish student—the Jewish student—who can't prepare for a midterm in a library. It is the Jewish student who can't walk to class without hoping and praying that law enforcement is there.

We deserve—we deserve—better. America deserves leadership that is unequivocal when it matters the most. We deserve leadership that speaks to the issue of the day, today and every day. That is why people are so disgusted with politics.

The PRESIDING OFFICER. The Senator from Vermont.

Mr. SANDERS. Mr. President, well, I would agree with the Senator from South Carolina on one point: People are disgusted with politics. And maybe the reason they are disgusted with politics is, despite what the vast majority of the American people want, the U.S. Government is continuing to provide billions of dollars in military aid to the rightwing, extremist Netanyahu government. The Senator from South Carolina said it is a coalition government. It is. It is rightwing extremists in coalition with out-and-out racists. That is the coalition. And people are disgusted because they don't want to see their money going to kill more women and children in Gaza.

Now, the Senator from South Carolina says that I am muddying the waters. Really? Well, I would suggest that the Senator from South Carolina remember what happened a number of months ago in November, I believe, of 2023. Three young Palestinian college students were shot at close range in my city. Islamophobia in this country is on the rise. If you are a Palestinian walking the streets, you better be careful.

So the idea that we should not, as a nation and as a Congress, come together to address anti-Semitism—absolutely. But Islamophobia? We have, as you know, some people out there talking about the Chinese flu and ''kung flu.'' If you think that does not provoke anti-Asian behavior on the part of some, you would be mistaken.

So I think what is appropriate is for us to condemn anti-Semitism, which is exactly what my resolution does, but make it clear that all forms of bigotry in this country are unacceptable.

Mr. President, I ask unanimous consent that the Senate proceed to the consideration of my resolution, which is at the desk; further, that the resolution be agreed to; that the preamble be agreed to; and that the motions to reconsider be considered made and laid upon the table with no intervening action or debate.

The PRESIDING OFFICER. Is there an objection?

The Senator from South Carolina.

Mr. SCOTT of South Carolina. Mr. President, reserving the right to object, I think the Senator and I could do this all night long. I would be happy to, frankly. I don't think we will get to the place where we just have a clear statement condemning anti-Semitism. So for all the reasons I have already noted and made, I object.

The PRESIDING OFFICER. The objection is heard.

APPOINTMENT

The PRESIDING OFFICER. The Chair announces, on behalf of the Majority Leader, pursuant to the provisions of Public Law 106–398, as amended by Public Law 108–7, and in consultation with the Chairs of the Senate Committee on Armed Services and the Senate Committee on Finance, the appointment of the following individual to serve as a member of the United States China Economic and Security Review Commission: Michael Kuiken of the District of Columbia for a term beginning January 1, 2024 and expiring December 31, 2025.

The PRESIDING OFFICER. The majority leader.

UNANIMOUS CONSENT AGREEMENT—EXECUTIVE CALENDAR

Mr. SCHUMER. Mr. President, I ask unanimous consent that at a time to be determined by the majority leader, in consultation with the Republican leader, the Senate proceed to executive session to consider the following nominations: Calendar No. 572 and Calendar No. 573; that there be 2 minutes for debate equally divided in the usual form on each nomination; that upon the use or yielding back of time, the Senate vote without intervening action or debate on the nominations; that the motions to reconsider be considered made and laid upon the table with no intervening action or debate; that no further motions be in order; that the President be immediately notified of the Senate's action and the Senate then resume legislative session.

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

MORNING BUSINESS

FAA REAUTHORIZATION ACT OF 2024

Mr. DURBIN. Mr. President, the Senate has begun a crucial task: consideration of a bill to reauthorize the Federal Aviation Administration. The FAA's authorization expired on September 30, and Congress has since passed three short-term extensions—the latest of which will expire on May 10.

For weeks, the House and Senate have been engaged in negotiations to work through differences in the long-term extension bill. Last week, negotiators released a compromise bill. Here in the Senate, my colleague Senator DUCKWORTH had an important role in authoring the bill. She is a former Blackhawk helicopter pilot and an Iraq War veteran. I can think of no better person to lead this effort than her.

The compromise bill addresses several pressing issues for our national aviation system.

One priority I advocated for, which was included, is increased funding for the Airport Improvement Program. This program provides grants to airports for planning and development projects, through both entitlement and competitive awards.

More than 80 airports in Illinois receive funding through this program, and the awards have had a significant effect on enhancing the safety and efficiency of our State's airports. Just last spring, Quincy Regional Airport was awarded a $14 million competitive AIP grant for its runway reconstruction project. I was pleased to see that the bill will increase annual AIP funding from $3.3 billion to $4 billion.

I also supported the inclusion of a new grant program to help airports dispose of and replace a type of harmful

''forever chemicals,'' called PFAS, found in firefighting foam. Exposure to these chemicals has been linked to cancer and other serious health effects—and now, efforts to combat exposure at airports thankfully will have a dedicated funding stream.

Another crucial issue the bill addresses is the air traffic controller shortage. My office has heard from air traffic controllers in Illinois whose towers have long been understaffed. Air traffic controllers work 10-hour days up to 6 days per week, in one of the most stressful and exhausting jobs in America. Their work is critical to the safety of our national aviation system—and we owe it to them to provide relief and better working conditions. As a member of the Senate Appropriations Committee, I am glad our fiscal year 2024 transportation appropriations bill increased FAA funding to hire 1,800 new controllers and improve training facilities.

This FAA reauthorization bill builds upon this by requiring the FAA to improve staffing standards and set maximum hiring targets. I advocated for a provision in the Senate FAA bill that would have established another FAA training academy. Unfortunately, this was not included. But the bill directs the FAA to develop a plan to expand its training capacity and submit it to the Commerce Committee. I hope we continue this discussion.

As commercial travel has returned to pre-pandemic levels, the aviation industry has sounded alarms that the demand for aviation professionals may soon exceed supply. That is why another priority of mine has been to expand funding for Aviation Workforce Development grants. The bill authorizes $60 million annually to invest in three grant programs to recruit and prepare aviation professionals and pilots. In Illinois, the aviation industry is an economic engine, generating more than $95 billion in economic activity across 500,000 jobs. We need to continue our investments in its future leaders.

My other priorities have been focused on consumer protections. In October, I wrote to Secretary Buttigieg and Consumer Financial Protection Bureau Director Chopra about troubling reports that airlines are engaging in unfair, abusive, and deceptive practices related to their loyalty programs. I worry that airlines are making it harder to redeem rewards.

I supported a provision, secured by my colleague Senator MARKEY of Massachusetts, in the Senate FAA bill that would have required airline frequent flyer programs to provide at least 90 days' notice before reducing or devaluing rewards. This was not included in the final bill; however, Senator MARKEY and I are introducing an amendment that would restore this provision. The bill does include some other consumer protections, including the creation of create Senate-confirmed Assistant Secretary position at the Department of Transportation's Office of Aviation Consumer Protection.

I have also been focused on ensuring Illinois communities have adequate air service. I have heard from constituents in my hometown of Springfield that the current flights to and from Chicago offered by American Airlines do not reflect demand. The Abraham Lincoln Capital Airport in Springfield is neither a hub airport nor an Essential Air Service community. This places it in a gray area for Federal resources to ensure air service.

I requested language that would have directed DOT, in coordination with the FAA, to study ways to improve existing Federal programs—and explore new ones—to help communities like this retain sufficient flight service and schedules that reflect demand. This was not included in the final bill, but I have introduced an amendment with Senator GRASSLEY to add this study to the bill.

I am also pleased to see the FAA bill would allow DOT to impose penalties for Essential Air Service providers that try to terminate or reduce service to these communities.

I will continue advocating for these priorities throughout the Senate process. And I urge my colleagues to swiftly pass the FAA reauthorization bill to prevent a lapse in resources for our aviation system, those who operate it, and all who fly.

PUBLIC SERVICE RECOGNITION WEEK

Mr. CARDIN. Mr. President, this week, we celebrate Public Service Recognition Week. Each year since 1985, this special week has been observed in honor of our Nation's public servants. Today, I would like to express my sincerest appreciation for the 20.2 million Federal, State, county, and local public servants in the United States of America.

Our country relies on the critical work of the everyday heroes in the public sector workforce, and we owe them a debt of gratitude for their steadfast service. From astronauts to astrophysicists, caseworkers to court clerks, detectives to doctors, servicemembers to superintendents, teachers to transit workers, America's public servants comprise one of our Nation's most critical and often maligned assets. Every American feels the impact of the crucial work public servants perform in all aspects of their lives. Thanks to first responders, servicemembers, social workers, and every public servant in between, over 330 million Americans can rest knowing their loved ones are protected, the rule of law is respected, and that the public sector is here to make their lives more effective.

The talented public servants who tirelessly work to improve our Nation and the lives of the people who comprise it are amongst the bravest and most honorable individuals on the globe.

On their first day of school, our children are entrusted to the teachers who provide them an educational foundation to guide them throughout their lives. When a novel disease impacts our communities, it is researchers who innovate and pursue medical solutions, as our doctors, nurses, and EMTs care for patients on the frontlines. It is our postal workers who deliver critical checks, medication, and information to our veterans and seniors who await the arrival of benefits they have earned.

America's public servants demonstrate their commitment to their communities in a diverse set of essential roles. What all members of the public sector workforce have in common, though, is their motivation to help our Nation progress and prosper.

The public sector workforce—particularly at the Federal level—have a sense of duty and a love of their community and country that compel them. So many public servants could earn higher salaries in private sector jobs, but their motivation is more than pecuniary gain.

At the heart of the U.S. Government are civil servants, individuals who are classified as nonpartisan career Federal employees. These public servants are not committed to a particular ideology or political figure in their official capacity. In recent years, however, these folks have faced threats to their civil service status at the hands of the very partisan influence they are supposed to be protected from.

Civil servants elect to work for the American people first, and they deserve the opportunity to carry out their service without fear of being relieved of duties or retaliation based on nonallegiance to a political party. That is why I commend the Biden administration and the Office of Personnel Management for issuing the final rule in opposition to the previous administration's Schedule F classification.

Our civil servants honorably serve our Nation without political fear or favor. OPM's reiteration of support for nonpartisan Federal employee protections is a crucial victory, not only for the 2.2 million individuals currently under this classification but for every American and the integrity of our institutions.

Every year, the Samuel J. Heyman Public Service to America Medals are awarded to esteemed Federal employees who are recognized by their Agency colleagues and the nonprofit Partnership for Public Service for their distinguished service. This year, the seventh State admitted to the Union—my home State of Maryland—is proud to celebrate seven outstanding individuals nominated as finalists. All of them are highly deserving of recognition for their service.

Today, I would like to take a moment to thank these Marylanders:

Wanda Brown and Darnita Trower of the Internal Revenue Service; Judy Chen and Jay Evans of the USDA Agricultural Research Service; Hari Kalla of the Federal

Highway Administration; Marc Levitan of the National Institute of Standards and Technology; and Janet Woodcock of the Food and Drug Administration.

I thank them for their exceptional service to the American people.

Just 7 percent of America's Federal workers are under the age of 30. I join President Biden in urging young Americans to consider careers in public service. We need your talents, your energy, your ideas, and your idealism to ensure that America remains prosperous, secure, and a beacon of liberty for all humanity.

I hope we can all agree that we want the best and brightest to serve. These individuals and their fellow honorees represent the best our Federal workforce has to offer. But we should be grateful for all public servants who are in every State and Territory of our country and who go to work each day determined to make a positive difference for their fellow Americans. We should be grateful all year long.

ADDITIONAL STATEMENTS

RECOGNIZING THE BAKERY ON BROADWAY

● Ms. ERNST. Mr. President, as ranking member of the Senate Committee on Small Business and Entrepreneurship, each week I recognize an outstanding Iowa small business that exemplifies the American entrepreneurial spirit. This week, it is my privilege to recognize The Bakery on Broadway of Audubon, IA, as the Senate Small Business of the Week.

In 2020, Kate Hargens founded The Bakery on Broadway to revitalize downtown Audubon. Kate grew up in California and spent several years working as a food scientist before moving to the rural Iowa town. She started her career as a baker who made custom cakes in her family home before purchasing a local coffee shop. The Bakery on Broadway started with Kate and one full-time employee and now employs 15 people. The business serves fresh pastries made daily, custom cakes, smoothies, and coffees, in addition to featuring a breakfast and lunch menu that brings ''West Coast''-inspired foods to Iowa.

The Bakery on Broadway also serves as an important community space in Audubon. It hosts seasonal ''What's Happening in Audubon'' events, which is a weekly public forum held on Tuesdays in the late fall and early spring. The events bring the community together to discuss a broad range of topics important to the area.

The Bakery on Broadway is involved in the Iowa art community as well. They have a retail space in the bakery that sells art from Iowa artists. Since early 2023, they have hosted the Art on Broadway event that showcases artwork customers can purchase. The bakery also recently unveiled a mural on the newly renovated side of their building painted by Des Moines artist Jenna Brownlee.

Kate Hargens is actively involved in the Audubon community. Kate was instrumental in founding the nonprofit Children's Nest Childcare Center and previously served as the president. She also served on the fundraising committee for the Audubon Rec Center and was on the board of the Rose Theater. In 2016, Kate won the Citizen of the Year Award from the Audubon Chamber of Commerce for her work in the community. The Bakery on Broadway was praised by Travel Iowa and the Des Moines Register for their cuisine. In May 2023, the business was one featured on ABC affiliate KETV on their ''Hit the Road, Jack, Audubon, Iowa'' segment. Due to Kate and the team's hard work, The Bakery on Broadway celebrated its fourth business anniversary in 2024.

The Bakery on Broadway's commitment to providing high-quality food, coffee, and community events in Audubon is clear. I want to congratulate Kate Hargens and the entire team at The Bakery on Broadway for their continued dedication to the Audubon community. I look forward to seeing their continued growth and success in Iowa.●

MESSAGES FROM THE PRESIDENT

Messages from the President of the United States were communicated to the Senate by Ms. Kelly, one of his secretaries.

EXECUTIVE MESSAGES REFERRED

In executive session the Presiding Officer laid before the Senate messages from the President of the United States submitting sundry nominations which were referred to the Committee on Armed Services.

(The messages received today are printed at the end of the Senate proceedings.)

MESSAGE FROM THE HOUSE

At 3:03 p.m., a message from the House of Representatives, delivered by Mrs. Cole, one of its reading clerks, announced that the House has passed the following bills, in which it requests the concurrence of the Senate:

H.R. 272. An act to amend title 31, United States Code, to authorize transportation for Government astronauts returning from space between their residence and various locations, and for other purposes.

H.R. 6972. An act to amend title 5, United States Code, to require an Executive agency whose head is a member of the National Security Council to notify the Executive Office of the President, the Comptroller General of the United States, and congressional leadership of such head becoming medically incapacitated within 24 hours, and for other purposes.

H.R. 7219. An act to ensure that Federal agencies rely on the best reasonably available scientific, technical, demographic, economic, and statistical information and evidence to develop, issue or inform the public of the nature and bases of Federal agency rules and guidance, and for other purposes.

H.R. 7524. An act to amend title 40, United States Code, to require the submission of reports on certain information technology services funds to Congress before expenditures may be made, and for other purposes.

H.R. 7525. An act to require the Director of the Office of Management and Budget to issue guidance to agencies requiring special districts to be recognized as local government for the purpose of Federal financial assistance determinations.

H.R. 7527. An act to direct the United States Postal Service to issue regulations requiring Postal Service employees and contractors to report to the Postal Service traffic crashes involving vehicles carrying mail that result in injury or death, and for other purposes.

H.R. 7528. An act to amend section 206 of the E-Government Act of 2002 to improve the integrity and management of mass comments and computergenerated comments in the regulatory review process, and for other purposes.

The message also announced that the House has agreed to the following concurrent resolutions, without amendment:

S. Con. Res. 34. Concurrent resolution establishing the Joint Congressional Committee on Inaugural Ceremonies for the inauguration of the President-elect and Vice President-elect of the United States on January 20, 2025.

S. Con. Res. 35. Concurrent resolution authorizing the use of the rotunda and Emancipation Hall of the Capitol by the Joint Congressional Committee on Inaugural Ceremonies in connection with the proceedings and ceremonies conducted for the inauguration of the President-elect and the Vice President-elect of the United States.

The message further announced that the House has passed the following bill with amendment, in which it requests the concurrence of the Senate:

S. 2073. An act to amend title 31, United States Code, to require agencies to include a list of outdated or duplicative reporting requirements in annual budget justifications, and for other purposes.

MEASURES REFERRED

The following bills were read the first and the second times by unanimous consent, and referred as indicated:

H.R. 272. An act to amend title 31, United States Code, to authorize transportation for Government astronauts returning from space between their residence and various locations, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

H.R. 6972. An act to amend title 5, United States Code, to require an Executive agency whose head is a member of the National Security Council to notify the Executive Office of the President, the Comptroller General of the United States, and congressional leadership of such head becoming medically incapacitated within 24 hours, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

H.R. 7219. An act to ensure that Federal agencies rely on the best reasonably available scientific, technical, demographic, economic, and statistical information and evidence to develop, issue or inform the public of the nature and bases of Federal agency rules and guidance, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

H.R. 7524. An act to amend title 40, United States Code, to require the submission of reports on certain information technology

services funds to Congress before expenditures may be made, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

H.R. 7525. An act to require the Director of the Office of Management and Budget to issue guidance to agencies requiring special districts to be recognized as local government for the purpose of Federal financial assistance determinations; to the Committee on Homeland Security and Governmental Affairs.

H.R. 7527. An act to direct the United States Postal Service to issue regulations requiring Postal Service employees and contractors to report to the Postal Service traffic crashes involving vehicles carrying mail that result in injury or death, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

H.R. 7528. An act to amend section 206 of the E-Government Act of 2002 to improve the integrity and management of mass comments and computer-generated comments in the regulatory review process, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

EXECUTIVE AND OTHER COMMUNICATIONS

The following communications were laid before the Senate, together with accompanying papers, reports, and documents, and were referred as indicated:

EC–4383. A communication from the Legal Counsel, Equal Employment Opportunity Commission, transmitting, pursuant to law, the report of a rule entitled ''Enforcement Guidance on Harassment in the Workplace'' (RIN3046–ZA02) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4384. A communication from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Retirement Security Rule: Definition of an Investment Advice Fiduciary'' (RIN1210–AC02) received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4385. A communication from the Deputy General Counsel, Department of Education, transmitting, pursuant to law, the report of a rule entitled ''Nondiscrimination on the Basis of Sex in Education Programs of Activities Receiving Federal Financial Assistance'' (RIN1870–AA16) received in the Office of the President of the Senate on May 2, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4386. A communication from the Regulations Coordinator, Office for Civil Rights, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance'' (RIN0945–AA15) received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4387. A communication from the Senior Regulatory and Policy Coordinator, Centers for Disease Control and Prevention, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Control of Communicable Diseases; Foreign Quarantine Importation of Dogs and Cats'' (RIN0920–AA82) received in the Office of the President of the Senate on April 30, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4388. A communication from the Senior Policy and Regulatory Coordinator, Food and Drug Administration, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Medical Devices; Laboratory Developed Tests'' (RIN0910–AI85) received in the Office of the President of the Senate on April 30, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4389. A communication from the Assistant Secretary for Legislation, Department of Health and Human Services, transmitting, pursuant to law, a report entitled ''Report to Congress on the Prevention and Reduction of Underage Drinking''; to the Committee on Health, Education, Labor, and Pensions.

EC–4390. A communication from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Definition of 'Employer'—Association Health Plans'' (RIN1210–AC16) received in the Office of the President of the Senate on April 30, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4391. A communication from the Acting Director, Wage and Hour Division, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Defining and Delimiting the Exemptions for Executive, Administrative, Professional, Outside Sales, and Computer Employees'' (RIN1235–AA39) received in the Office of the President of the Senate on April 26, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4392. A communication from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Amendment to Prohibited Transaction Exemption 2020–02'' (RIN1210–ZA32) received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4393. A communication from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Amendment to Prohibited Transaction Exemptions 75–1, 77–4, 80–83, 83–1, and 86–128'' (RIN1210–ZA34) received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4394. A communication from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Amendment to Prohibited Transaction Exemption 84–24'' (RIN1210–ZA33) received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4395. A communication from the White House Liaison, Department of Education, transmitting, pursuant to law, a report relative to a vacancy in the position of Commissioner, Department of Education, received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4396. A communication from the Supervisory Workforce Analyst, Employment and Training Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Improving Protections for Workers in Temporary Agricultural Employment in the United States'' (RIN1205–AC12) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4397. A communication from the Regulatory Policy Analyst, Food and Drug Administration, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Food Additives Permitted in Feed and Drinking Water of Animals; Condensed, Extracted Glutamic Acid Fermentation Product'' (Docket No. FDA–2024–F–1850) received in the Office of the President of the Senate on May 1, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4398. A communication from the Regulatory Policy Analyst, Food and Drug Administration, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Standards for the Growing, Harvesting, Packing, and Holding of Produce for Human Consumption Relating to Agricultural Water'' (RIN0910–AI49) received in the Office of the President of the Senate on May 1, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4399. A communication from the Regulations Coordinator, Food and Drug Administration, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Frozen Cherry Pie; Revocation of a Standard of Identity and a Standard of Quality'' (RIN0910–AI17) received during adjournment of the Senate in the Office of the President of the Senate on April 25, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4400. A communication from the Director of the Office of Standards, Regulations, and Variances, Mine Safety and Health Administration, Department of Labor, transmitting, pursuant to law, the report of a rule entitled ''Lowering Miners' Exposure to Respirable Crystalline Silica and Improving Respiratory Protection'' (RIN1219–AB36) received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4401. A communication from the Senior Policy and Regulatory Coordinator, Office for Civil Rights, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Health and Human Services Grants Regulation'' (RIN0945–AA19) received in the Office of the President of the Senate on April 23, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4402. A communication from the Senior Policy and Regulatory Coordinator, Office for Civil Rights, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Nondiscrimination in Health Programs and Activities'' (RIN0945–AA17) received in the Office of the President of the Senate on April 23, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4403. A communication from the White House Liaison, Department of Education, transmitting, pursuant to law, the report of a vacancy in the position of Director, Institute for Education Sciences, Department of Education, received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Health, Education, Labor, and Pensions.

EC–4404. A communication from the Assistant General Counsel for Regulatory Services, Office of General Counsel, Department of Education, transmitting, pursuant to law, the report of a rule entitled ''Augustus F. Hawkins Centers of Excellence Program'' received in the Office of the President of the Senate on April 23, 2024; to the Committee on Health, Education, Labor, and Pensions.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. CARDIN, from the Committee on Foreign Relations, with an amendment in the nature of a substitute and with a preamble:

S. Con. Res. 18. A concurrent resolution calling for the immediate release of Marc Fogel, a United States citizen and teacher, who was given an unjust and disproportionate criminal sentence by the Government of the Russian Federation in June 2022.

By Mr. CARDIN, from the Committee on Foreign Relations, with an amendment in the nature of a substitute:

S. 138. A bill to amend the Tibetan Policy Act of 2002 to modify certain provisions of that Act.

By Mr. CARDIN, from the Committee on Foreign Relations, without amendment and with a preamble:

S. Res. 357. A resolution recognizing the formation of the Alliance for Development in Democracy and urging the United States to pursue deeper ties with its member countries.

S. Res. 385. A resolution calling for the immediate release of Evan Gershkovich, a United States citizen and journalist, who was wrongfully detained by the Government of the Russian Federation in March 2023.

S. Res. 505. A resolution condemning the use of sexual violence and rape as a weapon of war by the terrorist group Hamas against the people of Israel.

By Mr. CARDIN, from the Committee on Foreign Relations, with an amendment in the nature of a substitute:

S. 618. A bill to establish the United States Foundation for International Conservation to promote long-term management of protected and conserved areas, and for other purposes.

S. 1651. A bill to encourage increased trade and investment between the United States and the countries in the Western Balkans, and for other purposes.

S. 1829. A bill to impose sanctions with respect to persons engaged in the import of petroleum from the Islamic Republic of Iran, and for other purposes.

S. 1881. A bill to reauthorize and amend the Nicaraguan Investment Conditionality Act of 2018 and the Reinforcing Nicaragua's Adherence to Conditions for Electoral Reform Act of 2021, and for other purposes.

S. 2336. A bill to address the threat from the development of Iran's ballistic missile program and the transfer or deployment of Iranian missiles and related goods and technology, including materials and equipment, and for other purposes.

S. 2626. A bill to impose sanctions with respect to the Supreme Leader of Iran and the President of Iran and their respective offices for human rights abuses and support for terrorism.

S. 3235. A bill to require a strategy to counter the role of the People's Republic of China in evasion of sanctions imposed by the United States with respect to Iran, and for other purposes.

S. 3854. A bill to combat transnational repression abroad, to strengthen tools to combat authoritarianism, corruption, and kleptocracy, to invest in democracy research and development, and for other purposes.

S. 3874. A bill to impose sanctions with respect to foreign support for terrorist organizations in Gaza and the West Bank, and for other purposes.

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Ms. BUTLER (for herself, Ms. WARREN, and Ms. HIRONO):

S. 4265. A bill to amend the Truth in Lending Act and the Real Estate Settlement Procedures Act of 1974 to establish language access requirements for creditors and servicers, and for other purposes; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. ROMNEY (for himself and Mr. MANCHIN):

S. 4266. A bill to amend title 5, United States Code, to address telework for Federal employees, and for other purposes; to the Committee on Homeland Security and Governmental Affairs.

By Mr. SCOTT of Florida:

S. 4267. A bill to prohibit Big Cypress National Preserve from being designated as wilderness or as a component of the National Wilderness Preservation System, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. TESTER:

S. 4268. A bill proposing a balanced budget amendment to the Constitution of the United States; to the Committee on the Judiciary.

By Ms. WARREN (for herself and Mr. HAWLEY):

S. 4269. A bill to amend title 49, United States Code, to promote competition in aviation regulation, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mrs. MURRAY (for herself and Mr. BRAUN):

S. 4270. A bill to amend the Higher Education Act of 1965 to improve the financial aid process for homeless and foster care youth; to the Committee on Health, Education, Labor, and Pensions.

By Mr. LUJÁN:

S. 4271. A bill to provide for greater cooperation and coordination between the Federal Government and the governing bodies and community users of land grant-mercedes in New Mexico relating to historical or traditional uses of certain land grant-mercedes on Federal public land, and for other purposes; to the Committee on Energy and Natural Resources.

By Mr. WARNOCK (for himself, Ms. BUTLER, Ms. KLOBUCHAR, Ms. WARREN, Ms. HIRONO, Mr. SANDERS, Mr. DURBIN, Ms. SMITH, Mrs. MURRAY, Ms. STABENOW, Mr. CASEY, Mr. PADILLA, Mr. VAN HOLLEN, Ms. CORTEZ MASTO, and Ms. COLLINS):

S. 4272. A bill to direct the Joint Committee of Congress on the Library to obtain a statue of Shirley Chisholm for placement in the United States Capitol; to the Committee on Rules and Administration.

By Ms. MURKOWSKI (for herself and Ms. SMITH):

S. 4273. A bill to amend the Older Americans Act of 1965 to enhance the longevity, dignity, empowerment, and respect of older individuals who are Native Americans, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. MARSHALL (for himself and Mrs. BLACKBURN):

S. 4274. A bill to require the Federal Bureau of Investigation to place on the No Fly List individuals who have supported foreign terrorist organizations, encouraged crimes of violence against Jewish persons, or been disciplined by an institution of higher education in relation to such conduct; to the Committee on the Judiciary.

By Mr. DURBIN (for himself, Mr. REED, Mr. WHITEHOUSE, Mr. BLUMENTHAL, Mr. SANDERS, Ms. HIRONO, Ms. DUCKWORTH, Mr. VAN HOLLEN, and Ms. BALDWIN):

S. 4275. A bill to amend the Internal Revenue Code of 1986 to modify the rules relating to inverted corporations; to the Committee on Finance.

By Ms. KLOBUCHAR (for herself and Mrs. CAPITO):

S. 4276. A bill to amend the Public Health Service Act to reauthorize the Project ECHO Grant Program, to establish grants under such program to disseminate knowledge and build capacity to address Alzheimer's disease and other dementias, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Ms. WARREN (for herself, Mr. MARKEY, Mr. BLUMENTHAL, Mr. BOOKER, and Mr. SANDERS):

S. 4277. A bill to establish a green transportation infrastructure grant program, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. DURBIN (for himself, Ms. WARREN, Mr. SANDERS, Mr. MERKLEY, Ms. HIRONO, Mr. VAN HOLLEN, Mr. WYDEN, and Mr. BLUMENTHAL):

S.J. Res. 77. A joint resolution proposing an amendment to the Constitution of the United States relative to the fundamental right to vote; to the Committee on the Judiciary.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. MERKLEY (for himself, Mr. WICKER, Mrs. BLACKBURN, Mr. BLUMENTHAL, Mr. BOOKER, Mr. BROWN, Mrs. CAPITO, Ms. CORTEZ MASTO, Mr. CRAMER, Mr. DAINES, Ms. DUCKWORTH, Mr. GRASSLEY, Mr. HICKENLOOPER, Ms. HIRONO, Mr. LUJÁN, Mr. MANCHIN, Mr. PADILLA, Mr. PETERS, Mr. ROUNDS, Mrs. SHAHEEN, Ms. SINEMA, Ms. SMITH, Ms. STABENOW, Mr. TILLIS, Ms. WARREN, and Mr. WELCH):

S. Res. 676. A resolution supporting the goals and ideals of National Nurses Week, to be observed from May 6 through May 12, 2024; to the Committee on Health, Education, Labor, and Pensions.

ADDITIONAL COSPONSORS

S. 711

At the request of Mr. BUDD, the name of the Senator from Wyoming (Mr. BARRASSO) was added as a cosponsor of S. 711, a bill to require the Secretary of the Treasury to mint coins in commemoration of the invaluable service that working dogs provide to society.

S. 1193

At the request of Mr. BENNET, the names of the Senator from Vermont (Mr. WELCH) and the Senator from New Hampshire (Mrs. SHAHEEN) were added as cosponsors of S. 1193, a bill to prohibit discrimination against individuals with disabilities who need long-term services and supports, and for other purposes.

S. 1297

At the request of Mrs. MURRAY, the name of the Senator from Georgia (Mr. WARNOCK) was added as a cosponsor of S. 1297, a bill to ensure the right to provide reproductive health care services, and for other purposes.

S. 1573

At the request of Mr. BENNET, the name of the Senator from Massachusetts (Ms. WARREN) was added as a cosponsor of S. 1573, a bill to reauthorize the Prematurity Research Expansion and Education for Mothers who deliver Infants Early Act.

S. 1631

At the request of Mr. PETERS, the name of the Senator from Ohio (Mr. BROWN) was added as a cosponsor of S. 1631, a bill to enhance the authority granted to the Department of Homeland Security and Department of Justice with respect to unmanned aircraft systems and unmanned aircraft, and for other purposes.

S. 2825

At the request of Mr. CORNYN, the name of the Senator from Connecticut (Mr. MURPHY) was added as a cosponsor of S. 2825, a bill to award a Congressional Gold Medal to the United States Army Dustoff crews of the Vietnam War, collectively, in recognition of their extraordinary heroism and lifesaving actions in Vietnam.

S. 3102

At the request of Mr. TILLIS, the name of the Senator from Montana (Mr. DAINES) was added as a cosponsor of S. 3102, a bill to establish the American Worker Retirement Plan, improve the financial security of working Americans by facilitating the accumulation of wealth, and for other purposes.

S. 3264

At the request of Ms. CORTEZ MASTO, the name of the Senator from Colorado (Mr. HICKENLOOPER) was added as a cosponsor of S. 3264, a bill to establish a manufactured housing community improvement grant program, and for other purposes.

S. 3390

At the request of Mr. MARKEY, the name of the Senator from California (Mr. PADILLA) was added as a cosponsor of S. 3390, a bill to improve purchasing of food by the Department of Agriculture, and for other purposes.

S. 3502

At the request of Mr. REED, the names of the Senator from Virginia (Mr. WARNER) and the Senator from West Virginia (Mrs. CAPITO) were added as cosponsors of S. 3502, a bill to amend the Fair Credit Reporting Act to prevent consumer reporting agencies from furnishing consumer reports under certain circumstances, and for other purposes.

S. 3791

At the request of Mr. CARPER, the names of the Senator from Maine (Mr. KING) and the Senator from Wyoming (Mr. BARRASSO) were added as cosponsors of S. 3791, a bill to reauthorize the America's Conservation Enhancement Act, and for other purposes.

S. 3967

At the request of Mr. SCOTT of South Carolina, the names of the Senator from New York (Mrs. GILLIBRAND) and the Senator from West Virginia (Mrs. CAPITO) were added as cosponsors of S. 3967, a bill to amend title XVIII of the Social Security Act to make permanent certain telehealth flexibilities under the Medicare program.

S. 4038

At the request of Mr. LUJÁN, the name of the Senator from Pennsylvania (Mr. CASEY) was added as a cosponsor of S. 4038, a bill to amend the Fair Labor Standards Act of 1938 to strengthen the provisions relating to child labor, and for other purposes.

S. 4111

At the request of Mr. KELLY, the name of the Senator from Idaho (Mr. CRAPO) was added as a cosponsor of S. 4111, a bill to provide for a study by the National Academies of Sciences, Engineering, and Medicine on the prevalence and mortality of cancer among individuals who served as active duty aircrew in the Armed Forces, and for other purposes.

S. 4206

At the request of Mr. BLUMENTHAL, the name of the Senator from New Jersey (Mr. BOOKER) was added as a cosponsor of S. 4206, a bill to amend the Lacey Act Amendments of 1981 to prohibit certain activities involving prohibited primate species, and for other purposes.

S. 4258

At the request of Mr. TILLIS, the name of the Senator from Alabama (Mrs. BRITT) was added as a cosponsor of S. 4258, a bill to amend title 18, United States Code, to punish criminal offenses targeting law enforcement officers, and for other purposes.

S.J. RES. 58

At the request of Mr. CRUZ, the name of the Senator from Arkansas (Mr. BOOZMAN) was added as a cosponsor of S.J. Res. 58, a joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Department of Energy relating to ''Energy Conservation Program: Energy Conservation Standards for Consumer Furnaces''.

S.J. RES. 59

At the request of Ms. LUMMIS, the names of the Senator from Wyoming (Mr. BARRASSO), the Senator from Tennessee (Mrs. BLACKBURN), the Senator from Arkansas (Mr. BOOZMAN), the Senator from Indiana (Mr. BRAUN), the Senator from North Carolina (Mr. BUDD), the Senator from North Dakota (Mr. CRAMER), the Senator from Texas (Mr. CRUZ), the Senator from Montana (Mr. DAINES), the Senator from Tennessee (Mr. HAGERTY), the Senator from Kansas (Mr. MARSHALL), the Senator from Nebraska (Mr. RICKETTS), the Senator from South Dakota (Mr. ROUNDS), the Senator from Alabama (Mr. TUBERVILLE) and the Senator from Ohio (Mr. VANCE) were added as cosponsors of S.J. Res. 59, a joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Securities and Exchange Commission relating to ''Staff Accounting Bulletin No. 121''.

S. RES. 651

At the request of Mr. SCHATZ, the name of the Senator from New Mexico (Mr. LUJÁN) was added as a cosponsor of S. Res. 651, a resolution designating April 2024 as ''Preserving and Protecting Local News Month'' and recognizing the importance and significance of local news.

S. RES. 669

At the request of Mrs. BLACKBURN, the names of the Senator from Alaska (Mr. SULLIVAN) and the Senator from South Carolina (Mr. SCOTT) were added as cosponsors of S. Res. 669, a resolution designating October, 10, 2024, as ''American Girls in Sports Day''.

S. RES. 670

At the request of Mr. SCOTT of South Carolina, the names of the Senator from Maine (Ms. COLLINS), the Senator from South Carolina (Mr. GRAHAM), the Senator from Utah (Mr. LEE), the Senator from North Dakota (Mr. CRAMER), the Senator from South Dakota (Mr. ROUNDS), the Senator from South Dakota (Mr. THUNE), the Senator from Indiana (Mr. YOUNG) and the Senator from Kansas (Mr. MORAN) were added as cosponsors of S. Res. 670, a resolution strongly condemning the rise of antisemitism on campuses of institutions of higher education across the United States.

AMENDMENT NO. 1908

At the request of Mr. MANCHIN, the name of the Senator from Idaho (Mr. RISCH) was added as a cosponsor of amendment No. 1908 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1926

At the request of Mr. SCOTT of Florida, his name was added as a cosponsor of amendment No. 1926 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1937

At the request of Mr. MARSHALL, the name of the Senator from Kansas (Mr. MORAN) was added as a cosponsor of amendment No. 1937 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1941

At the request of Mr. HAWLEY, the names of the Senator from New Mexico (Mr. LUJÁN), the Senator from Idaho (Mr. CRAPO), the Senator from Missouri (Mr. SCHMITT), the Senator from New Mexico (Mr. HEINRICH), the Senator from Arizona (Mr. KELLY) and the Senator from Ohio (Mr. BROWN) were added

as cosponsors of amendment No. 1941 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1952

At the request of Mr. MCCONNELL, his name was added as a cosponsor of amendment No. 1952 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1977

At the request of Mr. LEE, the names of the Senator from Montana (Mr. DAINES) and the Senator from Kansas (Mr. MARSHALL) were added as cosponsors of amendment No. 1977 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1997

At the request of Mr. ROMNEY, the name of the Senator from West Virginia (Mr. MANCHIN) was added as a cosponsor of amendment No. 1997 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

AMENDMENT NO. 1999

At the request of Mr. LEE, the names of the Senator from Montana (Mr. DAINES) and the Senator from Kansas (Mr. MARSHALL) were added as cosponsors of amendment No. 1999 intended to be proposed to H.R. 3935, a bill to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. DURBIN (for himself, Mr. REED, Mr. WHITEHOUSE, Mr. BLUMENTHAL, Mr. SANDERS, Ms. HIRONO, Ms. DUCKWORTH, Mr. VAN HOLLEN, and Ms. BALDWIN):

S. 4275. A bill to amend the Internal Revenue Code of 1986 to modify the rules relating to inverted corporations; to the Committee on Finance.

Mr. DURBIN. Madam President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 4275

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 ''Stop Corporate Inversions Act of 2024''.

SEC. 2. MODIFICATIONS TO RULES RELATING TO INVERTED CORPORATIONS.

(a) IN GENERAL.—Subsection (b) of section 7874 of the Internal Revenue Code of 1986 is amended to read as follows:

''(b) INVERTED CORPORATIONS TREATED AS DOMESTIC CORPORATIONS.—

''(1) IN GENERAL.—Notwithstanding section 7701(a)(4), a foreign corporation shall be treated for purposes of this title as a domestic corporation if—

''(A) such corporation would be a surrogate foreign corporation if subsection (a)(2) were applied by substituting '80 percent' for '60 percent', or

''(B) such corporation is an inverted domestic corporation.

''(2) INVERTED DOMESTIC CORPORATION.—For purposes of this subsection, a foreign corporation shall be treated as an inverted domestic corporation if, pursuant to a plan (or a series of related transactions)—

''(A) the entity completes after May 8, 2014, the direct or indirect acquisition of—

''(i) substantially all of the properties held directly or indirectly by a domestic corporation, or

''(ii) substantially all of the assets of, or substantially all of the properties constituting a trade or business of, a domestic partnership, and

''(B) after the acquisition, either—

''(i) more than 50 percent of the stock (by vote or value) of the entity is held—

''(I) in the case of an acquisition with respect to a domestic corporation, by former shareholders of the domestic corporation by reason of holding stock in the domestic corporation, or

''(II) in the case of an acquisition with respect to a domestic partnership, by former partners of the domestic partnership by reason of holding a capital or profits interest in the domestic partnership, or

''(ii) the management and control of the expanded affiliated group which includes the entity occurs, directly or indirectly, primarily within the United States, and such expanded affiliated group has significant domestic business activities.

''(3) EXCEPTION FOR CORPORATIONS WITH SUBSTANTIAL BUSINESS ACTIVITIES IN FOREIGN COUNTRY OF ORGANIZATION.—A foreign corporation described in paragraph (2) shall not be treated as an inverted domestic corporation if after the acquisition the expanded affiliated group which includes the entity has substantial business activities in the foreign country in which or under the law of which the entity is created or organized when compared to the total business activities of such expanded affiliated group. For purposes of subsection (a)(2)(B)(iii) and the preceding sentence, the term 'substantial business activities' shall have the meaning given such term under regulations in effect on January 18, 2017, except that the Secretary may issue regulations increasing the threshold percent in any of the tests under such regulations for determining if business activities constitute substantial business activities for purposes of this paragraph.

''(4) MANAGEMENT AND CONTROL.—For purposes of paragraph (2)(B)(ii)—

''(A) IN GENERAL.—The Secretary shall prescribe regulations for purposes of determining cases in which the management and control of an expanded affiliated group is to be treated as occurring, directly or indirectly, primarily within the United States. The regulations prescribed under the preceding sentence shall apply to periods after May 8, 2014.

''(B) EXECUTIVE OFFICERS AND SENIOR MANAGEMENT.—Such regulations shall provide that the management and control of an expanded affiliated group shall be treated as occurring, directly or indirectly, primarily within the United States if substantially all of the executive officers and senior management of the expanded affiliated group who exercise day-to-day responsibility for making decisions involving strategic, financial, and operational policies of the expanded affiliated group are based or primarily located within the United States. Individuals who in fact exercise such day-to-day responsibilities shall be treated as executive officers and senior management regardless of their title.

''(5) SIGNIFICANT DOMESTIC BUSINESS ACTIVITIES.—For purposes of paragraph (2)(B)(ii), an expanded affiliated group has significant domestic business activities if at least 25 percent of—

''(A) the employees of the group are based in the United States,

''(B) the employee compensation incurred by the group is incurred with respect to employees based in the United States,

''(C) the assets of the group are located in the United States, or

''(D) the income of the group is derived in the United States, determined in the same manner as such determinations are made for purposes of determining substantial business activities under regulations referred to in paragraph (3) as in effect on January 18, 2017, but applied by treating all references in such regulations to 'foreign country' and 'relevant foreign country' as references to 'the United States'. The Secretary may issue regulations decreasing the threshold percent in any of the tests under such regulations for determining if business activities constitute significant domestic business activities for purposes of this paragraph.''.

(b) CONFORMING AMENDMENTS.—

(1) Clause (i) of section 7874(a)(2)(B) of such Code is amended by striking ''after March 4, 2003,'' and inserting ''after March 4, 2003, and before May 8, 2014,''.

(2) Subsection (c) of section 7874 of such Code is amended—

(A) in paragraph (2)—

(i) by striking ''subsection (a)(2)(B)(ii)'' and inserting ''subsections (a)(2)(B)(ii) and (b)(2)(B)(i)''; and

(ii) by inserting ''or (b)(2)(A)'' after ''(a)(2)(B)(i)'' in subparagraph (B);

(B) in paragraph (3), by inserting ''or (b)(2)(B)(i), as the case may be,'' after ''(a)(2)(B)(ii)'';

(C) in paragraph (5), by striking ''subsection (a)(2)(B)(ii)'' and inserting ''subsections (a)(2)(B)(ii) and (b)(2)(B)(i)''; and

(D) in paragraph (6), by inserting ''or inverted domestic corporation, as the case may be,'' after ''surrogate foreign corporation''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years ending after May 8, 2014.

By Mr. DURBIN (for himself, Ms. WARREN, Mr. SANDERS, Mr. MERKLEY, Ms. HIRONO, Mr. VAN HOLLEN, Mr. WYDEN, and Mr. BLUMENTHAL):

S.J. Res. 77. A joint resolution proposing an amendment to the Constitution of the United States relative to the fundamental right to vote; to the Committee on the Judiciary.

Mr. DURBIN. Madam President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S.J. RES. 77

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled (two-thirds of each House concurring therein), That the following article

is proposed as an amendment to the Constitution of the United States, which shall be valid to all intents and purposes as part of the Constitution when ratified by the legislatures of three-fourths of the several States:

''ARTICLE —

''SECTION 1. Every citizen of the United States, who is of legal voting age, shall have the fundamental right to vote in any public election held in the jurisdiction in which the citizen resides.

''SECTION 2. The fundamental right of citizens of the United States to vote shall not be denied or abridged by the United States or by any State or political subdivision within a State unless such denial or abridgment is in furtherance of a compelling governmental interest and is the least restrictive means of furthering that compelling governmental interest.

''SECTION 3. The portion of section 2 of the fourteenth article of amendment to the Constitution of the United States that consists of the phrase 'or other crime,' is repealed.

''SECTION 4. The Congress shall have the power to enforce this article and protect against any denial or abridgement of the fundamental right to vote by legislation.''.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 676—SUPPORTING THE GOALS AND IDEALS OF NATIONAL NURSES WEEK, TO BE OBSERVED FROM MAY 6 THROUGH MAY 12, 2024

Mr. MERKLEY (for himself, Mr. WICKER, Mrs. BLACKBURN, Mr. BLUMENTHAL, Mr. BOOKER, Mr. BROWN, Mrs. CAPITO, Ms. CORTEZ MASTO, Mr. CRAMER, Mr. DAINES, Ms. DUCKWORTH, Mr. GRASSLEY, Mr. HICKENLOOPER, Ms. HIRONO, Mr. LUJÁN, Mr. MANCHIN, Mr. PADILLA, Mr. PETERS, Mr. ROUNDS, Mrs. SHAHEEN, Ms. SINEMA, Ms. SMITH, Ms. STABENOW, Mr. TILLIS, Ms. WARREN, and Mr. WELCH) submitted the following resolution; which was referred to the Committee on Health, Education, Labor, and Pensions:

S. RES. 676

Whereas, beginning in 1991, National Nurses Week has been celebrated annually from May 6, also known as ''National Recognition Day for Nurses'' through May 12, the birthday of Florence Nightingale, the founder of modern nursing;

Whereas National Nurses Week is a time of year to reflect on the important contributions that nurses make in providing safe, high-quality health care;

Whereas nurses serve on the front lines, risking their lives to treat the injured and sick during wartime, natural disasters, and public health emergencies;

Whereas nurses are known to be patient advocates, acting to protect the lives of individuals under their care;

Whereas nurses represent the largest single component of the health care profession, with an estimated population of more than 4,700,000 registered nurses in the United States;

Whereas nurses are leading in the delivery of quality care in a transformed health care system that improves patient outcomes and safety;

Whereas the Future of Nursing reports of the Institute of Medicine and National Academy of Medicine have highlighted the need for the nursing profession to meet the call for leadership in a team-based delivery model;

Whereas, when nurse staffing levels increase, the risk of patient complications and lengthy hospital stays decrease, resulting in cost savings;

Whereas nurses are experienced researchers, and the work of nurses encompasses a wide scope of scientific inquiry, including clinical research, health systems and outcomes research, and nursing education research;

Whereas nurses provide care that is sensitive to the cultures and customs of individuals across the United States;

Whereas nurses are well-positioned to provide leadership to eliminate health care disparities that exist in the United States;

Whereas nurses are the cornerstone of the public health infrastructure, promoting healthy lifestyles and educating communities on disease prevention and health promotion;

Whereas nurses help inform, educate, and work closely with legislators to improve—

(1) the education, retention, recruitment, and practice of all nurses; and

(2) the health and safety of the patients for whom the nurses care;

Whereas there is a need to—

(1) strengthen nursing workforce development programs at all levels, including the number of doctorally prepared faculty members; and

(2) provide education to the nurse research scientists who can develop new nursing care models to improve the health status of the diverse population of the United States;

Whereas nurses impact the lives of the people of the United States through every stage of life; and

Whereas nursing has been voted the most honest and ethical profession in the United States: Now, therefore, be it

Resolved, That the Senate—

(1) supports the goals and ideals of National Nurses Week, as founded by the American Nurses Association;

(2) recognizes the significant contributions of nurses to the health care system of the United States; and

(3) encourages the people of the United States to observe National Nurses Week with appropriate recognition, ceremonies, activities, and programs to demonstrate the importance of nurses to the everyday lives of patients.

AMENDMENTS SUBMITTED AND PROPOSED

SA 2001. Mr. MARSHALL (for himself and Mrs. BLACKBURN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table.

SA 2002. Mr. CRAPO (for himself, Mr. WYDEN, Mr. RISCH, and Mr. MERKLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2003. Mr. GRASSLEY (for himself and Mr. WHITEHOUSE) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2004. Mr. ROMNEY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2005. Mr. CARDIN (for himself and Mr. VAN HOLLEN) submitted an amendment intended to be proposed by him to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2006. Ms. WARREN (for herself and Mr. HAWLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2007. Mr. SCHATZ (for himself and Mr. CRUZ) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2008. Mr. DURBIN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2009. Mr. DURBIN (for himself, Ms. DUCKWORTH, and Mr. GRASSLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2010. Mr. WYDEN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2011. Mr. DURBIN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2012. Mr. CORNYN (for himself and Mr. KING) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2013. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2014. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2015. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2016. Mr. SULLIVAN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2017. Ms. CANTWELL (for herself and Mr. LUJÁN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2018. Ms. HIRONO (for herself, Ms. MURKOWSKI, and Mr. CASEY) submitted an amendment intended to be proposed to amendment

SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2019. Ms. KLOBUCHAR submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2020. Mr. KELLY (for himself and Ms. LUMMIS) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2021. Mr. BENNET (for himself and Mrs. BLACKBURN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2022. Ms. KLOBUCHAR (for herself, Mr. MORAN, Mr. COONS, and Mr. CASSIDY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2023. Mr. SCHATZ (for himself, Mr. VAN HOLLEN, Mr. WELCH, Mr. PADILLA, Mr. SANDERS, Ms. HIRONO, Mr. WARNOCK, and Mr. OSSOFF) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2024. Mr. LUJÁN (for himself, Mr. WELCH, Mr. VANCE, Mr. WICKER, Mr. DAINES, and Ms. ROSEN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2025. Mr. YOUNG submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2026. Mr. SCHUMER proposed an amendment to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra.

SA 2027. Mr. SCHUMER proposed an amendment to the bill H.R. 3935, supra.

SA 2028. Mr. SCHUMER proposed an amendment to amendment SA 2027 proposed by Mr. SCHUMER to the bill H.R. 3935, supra.

SA 2029. Mr. SCHUMER proposed an amendment to amendment SA 2028 proposed by Mr. SCHUMER to the amendment SA 2027 proposed by Mr. SCHUMER to the bill H.R. 3935, supra.

SA 2030. Mr. VAN HOLLEN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2031. Mr. BENNET (for himself and Mr. HICKENLOOPER) submitted an amendment intended to be proposed by him to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 2032. Mr. MARSHALL (for himself, Mrs. SHAHEEN, and Mr. GRASSLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) to the bill H.R. 3935, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 2001. Mr. MARSHALL (for himself and Mrs. BLACKBURN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. PLACEMENT ON NO FLY LIST OF INDIVIDUALS BASED ON DISCIPLINARY ACTIONS RELATING TO SUPPORTING TERRORISTS.

(a) DEFINITION OF INSTITUTION OF HIGHER EDUCATION.—In this section, the term ''institution of higher education'' has the meaning given the term in section 102 of the Higher Education Act of 1965 (20 U.S.C. 1002).

(b) PLACEMENT ON NO FLY LIST.—The Director of the Federal Bureau of Investigation shall place on the No Fly List maintained by the Terrorist Screening Center—

(1) any individual who has openly pledged support for, or espoused allegiance or affiliation to, any organization that has been designated as a foreign terrorist organization by the Secretary of State under section 219 of the Immigration and Nationality Act (8 U.S.C. 1189), including—

(A) the Islamic Revolutionary Guard Corps (IRGC);

(B) HAMAS;

(C) the Al-Aqsa Martyrs Brigade (AAMB);

(D) Hizballah;

(E) Palestine Islamic Jihad (PIJ);

(F) the Palestine Liberation Front (PLF);

(G) the Popular Front for the Liberation of Palestine (PFLP);

(H) Kata'ib Hizballah (KH);

(I) the Abdallah Azzam Brigades; and

(J) the al-Ashtar Brigades;

(2) any individual who solicits, commands, induces, or otherwise endeavors to persuade another person to engage in a crime of violence against a Jewish person or the Jewish people because of their race or religion;

(3) any student enrolled at an institution of higher education who has been the subject of a disciplinary action by the institution of higher education relating to conduct described in paragraph (1) or (2); and

(4) any professor employed by an institution of higher education who has been the subject of a disciplinary action by the institution of higher education relating to conduct described in paragraph (1) or (2).

SA 2002. Mr. CRAPO (for himself, Mr. WYDEN, Mr. RISCH, and Mr. MERKLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. SECURE RURAL SCHOOLS AND COMMUNITY SELF-DETERMINATION ACT OF 2000.

(a) EXTENSION OF AUTHORITY FOR SECURE PAYMENTS.—Section 101 of the Secure Rural Schools and Community Self-Determination Act of 2000 (16 U.S.C. 7111) is amended, in subsections (a) and (b), by striking ''2023'' each place it appears and inserting ''2026''.

(b) DISTRIBUTION OF PAYMENTS.—Section 103(d)(2) of the Secure Rural Schools and Community Self-Determination Act of 2000 (16 U.S.C. 7113(d)(2)) is amended by striking ''2023'' and inserting ''2026''.

(c) RESOURCE ADVISORY COMMITTEES.—Section 205(a)(4) of the Secure Rural Schools and Community Self-Determination Act of 2000 (16 U.S.C. 7125(a)(4)) is amended by striking ''December 20, 2023'' each place it appears and inserting ''December 20, 2026''.

(d) EXTENSION OF AUTHORITY TO CONDUCT SPECIAL PROJECTS ON FEDERAL LAND.—Section 208 of the Secure Rural Schools and Community Self-Determination Act of 2000 (16 U.S.C. 7128) is amended—

(1) in subsection (a), by striking ''2025'' and inserting ''2028''; and

(2) in subsection (b), by striking ''2026'' and inserting ''2029''.

(e) EXTENSION OF AUTHORITY TO EXPEND COUNTY FUNDS.—Section 305 of the Secure Rural Schools and Community Self-Determination Act of 2000 (16 U.S.C. 7144) is amended—

(1) in subsection (a), by striking ''2025'' and inserting ''2028''; and

(2) in subsection (b), by striking ''2026'' and inserting ''2029''.

(f) RESOURCE ADVISORY COMMITTEE PILOT PROGRAM EXTENSION.—Section 205 of the Secure Rural Schools and Community Self-Determination Act of 2000 (16 U.S.C. 7125) is amended by striking subsection (g) and inserting the following:

''(g) PILOT PROGRAM FOR RESOURCE ADVISORY COMMITTEE APPOINTMENTS BY REGIONAL FORESTERS.—

''(1) IN GENERAL.—The Secretary concerned shall establish and carry out a pilot program under which the Secretary concerned shall allow the regional forester with jurisdiction over a unit of Federal land to appoint members of the resource advisory committee for that unit, in accordance with the applicable requirements of this section.

''(2) RESPONSIBILITIES OF REGIONAL FORESTER.—Before appointing a member of a resource advisory committee under the pilot program under this subsection, a regional forester shall conduct the review and analysis that would otherwise be conducted for an appointment to a resource advisory committee if the pilot program was not in effect, including any review and analysis with respect to civil rights and budgetary requirements.

''(3) SAVINGS CLAUSE.—Nothing in this subsection relieves a regional forester or the Secretary concerned from an obligation to comply with any requirement relating to an appointment to a resource advisory committee, including any requirement with respect to civil rights or advertising a vacancy.

''(4) TERMINATION OF EFFECTIVENESS.—The authority provided under this subsection terminates on October 1, 2028.''.

SA 2003. Mr. GRASSLEY (for himself and Mr. WHITEHOUSE) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. 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.

SA 2004. Mr. ROMNEY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. ENFORCEMENT PROVISIONS WITH RESPECT TO COVID-RELATED EMPLOYEE RETENTION CREDITS.

(a) INCREASE IN ASSESSABLE PENALTY ON COVID–ERTC PROMOTERS FOR AIDING AND ABETTING UNDERSTATEMENTS OF TAX LIABILITY.—

(1) IN GENERAL.—If any COVID–ERTC promoter is subject to penalty under section 6701(a) of the Internal Revenue Code of 1986 with respect to any COVID–ERTC document, notwithstanding paragraphs (1) and (2) of section 6701(b) of such Code, the amount of the penalty imposed under such section 6701(a) shall be the greater of—

(A) $200,000 ($10,000, in the case of a natural person), or

(B) 75 percent of the gross income derived (or to be derived) by such promoter with respect to the aid, assistance, or advice referred to in section 6701(a)(1) of such Code with respect to such document.

(2) NO INFERENCE.—Paragraph (1) shall not be construed to create any inference with respect to the proper application of the knowledge requirement of section 6701(a)(3) of the Internal Revenue Code of 1986.

(b) FAILURE TO COMPLY WITH DUE DILIGENCE REQUIREMENTS TREATED AS KNOWLEDGE FOR PURPOSES OF ASSESSABLE PENALTY FOR AIDING AND ABETTING UNDERSTATEMENT OF TAX LIABILITY.—In the case of any COVID–ERTC promoter, the knowledge requirement of section 6701(a)(3) of the Internal Revenue Code of 1986 shall be treated as satisfied with respect to any COVID–ERTC document with respect to which such promoter provided aid, assistance, or advice, if such promoter fails to comply with the due diligence requirements referred to in subsection (c)(1).

(c) ASSESSABLE PENALTY FOR FAILURE TO COMPLY WITH DUE DILIGENCE REQUIREMENTS.—

(1) IN GENERAL.—Any COVID–ERTC promoter which provides aid, assistance, or advice with respect to any COVID–ERTC document and which fails to comply with due diligence requirements imposed by the Secretary with respect to determining eligibility for, or the amount of, any COVID-related employee retention tax credit, shall pay a penalty of $1,000 for each such failure.

(2) DUE DILIGENCE REQUIREMENTS.—Except as otherwise provided by the Secretary, the due diligence requirements referred to in paragraph (1) shall be similar to the due diligence requirements imposed under section 6695(g).

(3) RESTRICTION TO DOCUMENTS USED IN CONNECTION WITH RETURNS OR CLAIMS FOR REFUND.—Paragraph (1) shall not apply with respect to any COVID–ERTC document unless such document constitutes, or relates to, a return or claim for refund.

(4) TREATMENT AS ASSESSABLE PENALTY, ETC.—For purposes of the Internal Revenue Code of 1986, the penalty imposed under paragraph (1) shall be treated in the same manner as a penalty imposed under section 6695(g).

(5) SECRETARY.—For purposes of this subsection, the term ''Secretary'' means the Secretary of the Treasury or the Secretary's delegate.

(d) ASSESSABLE PENALTIES FOR FAILURE TO DISCLOSE INFORMATION, MAINTAIN CLIENT LISTS, ETC.—For purposes of sections 6111, 6112, 6707 and 6708 of the Internal Revenue Code of 1986—

(1) any COVID-related employee retention tax credit (whether or not the taxpayer claims such COVID-related employee retention tax credit) shall be treated as a listed transaction (and as a reportable transaction) with respect to any COVID–ERTC promoter if such promoter provides any aid, assistance, or advice with respect to any COVID–ERTC document relating to such COVID-related employee retention tax credit, and

(2) such COVID–ERTC promoter shall be treated as a material advisor with respect to such transaction.

(e) COVID–ERTC PROMOTER.—For purposes of this section—

(1) IN GENERAL.—The term ''COVID–ERTC promoter'' means, with respect to any COVID–ERTC document, any person which provides aid, assistance, or advice with respect to such document if—

(A) such person charges or receives a fee for such aid, assistance, or advice which is based on the amount of the refund or credit with respect to such document and, with respect to such person's taxable year in which such person provided such assistance or the preceding taxable year, the aggregate gross receipts of such person for aid, assistance, and advice with respect to all COVID-ERTC documents exceeds 20 percent of the gross receipts of such person for such taxable year, or

(B) with respect to such person's taxable year in which such person provided such assistance or the preceding taxable year—

(i) the aggregate gross receipts of such person for aid, assistance, and advice with respect to all COVID–ERTC documents exceeds 50 percent of the gross receipts of such person for such taxable year, or

(ii) both—

(I) such aggregate gross receipts exceeds 20 percent of the gross receipts of such person for such taxable year, and

(II) the aggregate gross receipts of such person for aid, assistance, and advice with respect to all COVID–ERTC documents (determined after application of paragraph (3)) exceeds $500,000.

(2) EXCEPTION FOR CERTIFIED PROFESSIONAL EMPLOYER ORGANIZATIONS.—The term ''COVID–ERTC promoter'' shall not include a certified professional employer organization (as defined in section 7705).

(3) AGGREGATION RULE.—For purposes of paragraph (1)(B)(ii)(II), all persons treated as a single employer under subsection (a) or (b) of section 52 of the Internal Revenue Code of 1986, or subsection (m) or (o) of section 414 of such Code, shall be treated as 1 person.

(4) SHORT TAXABLE YEARS.—In the case of any taxable year of less than 12 months, paragraph (1) shall be applied with respect to the calendar year in which such taxable year begins (in addition to applying to such taxable year).

(f) COVID–ERTC DOCUMENT.—For purposes of this section, the term ''COVID–ERTC document'' means any return, affidavit, claim, or other document related to any COVID-related employee retention tax credit, including any document related to eligibility for, or the calculation or determination of any amount directly related to any COVID-related employee retention tax credit.

(g) COVID-RELATED EMPLOYEE RETENTION TAX CREDIT.—For purposes of this section, the term ''COVID-related employee retention tax credit'' means—

(1) any credit, or advance payment, under section 3134 of the Internal Revenue Code of 1986, and

(2) any credit, or advance payment, under section 2301 of the CARES Act.

(h) LIMITATION ON CREDIT AND REFUND OF COVID-RELATED EMPLOYEE RETENTION TAX CREDITS.—Notwithstanding section 6511 of the Internal Revenue Code of 1986 or any other provision of law, no credit or refund of any COVID-related employee retention tax credit shall be allowed or made after January 31, 2024, unless a claim for such credit or refund is filed by the taxpayer on or before such date.

(i) AMENDMENTS TO EXTEND LIMITATION ON ASSESSMENT.—

(1) IN GENERAL.—Section 3134(l) of the Internal Revenue Code of 1986 is amended to read as follows:

''(l) EXTENSION OF LIMITATION ON ASSESSMENT.—

''(1) IN GENERAL.—Notwithstanding section 6501, the limitation on the time period for

the assessment of any amount attributable to a credit claimed under this section shall not expire before the date that is 6 years after the latest of—

''(A) the date on which the original return which includes the calendar quarter with respect to which such credit is determined is filed,

''(B) the date on which such return is treated as filed under section 6501(b)(2), or

''(C) the date on which the claim for credit or refund with respect to such credit is made.

''(2) DEDUCTION FOR WAGES TAKEN INTO ACCOUNT IN DETERMINING IMPROPERLY CLAIMED CREDIT.—

''(A) IN GENERAL.—Notwithstanding section 6511, in the case of an assessment attributable to a credit claimed under this section, the limitation on the time period for credit or refund of any amount attributable to a deduction for improperly claimed ERTC wages shall not expire before the time period for such assessment expires under paragraph (1).

''(B) IMPROPERLY CLAIMED ERTC WAGES.—For purposes of this paragraph, the term 'improperly claimed ERTC wages' means, with respect to an assessment attributable to a credit claimed under this section, the wages with respect to which a deduction would not have been allowed if the portion of the credit to which such assessment relates had been properly claimed.''.

(2) APPLICATION TO CARES ACT CREDIT.—Section 2301 of the CARES Act is amended by adding at the end the following new subsection:

''(o) EXTENSION OF LIMITATION ON ASSESSMENT.—

''(1) IN GENERAL.—Notwithstanding section 6501 of the Internal Revenue Code of 1986, the limitation on the time period for the assessment of any amount attributable to a credit claimed under this section shall not expire before the date that is 6 years after the latest of—

''(A) the date on which the original return which includes the calendar quarter with respect to which such credit is determined is filed,

''(B) the date on which such return is treated as filed under section 6501(b)(2) of such Code, or

''(C) the date on which the claim for credit or refund with respect to such credit is made.

''(2) DEDUCTION FOR WAGES TAKEN INTO ACCOUNT IN DETERMINING IMPROPERLY CLAIMED CREDIT.—

''(A) IN GENERAL.—Notwithstanding section 6511 of such Code, in the case of an assessment attributable to a credit claimed under this section, the limitation on the time period for credit or refund of any amount attributable to a deduction for improperly claimed ERTC wages shall not expire before the time period for such assessment expires under paragraph (1).

''(B) IMPROPERLY CLAIMED ERTC WAGES.—For purposes of this paragraph, the term 'improperly claimed ERTC wages' means, with respect to an assessment attributable to a credit claimed under this section, the wages with respect to which a deduction would not have been allowed if the portion of the credit to which such assessment relates had been properly claimed.''.

(j) EFFECTIVE DATES.—

(1) IN GENERAL.—Except as otherwise provided in this subsection, the provisions of this section shall apply to aid, assistance, and advice provided after March 12, 2020.

(2) DUE DILIGENCE REQUIREMENTS.—Subsections (b) and (c) shall apply to aid, assistance, and advice provided after the date of the enactment of this Act.

(3) LIMITATION ON CREDIT AND REFUND OF COVID-RELATED EMPLOYEE RETENTION TAX CREDITS.—Subsection (h) shall apply to credits and refunds allowed or made after January 31, 2024.

(4) AMENDMENTS TO EXTEND LIMITATION ON ASSESSMENT.—The amendments made by subsection (i) shall apply to assessments made after the date of the enactment of this Act.

(k) TRANSITION RULE WITH RESPECT TO REQUIREMENTS TO DISCLOSE INFORMATION, MAINTAIN CLIENT LISTS, ETC.—Any return under section 6111 of the Internal Revenue Code of 1986, or list under section 6112 of such Code, required by reason of subsection (d) of this section to be filed or maintained, respectively, with respect to any aid, assistance, or advice provided by a COVID–ERTC promoter with respect to a COVID–ERTC document before the date of the enactment of this Act, shall not be required to be so filed or maintained (with respect to such aid, assistance or advice) before the date which is 90 days after such date.

(l) PROVISIONS NOT TO BE CONSTRUED TO CREATE NEGATIVE INFERENCES.—

(1) NO INFERENCE WITH RESPECT TO APPLICATION OF KNOWLEDGE REQUIREMENT TO PRE-ENACTMENT CONDUCT OF COVID-ERTC PROMOTERS, ETC.—Subsection (b) shall not be construed to create any inference with respect to the proper application of section 6701(a)(3) of the Internal Revenue Code of 1986 with respect to any aid, assistance, or advice provided by any COVID-ERTC promoter on or before the date of the enactment of this Act (or with respect to any other aid, assistance, or advice to which such subsection does not apply).

(2) REQUIREMENTS TO DISCLOSE INFORMATION, MAINTAIN CLIENT LISTS, ETC.—Subsections (d) and (k) shall not be construed to create any inference with respect to whether any COVID-related employee retention tax credit is (without regard to subsection (d)) a listed transaction (or reportable transaction) with respect to any COVID–ERTC promoter; and, for purposes of subsection (j), a return or list shall not be treated as required (with respect to such aid, assistance, or advice) by reason of subsection (d) if such return or list would be so required without regard to subsection (d).

(m) REGULATIONS.—The Secretary (as defined in subsection (c)(5)) shall issue such regulations or other guidance as may be necessary or appropriate to carry out the purposes of this section (and the amendments made by this section).

SA 2005. Mr. CARDIN (for himself and Mr. VAN HOLLEN) submitted an amendment intended to be proposed by him 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. BALTIMORE BRIDGE RELIEF ACT.

(a) FINDING.—Congress finds that, in accordance with section 668.105(e) of title 23, Code of Federal Regulations (or a successor regulation), any compensation for damages or insurance proceeds, including interest, recovered by a State, a political subdivision of a State, or a toll authority for repair, including reconstruction, of the bridge described in subsection (b) in response to the damage described in that subsection should be used on receipt to reduce liability on the repair, including reconstruction, of that bridge from the emergency fund authorized under section 125 of title 23, United States Code.

(b) FEDERAL SHARE FOR CERTAIN EMERGENCY RELIEF PROJECTS.—Notwithstanding subsection (e) of section 120 of title 23, United States Code, the Federal share for emergency relief funds made available under section 125 of that title to respond to damage caused by the cargo ship Dali to the Francis Scott Key Bridge located in Baltimore City and Baltimore and Anne Arundel Counties, Maryland, including reconstruction of that bridge and its approaches, shall be 100 percent.

(c) EFFECTIVE DATE.—This section shall take effect as if enacted on March 26, 2024.

SA 2006. Ms. WARREN (for herself and Mr. HAWLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. PROMOTING COMPETITION IN AVIATION REGULATION.

(a) PROMOTING COMPETITION.—Section 40101(d) of title 49, United States Code, is amended by adding at the end the following new paragraph:

''(8) promoting competition.''.

(b) MAINTAINING AND ENHANCING COMPETITION IN SLOT ALLOCATION.—Section 40103(b)(1) of title 49, United States Code, is amended by inserting ''In doing so, the Administrator shall consider the need to maintain or enhance competition in the air transportation system.'' after ''efficient use of airspace.''.

(c) ENSURING REASONABLE ACCESS.—

(1) GENERAL WRITTEN ASSURANCES.—

(A) IN GENERAL.—Section 47107(a)(1) of title 49, United States Code, is amended by inserting '', and the airport proprietor will take all practicable steps to accommodate requests for reasonable access (as defined in subsection (x)) to terminal facilities'' after ''unjust discrimination''.

(B) STANDARDS FOR REASONABLE ACCESS.—Section 47107 of title 49, United States Code, is amended by adding at the end the following new subsection:

''(x) DEFINITIONS.—In this section:

''(1) COMMON USE.—The term 'common use' means nonexclusive use in common by air carriers and other duly authorized users of the airport.

''(2) REASONABLE ACCESS.—The term 'reasonable access' means, with respect to terminal facilities, that—

''(A) not less than 25 percent of terminal facilities at an airport are available for common use; and

''(B) not more than 50 percent of terminal facilities are reserved for exclusive use by a single air carrier.

''(3) TERMINAL FACILITIES.—The term 'terminal facilities' means facilities within the terminal of an airport, including gates, ticket counters, baggage claim areas, and baggage make up system spaces.''.

(2) LEASE APPROVAL.—Section 47107 of title 49, United States Code, as amended by paragraph (1), is amended by adding at the end the following new subsection:

''(y) WRITTEN ASSURANCES ON LEASE AGREEMENTS.—The Secretary of Transportation may approve an application under this subchapter for an airport development project grant only if the Secretary receives written assurances, satisfactory to the Secretary, that, with respect to any airport

serving 0.25 percent or more of the total annual enplanements in the United States (calculated on a rolling 5-year average) and with more than 50 percent of passengers (calculated on a rolling 5-year average) handled by 2 air carriers or less, the airport owner shall submit to the Secretary any proposed lease, lease amendment, or lease extension (including carryover provisions) for advance approval, as well as a statement detailing how such proposed lease, lease amendment, or lease extension maintains or enhances competition in the air transportation system.''.

(d) COMPETITION PLANS.—Section 40117(d) of title 49, United States Code, is amended—

(1) in paragraph (3), by striking ''and'';

(2) in paragraph (4), by striking the period at the end and inserting ''; and''; and

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

''(5) beginning in fiscal year 2026, in the case of an application for a terminal project, the project will provide for reasonable access (as defined in section 47107(x)) to terminal facilities.''.

(e) COMPETITION DISCLOSURE.—Section 47107(r) of title 49, United States Code, is amended by striking paragraph (3).

SA 2007. Mr. SCHATZ (for himself and Mr. CRUZ) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

TITLE ___KIDS OFF SOCIAL MEDIA ACT

SEC. ___1. SHORT TITLE.

This title may be cited as the ''Kids Off Social Media Act''.

Subtitle A—Kids Off Social Media Act

SEC. ___1. SHORT TITLE.

This subtitle may be cited as the ''Kids Off Social Media Act''.

SEC. ___2. DEFINITIONS.

In this subtitle:

(1) PERSONALIZED RECOMMENDATION SYSTEM.—The term ''personalized recommendation system'' means a fully or partially automated system used to suggest, promote, or rank content, including other users or posts, based on the personal data of users.

(2) CHILD.—The term ''child'' means an individual under the age of 13.

(3) COMMISSION.—The term ''Commission'' means the Federal Trade Commission.

(4) KNOW OR KNOWS.—The term ''know'' or ''knows'' means to have actual knowledge or knowledge fairly implied on the basis of objective circumstances.

(5) PERSONAL DATA.—The term ''personal data'' has the same meaning as the term ''personal information'' as defined in section 1302 of the Children's Online Privacy Protection Act (15 U.S.C. 6501) .

(6) SOCIAL MEDIAL PLATFORM.—

(A) IN GENERAL.—The term ''social media platform'' means a public-facing website, online service, online application, or mobile application that—

(i) is directed to consumers;

(ii) collects personal data;

(iii) primarily derives revenue from advertising or the sale of personal data; and

(iv) as its primary function provides a community forum for user-generated content, including messages, videos, and audio files among users where such content is primarily intended for viewing, resharing, or platform-enabled distributed social endorsement or comment.

(B) LIMITATION.—The term ''social medial platform'' does not include a platform that, as its primary function for consumers, provides or facilitates any of the following:

(i) The purchase and sale of commercial goods.

(ii) Teleconferencing or videoconferencing services that allow reception and transmission of audio or video signals for real-time communication, provided that the real-time communication is initiated by using a unique link or identifier to facilitate access.

(iii) Crowd-sourced reference guides such as encyclopedias and dictionaries.

(iv) Cloud storage, file sharing, or file collaboration services, including such services that allow collaborative editing by invited users.

(v) The playing or creation of video games.

(vi) Content that consists primarily of news, sports, sports coverage, entertainment, or other information or content that is not user-generated but is preselected by the platform and for which any chat, comment, or interactive functionality is incidental, directly related to, or dependent on the provision of the content provided by the platform.

(vii) Business, product, or travel information including user reviews or rankings of such businesses, products, or other travel information.

(viii) Educational information, experiences, training, or instruction provided to build knowledge, skills, or a craft, district-sanctioned or school-sanctioned learning management systems and school information systems for the purposes of schools conveying content related to the education of students, or services or services on behalf of or in support of an elementary 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).

(ix) An email service.

(x) A wireless messaging service, including such a service provided through short message service or multimedia messaging protocols, that is not a component of, or linked to, a social media platform and where the predominant or exclusive function of the messaging service is direct messaging consisting of the transmission of text, photos, or videos that are sent by electronic means, where messages are transmitted from the sender to the recipient and are not posted publicly or within a social media platform.

(xi) A broadband internet access service (as such term is defined for purposes of section 8.1(b) of title 47, Code of Federal Regulations, or any successor regulation).

(xii) A virtual private network or similar service that exists solely to route internet traffic between locations.

(7) TEEN.—The term ''teen'' means an individual over the age of 12 and under the age of 17.

(8) USER.—The term ''user'' means, with respect to a social media platform, an individual who registers an account or creates a profile on the social media platform.

SEC. ___3. NO CHILDREN UNDER 13.

(a) NO ACCOUNTS FOR CHILDREN UNDER 13.—A social media platform shall not permit an individual to create or maintain an account or profile if it knows that the individual is a child.

(b) TERMINATION OF EXISTING ACCOUNTS BELONGING TO CHILDREN.—A social media platform shall terminate any existing account or profile of a user who the social media platform knows is a child.

(c) DELETION OF CHILDREN'S PERSONAL DATA.—

(1) IN GENERAL.—Subject to paragraph (2), upon termination of an existing account or profile of a user pursuant to subsection (b), a social media platform shall immediately delete all personal data collected from the user or submitted by the user to the social media platform.

(2) CHILDREN'S ACCESS TO PERSONAL DATA.—To the extent technically feasible and not in violation of any licensing agreement, a social media platform shall allow the user of an existing account or profile that the social media platform has terminated under subsection (b), from the date such termination occurs to the date that is 90 days after such date, to request, and shall provide to such user upon such request, a copy of the personal data collected from the user or submitted by the user to the social media platform both—

(A) in a manner that is readable and which a reasonable person can understand; and

(B) in a portable, structured, and machine-readable format.

(d) RULE OF CONSTRUCTION.—Nothing in subsection (c) shall be construed to prohibit a social media platform from retaining a record of the termination of an account or profile and the minimum information necessary for the purposes of ensuring compliance with this section.

SEC. ___4. PROHIBITION ON THE USE OF PERSONALIZED RECOMMENDATION SYSTEMS ON CHILDREN OR TEENS.

(a) IN GENERAL.—

(1) PROHIBITION ON USE OF PERSONALIZED RECOMMENDATION SYSTEMS ON CHILDREN OR TEENS.—Except as provided in paragraph (2), a social media platform shall not use the personal data of a user or visitor in a personalized recommendation system to display content if the platform knows that the user or visitor is a child or teen.

(2) EXCEPTION.—A social media platform may use a personalized recommendation system to display content to a child or teen if the system only uses the following personal data of the child or teen:

(A) The type of device used by the child or teen.

(B) The languages used by the child or teen to communicate.

(C) The city or town in which the child or teen is located.

(D) The fact that the individual is a child or teen.

(E) The age of the child or teen.

(b) RULE OF CONSTRUCTION.—The prohibition in subsection (a) shall not be construed to—

(1) prevent a social media platform from providing search results to a child or teen deliberately or independently searching for (such as by typing a phrase into a search bar or providing spoken input), or specifically requesting, content, so long as such results are not based on the personal data of the child or teen (except to the extent permitted under subsection (a)(2));

(2) prevent a social media platform from taking reasonable measures to—

(A) block, detect, or prevent the distribution of unlawful or obscene material;

(B) block or filter spam, or protect the security of a platform or service; or

(C) prevent criminal activity; or

(3) prohibit a social media platform from displaying user-generated content that has been selected, followed, or subscribed to by a teen account holder as long as the display of the content is based on a chronological format.

SEC. ___5. DETERMINATION OF WHETHER AN OPERATOR HAS KNOWLEDGE FAIRLY IMPLIED ON THE BASIS OF OBJECTIVE CIRCUMSTANCES THAT AN INDIVIDUAL IS A CHILD OR TEEN.

(a) RULES OF CONSTRUCTION.—For purposes of enforcing this subtitle, in making a determination as to whether a social media platform has knowledge fairly implied on the basis of objective circumstances that a user is a child or teen, the Commission or the attorney general of a State, as applicable, shall rely on competent and reliable evidence, taking into account the totality of circumstances, including whether a reasonable and prudent person under the circumstances would have known that the user is a child or teen.

(b) PROTECTIONS FOR PRIVACY.—Nothing in this subtitle, including a determination described in subsection (a), shall be construed to require a social media platform to—

(1) implement an age gating or age verification functionality; or

(2) affirmatively collect any personal data with respect to the age of users that the social media platform is not already collecting in the normal course of business.

(c) RESTRICTION ON USE AND RETENTION OF PERSONAL DATA.—If a social media platform or a third party acting on behalf of a social media platform voluntarily collects personal data for the purpose of complying with this subtitle, the social media platform or a third party shall not—

(1) use any personal data collected specifically for a purpose other than for sole compliance with the obligations under this subtitle; or

(2) retain any personal data collected from a user for longer than is necessary to comply with the obligations under this subtitle or than is minimally necessary to demonstrate compliance with this subtitle.

SEC. ___6. ENFORCEMENT.

(a) ENFORCEMENT BY COMMISSION.—

(1) UNFAIR OR DECEPTIVE ACTS OR PRACTICES.—A violation of this subtitle shall be treated as a violation of a rule defining an unfair or deceptive act or practice prescribed under section 18(a)(1)(B) of the Federal Trade Commission Act (15 U.S.C. 57a(a)(1)(B)).

(2) POWERS OF COMMISSION.—

(A) IN GENERAL.—The Commission shall enforce this subtitle 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 subtitle.

(B) PRIVILEGES AND IMMUNITIES.—Any person who violates this subtitle 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 subtitle shall be construed to limit the authority of the Commission under any other provision of law.

(b) ENFORCEMENT BY STATES.—

(1) AUTHORIZATION.—Subject to paragraph (3), in any case in which the attorney general of a State has reason to believe that an interest of the residents of the State has been or is threatened or adversely affected by the engagement of a social media platform in a practice that violates this subtitle, the attorney general of the State may, as parens patriae, bring a civil action against the social media platform on behalf of the residents of the State in an appropriate district court of the United States to—

(A) enjoin that practice;

(B) enforce compliance with this subtitle;

(C) on behalf of residents of the States, obtain damages, restitution, or other compensation, each of which shall be distributed in accordance with State law; or

(D) obtain such other relief as the court may consider to be appropriate.

(2) RIGHTS OF FEDERAL TRADE COMMISSION.—

(A) NOTICE TO FEDERAL TRADE COMMISSION.—

(i) IN GENERAL.—The attorney general of a State shall notify the Commission in writing that the attorney general intends to bring a civil action under paragraph (1) before the filing of the civil action.

(ii) CONTENTS.—The notification required under clause (i) with respect to a civil action shall include a copy of the complaint to be filed to initiate the civil action.

(iii) Clause (i) shall not apply with respect to the filing of an action by an attorney general of a State under this paragraph if the attorney general of the State determines that it not feasible to provide the notice required in that clause before filing the action.

(B) INTERVENTION BY FEDERAL TRADE COMMISSION.—Upon receiving notice under subparagraph (A)(i), the Commission shall have the right to intervene in the action that is the subject of the notice.

(3) EFFECT OF INTERVENTION.—If the Commission intervenes in an action under paragraph (1), it shall have the right—

(A) to be heard with respect to any matter that arises in that action; and

(B) file a petition for appeal.

(4) INVESTIGATORY POWERS.—Nothing in this subsection may be construed to prevent the attorney general of a State from exercising the powers conferred on the attorney general by the laws of the State to—

(A) conduct investigations;

(B) administer oaths or affirmations; or

(C) compel the attendance of witnesses or the production of documentary or other evidence.

(5) PREEMPTIVE ACTION BY FEDERAL TRADE COMMISSION.—In any case in which an action is instituted by or on behalf of the Commission for a violation of this subtitle, no State may , during the pendency of that action, institute a separate civil action under paragraph (1) against any defendant named in the complaint in the action instituted by or on behalf of the Commission for that violation.

(6) VENUE; SERVICE OF PROCESS.—

(A) VENUE.—Any action brought under paragraph (1) may be brought in—

(i) the district court of the United States that meets applicable requirements relating to venue under section 1391 of title 28, United States Code; or

(ii) another court of competent jurisdiction.

(B) SERVICE OF PROCESS.—In an action brought under paragraph (1), process may be served in any district in which the defendant—

(i) is an inhabitant; or

(ii) may be found.

SEC. ___7. RELATIONSHIP TO OTHER LAWS.

The provisions of this subtitle shall preempt any State law, rule, or regulation only to the extent that such State law, rule, or regulation conflicts with a provision of this subtitle. Nothing in this subtitle shall be construed to prohibit a State from enacting a law, rule, or regulation that provides greater protection to children or teens than the protection provided by the provisions of this subtitle. Nothing in this subtitle shall be construed to—

(1) affect the application of—

(A) section 444 of the General Education Provisions Act (20 U.S.C. 1232g, commonly known as the ''Family Educational Rights and Privacy Act of 1974'') or other Federal or State laws governing student privacy; or

(B) the Children's Online Privacy Protection Act of 1998 (15 U.S.C. 6501 et seq.) or any rule or regulation promulgated under such Act; or

(2) authorize any action that would conflict with section 18(h) of the Federal Trade Commission Act (15 U.S.C. 57a(h)).

SEC. ___8. EFFECTIVE DATE.

This subtitle shall take effect 1 year after the date of enactment of this Act.

Subtitle B—Eyes on the Board Act of 2024

SEC. ___9. SHORT TITLE.

This subtitle may be cited as the ''Eyes on the Board Act of 2024''.

SEC. __10. UPDATING THE CHILDREN'S INTERNET PROTECTION ACT TO INCLUDE SOCIAL MEDIA PLATFORMS.

(a) IN GENERAL.—Section 1721 of the Children's Internet Protection Act (title XVII of Public Law 106–554) is amended—

(1) by redesignating subsections (f) through (h) as subsections (g) through (i), respectively; and

(2) by inserting after subsection (e) the following:

''(f) LIMITATION ON USE OF SCHOOL BROADBAND SUBSIDIES FOR ACCESS TO SOCIAL MEDIA PLATFORMS.—

''(1) DEFINITIONS.—In this subsection:

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

''(B) SOCIAL MEDIA PLATFORM.—The term 'social media platform'—

''(i) means any website, online service, online application, or mobile application that—

''(I) serves the public; and

''(II) primarily provides a forum for users to communicate user-generated content, including messages, videos, images, and audio files, to other online users; and

''(ii) does not include—

''(I) an internet service provider;

''(II) electronic mail;

''(III) an online service, application, or website—

''(aa) that consists primarily of content that is not user-generated, but is preselected by the provider; and

''(bb) for which any chat, comment, or interactive functionality is incidental to, directly related to, or dependent on the provision of content described in item (aa);

''(IV) an online service, application, or website—

''(aa) that is non-commercial and primarily designed for educational purposes; and

''(bb) the revenue of which is not primarily derived from advertising or the sale of personal data;

''(V) a wireless messaging service, including such a service provided through a short messaging service or multimedia service protocols—

''(aa) that is not a component of, or linked to, a website, online service, online application, or mobile application described in clause (i); and

''(bb) the predominant or exclusive function of which is direct messaging consisting of the transmission of text, photos, or videos that—

''(AA) are sent by electronic means from the sender to a recipient; and

''(BB) are not posted publicly or on a website, online service, online application, or mobile application described in clause (i);

''(VI) a teleconferencing or video conferencing service that allows for the reception and transmission of audio or video signals for real-time communication that is initiated by using a unique link or identifier to facilitate access;

''(VII) a product or service that primarily functions as business-to-business software or a cloud storage, file sharing, or file collaboration service; or

''(VIII) an organization that is not organized to carry on business for the profit of

the organization or of the members of the organization.

''(C) TECHNOLOGY PROTECTION MEASURE.—The term 'technology protection measure' means a specific technology that blocks or filters access to a social media platform.

''(2) REQUIREMENTS WITH RESPECT TO SOCIAL MEDIA PLATFORMS.—

''(A) IN GENERAL.—

''(i) CERTIFICATION REQUIRED.—An elementary or secondary school that is subject to paragraph (5) of section 254(h) of the Communications Act of 1934 (47 U.S.C. 254(h)) (referred to in this paragraph as 'section 254(h)') may not receive services at discount rates under section 254(h) unless the school, school board, local educational agency, or other authority with responsibility for administration of the school—

''(I) submits to the Commission the certification described in subparagraph (B); and

''(II) ensures that the use of the school's supported services, devices, and networks is in accordance with the certification described in subclause (I).

''(ii) RULE OF CONSTRUCTION.—Nothing in clause (i) may be construed to prohibit—

''(I) district-sanctioned or school-sanctioned learning management systems and school information systems used for purposes of schools conveying content related to the education of students; or

''(II) a teacher from using a social media platform in the classroom for educational purposes.

''(B) CERTIFICATION WITH RESPECT TO STUDENTS AND SOCIAL MEDIA.—

''(i) IN GENERAL.—A certification under this subparagraph is a certification that the applicable school, school board, local educational agency, or other authority with responsibility for administration of the school—

''(I) is enforcing a policy of preventing students of the school from accessing social media platforms on any supported service, device, or network that includes—

''(aa) monitoring the online activities of any such service, device, or network to determine if those students are accessing social media platforms; and

''(bb) the operation of a technology protection measure with respect to those services, devices, and networks that protects against access by those students to a social media platform; and

''(II) is enforcing the operation of the technology protection measure described in subclause (I) during any use of supported services, devices, or networks by students of the school.

''(ii) RULE OF CONSTRUCTION.—Nothing in this subparagraph may be construed to require the applicable school, school board, local educational agency, or other authority to track an individual website, online application, or mobile application that a student is attempting to access (or any search terms used by, or the browsing history of, a student) beyond the identity of the website or application and whether access to the website or application is blocked by a technology protection measure because the website or application is a social media platform.

''(C) TIMING OF IMPLEMENTATION.—

''(i) IN GENERAL.—In the case of a school to which this paragraph applies, the certification under this paragraph shall be made—

''(I) with respect to the first program funding year under section 254(h) after the date of enactment of the Eyes on the Board Act of 2024, not later than 120 days after the beginning of that program funding year; and

''(II) with respect to any subsequent funding year, as part of the application process for that program funding year.

''(ii) PROCESS.—

''(I) SCHOOLS WITH MEASURES IN PLACE.—A school covered by clause (i) that has in place measures meeting the requirements necessary for certification under this paragraph shall certify its compliance with this paragraph during each annual program application cycle under section 254(h), except that, with respect to the first program funding year after the date of enactment of the Eyes on the Board Act of 2024, the certification shall be made not later than 120 days after the beginning of that first program funding year.

''(II) SCHOOLS WITHOUT MEASURES IN PLACE.—

''(aa) FIRST 2 PROGRAM YEARS.—A school covered by clause (i) that does not have in place measures meeting the requirements for certification under this paragraph—

''(AA) for the first program year after the date of enactment of the Eyes on the Board Act of 2024 in which the school is applying for funds under section 254(h), shall certify that the school is undertaking such actions, including any necessary procurement procedures, to put in place measures meeting the requirements for certification under this paragraph; and

''(BB) for the second program year after the date of enactment of the Eyes on the Board Act of 2024 in which the school is applying for funds under section 254(h), shall certify that the school is in compliance with this paragraph.

''(bb) SUBSEQUENT PROGRAM YEARS.—Any school that is unable to certify compliance with such requirements in such second program year shall be ineligible for services at discount rates or funding in lieu of services at such rates under section 254(h) for such second year and all subsequent program years under section 254(h), until such time as such school comes into compliance with this paragraph.

''(III) WAIVERS.—Any school subject to subclause (II) that cannot come into compliance with subparagraph (B) in such second program year may seek a waiver of subclause (II)(aa)(BB) if State or local procurement rules or regulations or competitive bidding requirements prevent the making of the certification otherwise required by such subclause. A school, school board, local educational agency, or other authority with responsibility for administration of the school shall notify the Commission of the applicability of such subclause to the school. Such notice shall certify that the school in question will be brought into compliance before the start of the third program year after the date of enactment of the Eyes on the Board Act of 2024 in which the school is applying for funds under section 254(h).

''(D) NONCOMPLIANCE.—

''(i) FAILURE TO SUBMIT CERTIFICATION.—Any school that knowingly fails to comply with the application guidelines regarding the annual submission of a certification required by this paragraph shall not be eligible for services at discount rates or funding in lieu of services at such rates under section 254(h).

''(ii) FAILURE TO COMPLY WITH CERTIFICATION.—Any school that knowingly fails to ensure the use of its computers in accordance with a certification under subparagraph (B) shall reimburse any funds and discounts received under section 254(h) for the period covered by such certification.

''(iii) REMEDY OF NONCOMPLIANCE.—

''(I) FAILURE TO SUBMIT.—A school that has failed to submit a certification under clause (i) may remedy the failure by submitting the certification to which the failure relates. Upon submittal of such certification, the school shall be eligible for services at discount rates under section 254(h).

''(II) FAILURE TO COMPLY.—A school that has failed to comply with a certification as described in clause (ii) may remedy the failure by ensuring the use of its computers in accordance with such certification. Upon submittal to the Commission of a certification or other appropriate evidence of such remedy, the school shall be eligible for services at discount rates under section 254(h).

''(E) RULE OF CONSTRUCTION.—Nothing in this paragraph may be construed to consider a school, school board, local educational agency, or other authority with responsibility for the administration of a school in violation of this paragraph if that school, school board, local educational agency, or other authority makes a good faith effort to comply with this paragraph and to correct a known violation of this paragraph within a reasonable period of time.

''(3) ENFORCEMENT.—The Commission shall—

''(A) not later than 120 days after the date of enactment of the Eyes on the Board Act of 2024, amend the rules of the Commission to carry out this subsection; and

''(B) enforce this subsection, and any rules issued under this subsection, as if this subsection and those rules were part of the Communications Act of 1934 (47 U.S.C. 151 et seq.) or the rules issued under that Act.''.

(b) TECHNICAL AND CONFORMING AMENDMENTS.—Section 254(h) of the Communications Act of 1934 (47 U.S.C. 254(h)) is amended—

(1) in paragraph (5)(E)—

(A) in clause (i), in the matter preceding subclause (I), by striking ''1721(h)'' and inserting ''1721(i)''; and

(B) in clause (ii)(I), by striking ''1721(h)'' and inserting ''1721(i)''; and

(2) in paragraph (6)(E)—

(A) in clause (i), in the matter preceding subclause (I), by striking ''1721(h)'' and inserting ''1721(i)''; and

(B) in clause (ii)(I), by striking ''1721(h)'' and inserting ''1721(i)''.

SEC. __11. EMPOWERING TRANSPARENCY WITH RESPECT TO SCREEN TIME IN SCHOOLS.

(a) IN GENERAL.—Section 254(h)(5)(B) of the Communications Act of 1934 (47 U.S.C. 254(h)(5)(B)) is amended—

(1) in clause (ii), by striking ''and'' at the end;

(2) in clause (iii), by striking the period at the end and inserting ''; and''; and

(3) by adding at the end the following:

''(iv) has adopted a screen time policy that includes guidelines, disaggregated by grade, for the number of hours and uses of screen time that may be assigned to students, whether during school hours or as homework, on a regular basis.''.

(b) CERTIFICATION AND REPORTING.—Beginning in the first funding year that begins after the date of enactment of this Act, each school seeking support under section 254(h) of the Communications Act of 1934 (47 U.S.C. 254(h)) (without regard to whether the school submits an application directly for that support or such an application is submitted on behalf of the school by a consortium or school district) shall, as a condition of receiving that support—

(1) certify that the school will comply with the requirements of this section and the amendments made by this section for the year covered by the application; and

(2) provide to the Federal Communications Commission (referred to in this section as the ''Commission'') a copy of the screen time policy of the school to which the certification relates.

(c) COMMISSION REQUIREMENTS.—Not later than 120 days after the date of enactment of this Act, the Commission shall amend the rules of the Commission to carry out this section and the amendments made by this section.

SEC. __12. INTERNET SAFETY POLICIES.

Section 254 of the Communications Act of 1934 (47 U.S.C. 254) is amended—

(1) in subsection (h)(5)—

(A) in subparagraph (A)(i)—

(i) in subclause (I), by inserting ''and copies of the Internet safety policy and screen time policy to which each such certification pertains'' before the semicolon at the end; and

(ii) in subclause (II)—

(I) by striking ''Commission'' and all that follows through the end of the subclause and inserting the following: ''Commission—

''(aa) a certification that an Internet safety policy and screen time policy described in subclause (I) have been adopted and implemented for the school; and''; and

(II) by adding at the end the following:

''(bb) copies of the Internet safety policy and screen time policy described in item (aa); and''; and

(B) by adding at the end the following:

''(G) DATABASE OF INTERNET SAFETY AND SCREEN TIME POLICIES.—The Commission shall establish an easily accessible, public database that contains each Internet safety policy and screen time policy submitted to the Commission under subclauses (I) and (II) of subparagraph (A)(i).''; and

(2) in subsection (l), by striking paragraph (3) and inserting the following:

''(3) AVAILABILITY FOR REVIEW.—A copy of each Internet safety policy adopted by a library under this subsection shall be made available to the Commission, upon request of the Commission, by the library for purposes of the review of the Internet safety policy by the Commission.''.

Subtitle C—Severability

SEC. __13. SEVERABILITY.

If any provision of this title or an amendment made by this title is determined to be unenforceable or invalid, the remaining provisions of this title and amendments made by this title shall not be affected.

SA 2008. Mr. DURBIN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. AMENDMENTS TO MINIMUM REQUIREMENTS FOR BASIC ESSENTIAL AIR SERVICE.

Section 41732(b)(3) of title 49, United States Code, as redesignated by section 561(c), is amended by striking '', unless scheduled air transportation has not been provided to the place in aircraft with at least 2 engines and using 2 pilots for at least 60 consecutive operating days at any time since October 31, 1978''.

SA 2009. Mr. DURBIN (for himself, Ms. DUCKWORTH, and Mr. GRASSLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place in subtitle C of title V, insert the following:

SEC. _____. 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.

SA 2010. Mr. WYDEN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

DIVISION B—TAX RELIEF

SECTION 1. SHORT TITLE; TABLE OF CONTENTS; ETC.

(a) SHORT TITLE.—This division may be cited as the ''Tax Relief for American Families and Workers Act of 2024''.

(b) AMENDMENT OF 1986 CODE.—Except as otherwise expressly provided, whenever in this division an amendment or repeal is expressed in terms of an amendment to, or repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of the Internal Revenue Code of 1986.

(c) TABLE OF CONTENTS.—The table of contents of this division is as follows:

TITLE I—TAX RELIEF FOR WORKING FAMILIES

SEC. 101. PER-CHILD CALCULATION OF REFUNDABLE PORTION OF CHILD TAX CREDIT.

(a) IN GENERAL.—Subparagraph (A) of section 24(h)(5) is amended to read as follows:

''(A) IN GENERAL.—In applying subsection (d)—

''(i) the amount determined under paragraph (1)(A) of such subsection with respect to any qualifying child shall not exceed $1,400, and such paragraph shall be applied without regard to paragraph (4) of this subsection, and

''(ii) paragraph (1)(B) of such subsection shall be applied by multiplying each of—

''(I) the amount determined under clause (i) thereof, and

''(II) the excess determined under clause (ii) thereof,

by the number of qualifying children of the taxpayer.''.

(b) CONFORMING AMENDMENT.—The heading of paragraph (5) of section 24(h) is amended by striking ''MAXIMUM AMOUNT OF'' and inserting ''SPECIAL RULES FOR''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2022.

SEC. 102. INCREASE IN REFUNDABLE PORTION.

(a) IN GENERAL.—Paragraph (5) of section 24(h) is amended by redesignating subparagraph (B) as subparagraph (C) and by inserting after subparagraph (A) the following new subparagraph:

''(B) AMOUNTS FOR 2023, 2024, AND 2025.—In the case of a taxable year beginning after 2022, subparagraph (A) shall be applied by substituting for '$1,400'—

''(i) in the case of taxable year 2023, '$1,800',

''(ii) in the case of taxable year 2024, '$1,900', and

''(iii) in the case of taxable year 2025, '$2,000'.''.

(b) CONFORMING AMENDMENT.—Subparagraph (C) of section 24(h)(5), as redesignated by subsection (a), is amended by inserting ''and before 2023'' after ''2018''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2022.

SEC. 103. INFLATION OF CREDIT AMOUNT.

(a) IN GENERAL.—Paragraph (2) of section 24(h) is amended—

(1) by striking ''AMOUNT.—Subsection'' and inserting ''AMOUNT.—

''(A) IN GENERAL.—Subsection'', and

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

''(B) ADJUSTMENT FOR INFLATION.—In the case of a taxable year beginning after 2023, the $2,000 amounts in subparagraph (A) and paragraph (5)(B)(iii) shall each be increased by an amount equal to—

''(i) such dollar amount, multiplied by

''(ii) the cost-of-living adjustment determined under section 1(f)(3) for the calendar year in which the taxable year begins, determined by substituting '2022' for '2016' in subparagraph (A)(ii) thereof.

If any increase under this subparagraph is not a multiple of $100, such increase shall be rounded to the next lowest multiple of $100.''.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2023.

SEC. 104. RULE FOR DETERMINATION OF EARNED INCOME.

(a) IN GENERAL.—Paragraph (6) of section 24(h) of the Internal Revenue Code of 1986 is amended—

(1) by striking ''CREDIT.—Subsection'' and inserting ''CREDIT.—

''(A) IN GENERAL.—Subsection'', and

(2) by adding at the end the following new subparagraphs

''(B) RULE FOR DETERMINATION OF EARNED INCOME.—

''(i) IN GENERAL.—In the case of a taxable year beginning after 2023, if the earned income of the taxpayer for such taxable year is less than the earned income of the taxpayer for the preceding taxable year, subsection (d)(1)(B)(i) may, at the election of the taxpayer, be applied by substituting—

''(I) the earned income for such preceding taxable year, for

''(II) the earned income for the current taxable year.

''(ii) APPLICATION TO JOINT RETURNS.—For purposes of clause (i), in the case of a joint return, the earned income of the taxpayer for the preceding taxable year shall be the sum of the earned income of each spouse for such preceding taxable year.''.

(b) ERRORS TREATED AS MATHEMATICAL ERRORS.—Paragraph (2) of section 6213(g) of the Internal Revenue Code of 1986 is amended by striking ''and'' at the end of subparagraph (U), by striking the period at the end of subparagraph (V) and inserting '', and'', and by inserting after subparagraph (V) the following new subparagraph:

''(W) in the case of a taxpayer electing the application of section 24(h)(6)(B) for any taxable year, an entry on a return of earned income pursuant to such section which is inconsistent with the amount of such earned income determined by the Secretary for the preceding taxable year.''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to taxable years beginning after December 31, 2023.

SEC. 105. SPECIAL RULE FOR CERTAIN EARLY-FILED 2023 RETURNS.

In the case of an individual who claims, on the taxpayer's return of tax for the first taxable year beginning after December 31, 2022, a credit under section 24 of the Internal Revenue Code of 1986 which is determined without regard to the amendments made by sections 101 and 102 of this division, the Secretary of the Treasury (or the Secretary's delegate) shall, to the maximum extent practicable—

(1) redetermine the amount of such credit (after taking into account such amendments) on the basis of the information provided by the taxpayer on such return, and

(2) to the extent that such redetermination results in an overpayment of tax, credit or refund such overpayment as expeditiously as possible.

TITLE II—AMERICAN INNOVATION AND GROWTH

SEC. 201. DEDUCTION FOR DOMESTIC RESEARCH AND EXPERIMENTAL EXPENDITURES.

(a) DELAY OF AMORTIZATION OF DOMESTIC RESEARCH AND EXPERIMENTAL EXPENDITURES.—Section 174 is amended by adding at the end the following new subsection:

''(e) SUSPENSION OF APPLICATION OF SECTION TO DOMESTIC RESEARCH AND EXPERIMENTAL EXPENDITURES.—In the case of any domestic research or experimental expenditures (as defined in section 174A(b)), this section—

''(1) shall apply to such expenditures paid or incurred in taxable years beginning after December 31, 2025, and

''(2) shall not apply to such expenditures paid or incurred in taxable years beginning on or before such date.''.

(b) REINSTATEMENT OF EXPENSING FOR DOMESTIC RESEARCH AND EXPERIMENTAL EXPENDITURES.—Part VI of subchapter B of chapter 1 is amended by inserting after section 174 the following new section:

''SEC. 174A. TEMPORARY RULES FOR DOMESTIC RESEARCH AND EXPERIMENTAL EXPENDITURES.

''(a) TREATMENT AS EXPENSES.—Notwithstanding section 263, there shall be allowed as a deduction any domestic research or experimental expenditures which are paid or incurred by the taxpayer during the taxable year.

''(b) DOMESTIC RESEARCH OR EXPERIMENTAL EXPENDITURES.—For purposes of this section, the term 'domestic research or experimental expenditures' means research or experimental expenditures paid or incurred by the taxpayer in connection with the taxpayer's trade or business other than such expenditures which are attributable to foreign research (within the meaning of section 41(d)(4)(F)).

''(c) AMORTIZATION OF CERTAIN DOMESTIC RESEARCH AND EXPERIMENTAL EXPENDITURES.—

''(1) IN GENERAL.—At the election of the taxpayer, made in accordance with regulations or other guidance provided by the Secretary, in the case of domestic research or experimental expenditures which would (but for subsection (a)) be chargeable to capital account but not chargeable to property of a character which is subject to the allowance under section 167 (relating to allowance for depreciation, etc.) or section 611 (relating to allowance for depletion), subsection (a) shall not apply and the taxpayer shall—

''(A) charge such expenditures to capital account, and

''(B) be allowed an amortization deduction of such expenditures ratably over such period of not less than 60 months as may be selected by the taxpayer (beginning with the month in which the taxpayer first realizes benefits from such expenditures).

''(2) TIME FOR AND SCOPE OF ELECTION.—The election provided by paragraph (1) may be made for any taxable year, but only if made not later than the time prescribed by law for filing the return for such taxable year (including extensions thereof). The method so elected, and the period selected by the taxpayer, shall be adhered to in computing taxable income for the taxable year for which the election is made and for all subsequent taxable years unless, with the approval of the Secretary, a change to a different method (or to a different period) is authorized with respect to part or all of such expenditures. The election shall not apply to any expenditure paid or incurred during any taxable year before the taxable year for which the taxpayer makes the election.

''(d) ELECTION TO CAPITALIZE EXPENSES.—In the case of a taxpayer which elects (at such time and in such manner as the Secretary may provide) the application of this subsection, subsections (a) and (c) shall not apply and domestic research or experimental expenditures shall be chargeable to capital account. Such election shall not apply to any expenditure paid or incurred during any taxable year before the taxable year for which the taxpayer makes the election and may be made with respect to part of the expenditures paid or incurred during any taxable year only with the approval of the Secretary.

''(e) SPECIAL RULES.—

''(1) LAND AND OTHER PROPERTY.—This section shall not apply to any expenditure for the acquisition or improvement of land, or for the acquisition or improvement of property to be used in connection with the research or experimentation and of a character which is subject to the allowance under section 167 (relating to allowance for depreciation, etc.) or section 611 (relating to allowance for depletion); but for purposes of this section allowances under section 167, and allowances under section 611, shall be considered as expenditures.

''(2) EXPLORATION EXPENDITURES.—This section shall not apply to any expenditure paid or incurred for the purpose of ascertaining the existence, location, extent, or quality of any deposit of ore or other mineral (including oil and gas).

''(3) SOFTWARE DEVELOPMENT.—For purposes of this section, any amount paid or incurred in connection with the development of any software shall be treated as a research or experimental expenditure.

''(f) TERMINATION.—

''(1) IN GENERAL.—This section shall not apply to amounts paid or incurred in taxable years beginning after December 31, 2025.

''(2) CHANGE IN METHOD OF ACCOUNTING.—In the case of a taxpayer's first taxable year beginning after December 31, 2025, paragraph (1) (and the corresponding application of section 174) shall be treated as a change in method of accounting for purposes of section 481 and—

''(A) such change shall be treated as initiated by the taxpayer,

''(B) such change shall be treated as made with the consent of the Secretary, and

''(C) such change shall be applied only on a cut-off basis for any domestic research or experimental expenditures paid or incurred in taxable years beginning after December 31, 2025, and no adjustment under section 481(a) shall be made.''.

(c) COORDINATION WITH CERTAIN OTHER PROVISIONS.—

(1) RESEARCH CREDIT.—

(A) Section 41(d)(1)(A) is amended by inserting ''or domestic research or experimental expenditures under section 174A'' after ''section 174''.

(B) Section 280C(c)(1) is amended to read as follows:

''(1) IN GENERAL.—The domestic research or experimental expenditures otherwise taken into account under section 174 or 174A (as the case may be) shall be reduced by the amount of the credit allowed under section 41(a).''.

(2) AMT ADJUSTMENT.—Section 56(b)(2) is amended by striking ''174(a)'' each place it appears and inserting ''174A(a)''.

(3) OPTIONAL 10-YEAR WRITEOFF.—Section 59(e)(2)(B) is amended by striking ''section 174(a) (relating to research and experimental expenditures)'' and inserting ''section 174A(a) (relating to temporary rules for domestic research and experimental expenditures)''.

(4) QUALIFIED SMALL ISSUE BONDS.—Section 144(a)(4)(C)(iv) is amended by striking ''174(a)'' and inserting ''174A(a)''.

(5) START-UP EXPENDITURES.—Section 195(c)(1) is amended by striking ''or 174'' in the last sentence and inserting ''174, or 174A''.

(6) CAPITAL EXPENDITURES.—

(A) Section 263(a)(1)(B) is amended by inserting '' or 174A'' after ''174''.

(B) Section 263A(c)(2) is amended by inserting ''or 174A'' after ''174''.

(7) ACTIVE BUSINESS COMPUTER SOFTWARE ROYALTIES.—Section 543(d)(4)(A)(i) is amended by inserting ''174A,'' after ''174,''.

(8) SOURCE RULES.—Section 864(g)(2) is amended in the last sentence—

(A) by striking ''treated as deferred expenses under subsection (b) of section 174'' and inserting ''allowed as an amortization deduction under section 174(a) or section 174A(c),'', and

(B) by striking ''such subsection'' and inserting ''such section (as the case may be)''.

(9) BASIS ADJUSTMENT.—Section 1016(a)(14) is amended by striking ''deductions as deferred expenses under section 174(b)(1) (relating to research and experimental expenditures)'' and inserting ''deductions under section 174 or 174A''.

(10) SMALL BUSINESS STOCK.—Section 1202(e)(2)(B) is amended by striking ''research and experimental expenditures under section 174'' and inserting ''specified research or experimental expenditures under section 174 or domestic research or experimental expenditures under section 174A''.

(d) CONFORMING AMENDMENTS.—

(1) Section 13206 of Public Law 115–97 is amended by striking subsection (b) (relating to change in method of accounting).

(2) The table of sections for part VI of subchapter B of chapter 1 is amended by inserting after the item relating to section 174 the following new item:

''Sec. 174A. Temporary rules for domestic research and experimental expenditures.''.

(e) EFFECTIVE DATE.—

(1) IN GENERAL.—Except as otherwise provided in this subsection, the amendments made by this section shall apply to amounts paid or incurred in taxable years beginning after December 31, 2021.

(2) COORDINATION WITH RESEARCH CREDIT.—The amendment made by subsection (c)(1)(B) shall apply to taxable years beginning after December 31, 2022.

(3) REPEAL OF SUPERCEDED CHANGE IN METHOD OF ACCOUNTING RULES.—The amendment made by subsection (d)(1) shall take effect as if included in Public Law 115–97.

(4) NO INFERENCE WITH RESPECT TO COORDINATION WITH RESEARCH CREDIT FOR PRIOR PERIODS.—The amendment made by subsection (c)(1)(B) shall not be construed to create any inference with respect to the proper application of section 280C(c) of the Internal Revenue Code of 1986 with respect to taxable years beginning before January 1, 2023.

(f) TRANSITION RULES.—

(1) IN GENERAL.—Except as otherwise provided by the Secretary, an election made under subsection (c) or (d) of section 174A of the Internal Revenue Code of 1986 (as added by this section) for the taxpayer's first taxable year beginning after December 31, 2021, shall not fail to be treated as timely made (or as made on the return) if made during the 1-year period beginning on the date of the enactment of this Act on an amended return for the taxpayer's first taxable year beginning after December 31, 2021, or in such other manner as the Secretary may provide.

(2) ELECTION REGARDING TREATMENT AS CHANGE IN METHOD OF ACCOUNTING.—In the case of any taxpayer which (as of the date of the enactment of this Act) had adopted a method of accounting provided by section 174 of the Internal Revenue Code of 1986 (as in effect prior to the amendments made by this section) for the taxpayer's first taxable year beginning after December 31, 2021, and elects the application of this paragraph—

(A) the amendments made by this section shall be treated as a change in method of accounting for purposes of section 481 of such Code,

(B) such change shall be treated as initiated by the taxpayer for the taxpayer's immediately succeeding taxable year,

(C) such change shall be treated as made with the consent of the Secretary,

(D) such change shall be applied on a modified cut-off basis, taking into account for purposes of section 481(a) of such Code only the domestic research or experimental expenditures (as defined in section 174A(b) of such Code (as added by this section) and determined by applying the rules of section 174A(e) of such Code) paid or incurred in the taxpayer's first taxable year beginning after December 31, 2021, and not allowed as a deduction in such taxable year, and

(E) in the case of a taxpayer which elects the application of this subparagraph, the amount of such change (as determined under subparagraph (D)) shall be taken into account ratably over the 2-taxable-year period beginning with the taxable year referred to in subparagraph (B).

(3) ELECTION REGARDING 10-YEAR WRITEOFF.—

(A) IN GENERAL.—Except as otherwise provided by the Secretary, an eligible taxpayer which files, during the 1-year period beginning on the date of the enactment of this Act, an amended income tax return for the taxable year described in subparagraph (B)(ii) may elect the application of section 59(e) of the Internal Revenue Code of 1986 with respect to qualified expenditures described in section 59(e)(2)(B) of such Code (as amended by subsection (c)(3)) with respect to such taxable year. Such election shall be filed with such amended income tax return and shall be effective only to the extent that such election would have been effective if filed with the original income tax return for such taxable year (determined after taking into account the amendment made by subsection (c)(3)).

(B) ELIGIBLE TAXPAYER.—For purposes of subparagraph (A), the term ''eligible taxpayer'' means any taxpayer which—

(i) does not elect the application of paragraph (2), and

(ii) filed an income tax return for such taxpayer's first taxable year beginning after December 31, 2021, before the earlier of—

(I) the due date for such return, and

(II) the date of the enactment of this Act.

(4) ELECTION REGARDING COORDINATION WITH RESEARCH CREDIT.—Except as otherwise provided by the Secretary, an eligible taxpayer (as defined in paragraph (3)(B) without regard to clause (i) thereof) which files, during the 1-year period beginning on the date of the enactment of this Act, an amended income tax return for the taxpayer's first taxable year beginning after December 31, 2021, may, notwithstanding subparagraph (C) of section 280C(c)(2) of the Internal Revenue Code of 1986 make, or revoke, on such amended return the election under such section for such taxable year.

SEC. 202. EXTENSION OF ALLOWANCE FOR DEPRECIATION, AMORTIZATION, OR DEPLETION IN DETERMINING THE LIMITATION ON BUSINESS INTEREST.

(a) IN GENERAL.—Section 163(j)(8)(A)(v) is amended by striking ''January 1, 2022'' and inserting ''January 1, 2026''.

(b) EFFECTIVE DATE.—

(1) IN GENERAL.—Except as otherwise provided in this subsection, the amendment made by this section shall apply to taxable years beginning after December 31, 2023.

(2) ELECTION TO APPLY EXTENSION RETROACTIVELY.—In the case of a taxpayer which elects (at such time and in such manner as the Secretary may provide) the application of this paragraph, paragraph (1) shall be applied by substituting ''December 31, 2021'' for ''December 31, 2023''.

SEC. 203. EXTENSION OF 100 PERCENT BONUS DEPRECIATION.

(a) IN GENERAL.—Section 168(k)(6)(A) is amended—

(1) in clause (i)—

(A) by striking ''2023'' and inserting ''2026'', and

(B) by adding ''and'' at the end, and

(2) by striking clauses (ii), (iii), and (iv), and redesignating clause (v) as clause (ii).

(b) PROPERTY WITH LONGER PRODUCTION PERIODS.—Section 168(k)(6)(B) is amended—

(1) in clause (i)—

(A) by striking ''2024'' and inserting ''2027'', and

(B) by adding ''and'' at the end, and

(2) by striking clauses (ii), (iii), and (iv), and redesignating clause (v) as clause (ii).

(c) PLANTS BEARING FRUITS AND NUTS.—Section 168(k)(6)(C) is amended—

(1) in clause (i)—

(A) by striking ''2023'' and inserting ''2026'', and

(B) by adding ''and'' at the end, and

(2) by striking clauses (ii), (iii), and (iv), and redesignating clause (v) as clause (ii).

(d) EFFECTIVE DATES.—

(1) IN GENERAL.—Except as otherwise provided in this subsection, the amendments made by this section shall apply to property placed in service after December 31, 2022.

(2) PLANTS BEARING FRUITS AND NUTS.—The amendments made by subsection (c) shall apply to specified plants planted or grafted after December 31, 2022.

SEC. 204. INCREASE IN LIMITATIONS ON EXPENSING OF DEPRECIABLE BUSINESS ASSETS.

(a) IN GENERAL.—Section 179(b) is amended—

(1) by striking ''$1,000,000'' in paragraph (1) and inserting ''$1,290,000'', and

(2) by striking ''$2,500,000'' in paragraph (2) and inserting ''$3,220,000''.

(b) INFLATION ADJUSTMENT.—Section 179(b)(6) is amended—

(1) by striking ''2018'' and inserting ''2024 (2018 in the case of the dollar amount in paragraph (5)(A))'', and

(2) by striking '' 'calendar year 2017'' and inserting '' 'calendar year 2024' ('calendar year 2017' in the case of the dollar amount in paragraph (5)(A))''.

(c) EFFECTIVE DATE.—The amendments made by this section shall apply to property placed in service in taxable years beginning after December 31, 2023.

TITLE III—INCREASING GLOBAL COMPETITIVENESS

Subtitle A—United States-Taiwan Expedited Double-Tax Relief Act

SEC. 301. SHORT TITLE.

This subtitle may be cited as the ''United States-Taiwan Expedited Double-Tax Relief Act''.

SEC. 302. SPECIAL RULES FOR TAXATION OF CERTAIN RESIDENTS OF TAIWAN.

(a) IN GENERAL.—Subpart D of part II of subchapter N of chapter 1 is amended by inserting after section 894 the following new section:

''SEC. 894A. SPECIAL RULES FOR QUALIFIED RESIDENTS OF TAIWAN.

''(a) CERTAIN INCOME FROM UNITED STATES SOURCES.—

''(1) INTEREST, DIVIDENDS, AND ROYALTIES, ETC.—

''(A) IN GENERAL.—In the case of interest (other than original issue discount), dividends, royalties, amounts described in section 871(a)(1)(C), and gains described in section 871(a)(1)(D) received by or paid to a qualified resident of Taiwan—

''(i) sections 871(a), 881(a), 1441(a), 1441(c)(5), and 1442(a) shall each be applied by substituting 'the applicable percentage (as defined in section 894A(a)(1)(C))' for '30 percent' each place it appears, and

''(ii) sections 871(a), 881(a), and 1441(c)(1) shall each be applied by substituting 'a United States permanent establishment of a qualified resident of Taiwan' for 'a trade or business within the United States' each place it appears.

''(B) EXCEPTIONS.—

''(i) IN GENERAL.—Subparagraph (A) shall not apply to—

''(I) any dividend received from or paid by a real estate investment trust which is not a qualified REIT dividend,

''(II) any amount subject to section 897,

''(III) any amount received from or paid by an expatriated entity (as defined in section 7874(a)(2)) to a foreign related person (as defined in section 7874(d)(3)), and

''(IV) any amount which is included in income under section 860C to the extent that such amount does not exceed an excess inclusion with respect to a REMIC.

''(ii) QUALIFIED REIT DIVIDEND.—For purposes of clause (i)(I), the term 'qualified REIT dividend' means any dividend received from or paid by a real estate investment trust if such dividend is paid with respect to a class of shares that is publicly traded and the recipient of the dividend is a person who holds an interest in any class of shares of the real estate investment trust of not more than 5 percent.

''(C) APPLICABLE PERCENTAGE.—For purposes of applying subparagraph (A)(i)—

''(i) IN GENERAL.—Except as provided in clause (ii), the term 'applicable percentage' means 10 percent.

''(ii) SPECIAL RULES FOR DIVIDENDS.— In the case of any dividend in respect of stock received by or paid to a qualified resident of Taiwan, the applicable percentage shall be 15 percent (10 percent in the case of a dividend which meets the requirements of subparagraph (D) and is received by or paid to an entity taxed as a corporation in Taiwan).

''(D) REQUIREMENTS FOR LOWER DIVIDEND RATE.—

''(i) IN GENERAL.—The requirements of this subparagraph are met with respect to any dividend in respect of stock in a corporation if, at all times during the 12-month period ending on the date such stock becomes ex-dividend with respect to such dividend—

''(I) the dividend is derived by a qualified resident of Taiwan, and

''(II) such qualified resident of Taiwan has held directly at least 10 percent (by vote and value) of the total outstanding shares of stock in such corporation.

For purposes of subclause (II), a person shall be treated as directly holding a share of stock during any period described in the preceding sentence if the share was held by a corporation from which such person later acquired that share and such corporation was, at the time the share was acquired, both a connected person to such person and a qualified resident of Taiwan.

''(ii) EXCEPTION FOR RICS AND REITS.—Notwithstanding clause (i), the requirements of this subparagraph shall not be treated as met with respect to any dividend paid by a regulated investment company or a real estate investment trust.

''(2) QUALIFIED WAGES.—

''(A) IN GENERAL.—No tax shall be imposed under this chapter (and no amount shall be withheld under section 1441(a) or chapter 24) with respect to qualified wages paid to a qualified resident of Taiwan who—

''(i) is not a resident of the United States (determined without regard to subsection (c)(3)(E)), or

''(ii) is employed as a member of the regular component of a ship or aircraft operated in international traffic.

''(B) QUALIFIED WAGES.—

''(i) IN GENERAL.—The term 'qualified wages' means wages, salaries, or similar remunerations with respect to employment involving the performance of personal services within the United States which—

''(I) are paid by (or on behalf of) any employer other than a United States person, and

''(II) are not borne by a United States permanent establishment of any person other than a United States person.

''(ii) EXCEPTIONS.—Such term shall not include directors' fees, income derived as an entertainer or athlete, income derived as a student or trainee, pensions, amounts paid with respect to employment with the United States, any State (or political subdivision thereof), or any possession of the United States (or any political subdivision thereof), or other amounts specified in regulations or guidance under subsection (f)(1)(F).

''(3) INCOME DERIVED FROM ENTERTAINMENT OR ATHLETIC ACTIVITIES.—

''(A) IN GENERAL.—No tax shall be imposed under this chapter (and no amount shall be withheld under section 1441(a) or chapter 24) with respect to income derived by an entertainer or athlete who is a qualified resident of Taiwan from personal activities as such performed in the United States if the aggregate amount of gross receipts from such activities for the taxable year do not exceed $30,000.

''(B) EXCEPTION.—Subparagraph (A) shall not apply with respect to—

''(i) income which is qualified wages (as defined in paragraph (2)(B), determined without regard to clause (ii) thereof), or

''(ii) income which is effectively connected with a United States permanent establishment.

''(b) INCOME CONNECTED WITH A UNITED STATES PERMANENT ESTABLISHMENT OF A QUALIFIED RESIDENT OF TAIWAN.—

''(1) IN GENERAL.—

''(A) IN GENERAL.—In lieu of applying sections 871(b) and 882, a qualified resident of Taiwan that carries on a trade or business within the United States through a United States permanent establishment shall be taxable as provided in section 1, 11, 55, or 59A, on its taxable income which is effectively connected with such permanent establishment.

''(B) DETERMINATION OF TAXABLE INCOME.—In determining taxable income for purposes of paragraph (1), gross income includes only gross income which is effectively connected with the permanent establishment.

''(2) TREATMENT OF DISPOSITIONS OF UNITED STATES REAL PROPERTY.—In the case of a qualified resident of Taiwan, section 897(a) shall be applied—

''(A) by substituting 'carried on a trade or business within the United States through a United States permanent establishment' for 'were engaged in a trade or business within the United States', and

''(B) by substituting 'such United States permanent establishment' for 'such trade or business'.

''(3) TREATMENT OF BRANCH PROFITS TAXES.—In the case of any corporation which is a qualified resident of Taiwan, section 884 shall be applied—

''(A) by substituting '10 percent' for '30 percent ' in subsection (a) thereof, and

''(B) by substituting 'a United States permanent establishment of a qualified resident of Taiwan' for 'the conduct of a trade or business within the United States' in subsection (d)(1) thereof.

''(4) SPECIAL RULE WITH RESPECT TO INCOME DERIVED FROM CERTAIN ENTERTAINMENT OR ATHLETIC ACTIVITIES.—

''(A) IN GENERAL.—Paragraph (1) shall not apply to the extent that the income is derived—

''(i) in respect of entertainment or athletic activities performed in the United States, and

''(ii) by a qualified resident of Taiwan who is not the entertainer or athlete performing such activities.

''(B) EXCEPTION.—Subparagraph (A) shall not apply if the person described in subparagraph (A)(ii) is contractually authorized to designate the individual who is to perform such activities.

''(5) SPECIAL RULE WITH RESPECT TO CERTAIN AMOUNTS.—Paragraph (1) shall not apply to any income which is wages, salaries, or similar remuneration with respect to employment or with respect to any amount which is described in subsection (a)(2)(B)(ii).

''(c) QUALIFIED RESIDENT OF TAIWAN.—For purposes of this section—

''(1) IN GENERAL.—The term 'qualified resident of Taiwan' means any person who—

''(A) is liable to tax under the laws of Taiwan by reason of such person's domicile, residence, place of management, place of incorporation, or any similar criterion,

''(B) is not a United States person (determined without regard to paragraph (3)(E)), and

''(C) in the case of an entity taxed as a corporation in Taiwan, meets the requirements of paragraph (2).

''(2) LIMITATION ON BENEFITS FOR CORPORATE ENTITIES OF TAIWAN.—

''(A) IN GENERAL.—Subject to subparagraphs (E) and (F), an entity meets the requirements of this paragraph only if it—

''(i) meets the ownership and income requirements of subparagraph (B),

''(ii) meets the publicly traded requirements of subparagraph (C), or

''(iii) meets the qualified subsidiary requirements of subparagraph (D).

''(B) OWNERSHIP AND INCOME REQUIREMENTS.—The requirements of this subparagraph are met for an entity if—

''(i) at least 50 percent (by vote and value) of the total outstanding shares of stock in such entity are owned directly or indirectly by qualified residents of Taiwan, and

''(ii) less than 50 percent of such entity's gross income (and in the case of an entity that is a member of a tested group, less than 50 percent of the tested group's gross income) is paid or accrued, directly or indirectly, in the form of payments that are deductible for purposes of the income taxes imposed by Taiwan, to persons who are not—

''(I) qualified residents of Taiwan, or

''(II) United States persons who meet such requirements with respect to the United States as determined by the Secretary to be equivalent to the requirements of this subsection (determined without regard to paragraph (1)(B)) with respect to residents of Taiwan.

''(C) PUBLICLY TRADED REQUIREMENTS.—An entity meets the requirements of this subparagraph if—

''(i) the principal class of its shares (and any disproportionate class of shares) of such entity are primarily and regularly traded on an established securities market in Taiwan, or

''(ii) the primary place of management and control of the entity is in Taiwan and all classes of its outstanding shares described in clause (i) are regularly traded on an established securities market in Taiwan.

''(D) QUALIFIED SUBSIDIARY REQUIREMENTS.—An entity meets the requirement of this subparagraph if—

''(i) at least 50 percent (by vote and value) of the total outstanding shares of the stock of such entity are owned directly or indirectly by 5 or fewer entities—

''(I) which meet the requirements of subparagraph (C), or

''(II) which are United States persons the principal class of the shares (and any disproportionate class of shares) of which are primarily and regularly traded on an established securities market in the United States, and

''(ii) the entity meets the requirements of clause (ii) of subparagraph (B).

''(E) ONLY INDIRECT OWNERSHIP THROUGH QUALIFYING INTERMEDIARIES COUNTED.—

''(i) IN GENERAL.—Stock in an entity owned by a person indirectly through 1 or more other persons shall not be treated as owned by such person in determining whether the person meets the requirements of subparagraph (B)(i) or (D)(i) unless all such other persons are qualifying intermediate owners.

''(ii) QUALIFYING INTERMEDIATE OWNERS.—The term 'qualifying intermediate owner' means a person that is—

''(I) a qualified resident of Taiwan, or

''(II) a resident of any other foreign country (other than a foreign country that is a foreign country of concern) that has in effect a comprehensive convention with the United States for the avoidance of double taxation.

''(iii) SPECIAL RULE FOR QUALIFIED SUBSIDIARIES.—For purposes of applying subparagraph (D)(i), the term 'qualifying intermediate owner' shall include any person who is a United States person who meets such requirements with respect to the United States as determined by the Secretary to be equivalent to the requirements of this subsection (determined without regard to paragraph (1)(B)) with respect to residents of Taiwan.

''(F) CERTAIN PAYMENTS NOT INCLUDED.—In determining whether the requirements of subparagraph (B)(ii) or (D)(ii) are met with respect to an entity, the following payments shall not be taken into account:

''(i) Arm's-length payments by the entity in the ordinary course of business for services or tangible property.

''(ii) In the case of a tested group, intragroup transactions.

''(3) DUAL RESIDENTS.—

''(A) RULES FOR DETERMINATION OF STATUS.—

''(i) IN GENERAL.—An individual who is an applicable dual resident and who is described in subparagraph (B), (C), or (D) shall be treated as a qualified resident of Taiwan.

''(ii) APPLICABLE DUAL RESIDENT.—For purposes of this paragraph, the term 'applicable dual resident' means an individual who—

''(I) is not a United States citizen,

''(II) is a resident of the United States (determined without regard to subparagraph (E)), and

''(III) would be a qualified resident of Taiwan but for paragraph (1)(B).

''(B) PERMANENT HOME.—An individual is described in this subparagraph if such individual—

''(i) has a permanent home available to such individual in Taiwan, and

''(ii) does not have a permanent home available to such individual in the United States.

''(C) CENTER OF VITAL INTERESTS.—An individual is described in this subparagraph if—

''(i) such individual has a permanent home available to such individual in both Taiwan and the United States, and

''(ii) such individual's personal and economic relations (center of vital interests) are closer to Taiwan than to the United States.

''(D) HABITUAL ABODE.—An individual is described in this subparagraph if—

''(i) such individual—

''(I) does not have a permanent home available to such individual in either Taiwan or the United States, or

''(II) has a permanent home available to such individual in both Taiwan and the United States but such individual's center of vital interests under subparagraph (C)(ii) cannot be determined, and

''(ii) such individual has a habitual abode in Taiwan and not the United States.

''(E) UNITED STATES TAX TREATMENT OF QUALIFIED RESIDENT OF TAIWAN.—Notwithstanding section 7701, an individual who is treated as a qualified resident of Taiwan by reason of this paragraph for all or any portion of a taxable year shall not be treated as a resident of the United States for purposes of computing such individual's United States income tax liability for such taxable year or portion thereof.

''(4) RULES OF SPECIAL APPLICATION.—

''(A) DIVIDENDS.—For purposes of applying this section to any dividend, paragraph (2)(D) shall be applied without regard to clause (ii) thereof.

''(B) ITEMS OF INCOME EMANATING FROM AN ACTIVE TRADE OR BUSINESS IN TAIWAN.—For purposes of this section—

''(i) IN GENERAL.—Notwithstanding the preceding paragraphs of this subsection, if an entity taxed as a corporation in Taiwan is not a qualified resident of Taiwan but meets the requirements of subparagraphs (A) and (B) of paragraph (1), any qualified item of income such entity derived from the United States shall be treated as income of a qualified resident of Taiwan.

''(ii) QUALIFIED ITEMS OF INCOME.—

''(I) IN GENERAL.—The term 'qualified item of income' means any item of income which emanates from, or is incidental to, the conduct of an active trade or business in Taiwan (other than operating as a holding company, providing overall supervision or administration of a group of companies, providing group financing, or making or managing investments (unless such making or managing investments is carried on by a bank, insurance company, or registered securities dealer in the ordinary course of its business as such)).

''(II) SUBSTANTIAL ACTIVITY REQUIREMENT.—An item of income which is derived from a trade or business conducted in the United States or from a connected person shall be a qualified item of income only if the trade or business activity conducted in Taiwan to which the item is related is substantial in relation to the same or a complementary trade or business activity carried on in the United States. For purposes of applying this subclause, activities conducted by persons that are connected to the entity described in clause (i) shall be deemed to be conducted by such entity.

''(iii) EXCEPTION.—This subparagraph shall not apply to any item of income derived by an entity if at least 50 percent (by vote or value) of such entity is owned (directly or indirectly) or controlled by residents of a foreign country of concern.

''(d) OTHER DEFINITIONS AND SPECIAL RULES.—For purposes of this section—

''(1) UNITED STATES PERMANENT ESTABLISHMENT.—

''(A) IN GENERAL.—The term 'United States permanent establishment' means, with respect to a qualified resident of Taiwan, a permanent establishment of such resident which is within the United States.

''(B) SPECIAL RULE.—The determination of whether there is a permanent establishment of a qualified resident of Taiwan within the United States shall be made without regard to whether an entity which is taxed as a corporation in Taiwan and which is a qualified resident of Taiwan controls or is controlled by—

''(i) a domestic corporation, or

''(ii) any other person that carries on business in the United States (whether through a permanent establishment or otherwise).

''(2) PERMANENT ESTABLISHMENT.—

''(A) IN GENERAL.—The term 'permanent establishment' means a fixed place of business through which a trade or business is wholly or partly carried on. Such term shall include—

''(i) a place of management,

''(ii) a branch,

''(iii) an office,

''(iv) a factory,

''(v) a workshop, and

''(vi) a mine, an oil or gas well, a quarry, or any other place of extraction of natural resources.

''(B) SPECIAL RULES FOR CERTAIN TEMPORARY PROJECTS.—

''(i) IN GENERAL.—A building site or construction or installation project, or an installation or drilling rig or ship used for the exploration or exploitation of the sea bed and its subsoil and their natural resources, constitutes a permanent establishment only if it lasts, or the activities of the rig or ship lasts, for more than 12 months.

''(ii) DETERMINATION OF 12-MONTH PERIOD.—For purposes of clause (i), the period over which a building site or construction or installation project of a person lasts shall include any period of more than 30 days during which such person does not carry on activities at such building site or construction or installation project but connected activities are carried on at such building site or construction or installation project by one or more connected persons.

''(C) HABITUAL EXERCISE OF CONTRACT AUTHORITY TREATED AS PERMANENT ESTABLISHMENT.—Notwithstanding subparagraphs (A) and (B), where a person (other than an agent of an independent status to whom subparagraph (D)(ii) applies) is acting on behalf of a trade or business of a qualified resident of Taiwan and has and habitually exercises an authority to conclude contracts that are binding on the trade or business, that trade or business shall be deemed to have a permanent establishment in the country in which such authority is exercised in respect of any activities that the person undertakes for the trade or business, unless the activities of such person are limited to those described in subparagraph (D)(i) that, if exercised through a fixed place of business, would not make this fixed place of business a permanent establishment under the provisions of that subparagraph.

''(D) EXCLUSIONS.—

''(i) IN GENERAL.—Notwithstanding subparagraphs (A) and (B), the term 'permanent establishment' shall not include—

''(I) the use of facilities solely for the purpose of storage, display, or delivery of goods or merchandise belonging to the trade or business,

''(II) the maintenance of a stock of goods or merchandise belonging to the trade or business solely for the purpose of storage, display, or delivery,

''(III) the maintenance of a stock of goods or merchandise belonging to the trade or business solely for the purpose of processing by another trade or business,

''(IV) the maintenance of a fixed place of business solely for the purpose of purchasing goods or merchandise, or of collecting information, for the trade or business,

''(V) the maintenance of a fixed place of business solely for the purpose of carrying on, for the trade or business, any other activity of a preparatory or auxiliary character, or

''(VI) the maintenance of a fixed place of business solely for any combination of the activities mentioned in subclauses (I) through (V), provided that the overall activity of the fixed place of business resulting from this combination is of a preparatory or auxiliary character.

''(ii) BROKERS AND OTHER INDEPENDENT AGENTS.—A trade or business shall not be considered to have a permanent establishment in a country merely because it carries on business in such country through a broker, general commission agent, or any other agent of an independent status, provided that such persons are acting in the ordinary course of their business as independent agents.

''(3) TESTED GROUP.—The term 'tested group' includes, with respect to any entity taxed as a corporation in Taiwan, such entity and any other entity taxed as a corporation in Taiwan that—

''(A) participates as a member with such entity in a tax consolidation, fiscal unity, or similar regime that requires members of the group to share profits or losses, or

''(B) shares losses with such entity pursuant to a group relief or other loss sharing regime.

''(4) CONNECTED PERSON.—Two persons shall be 'connected persons' if one owns, directly or indirectly, at least 50 percent of the interests in the other (or, in the case of a corporation, at least 50 percent of the aggregate vote and value of the corporation's shares) or another person owns, directly or indirectly, at least 50 percent of the interests (or, in the case of a corporation, at least 50 percent of the aggregate vote and value of the corporation's shares) in each person. In any case, a person shall be connected to another if, based on all the relevant facts and circumstances, one has control of the other or both are under the control of the same person or persons.

''(5) FOREIGN COUNTRY OF CONCERN.—The term 'foreign country of concern' has the meaning given such term under paragraph (7) of section 9901 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (15 U.S.C. 4651(7)), as added by section 103(a)(4) of the CHIPS Act of 2022).

''(6) PARTNERSHIPS; BENEFICIARIES OF ESTATES AND TRUSTS.—For purposes of this section—

''(A) a qualified resident of Taiwan which is a partner of a partnership which carries on a trade or business within the United States through a United States permanent establishment shall be treated as carrying on such trade or business through such permanent establishment, and

''(B) a qualified resident of Taiwan which is a beneficiary of an estate or trust which carries on a trade or business within the United States through a United States permanent establishment shall be treated as carrying on such trade or business through such permanent establishment.

''(7) DENIAL OF BENEFITS FOR CERTAIN PAYMENTS THROUGH HYBRID ENTITIES.—For purposes of this section, rules similar to the rules of section 894(c) shall apply.

''(e) APPLICATION.—

''(1) IN GENERAL.—This section shall not apply to any period unless the Secretary has determined that Taiwan has provided benefits to United States persons for such period that are reciprocal to the benefits provided to qualified residents of Taiwan under this section.

''(2) PROVISION OF RECIPROCITY.—The President or his designee is authorized to exchange letters, enter into an agreement, or take other necessary and appropriate steps relative to Taiwan for the reciprocal provision of the benefits described in this section.

''(f) REGULATIONS OR OTHER GUIDANCE.—

''(1) IN GENERAL.—The Secretary shall issue such regulations or other guidance as may be necessary or appropriate to carry out the provisions of this section, including such regulations or guidance for—

''(A) determining—

''(i) what constitutes a United States permanent establishment of a qualified resident of Taiwan, and

''(ii) income that is effectively connected with such a permanent establishment,

''(B) preventing the abuse of the provisions of this section by persons who are not (or who should not be treated as) qualified residents of Taiwan,

''(C) requirements for record keeping and reporting,

''(D) rules to assist withholding agents or employers in determining whether a foreign person is a qualified resident of Taiwan for purposes of determining whether withholding or reporting is required for a payment (and, if withholding is required, whether it should be applied at a reduced rate),

''(E) the application of subsection (a)(1)(D)(i) to stock held by predecessor owners,

''(F) determining what amounts are to be treated as qualified wages for purposes of subsection (a)(2),

''(G) determining the amounts to which subsection (a)(3) applies,

''(H) defining established securities market for purposes of subsection (c),

''(I) the application of the rules of subsection (c)(4)(B),

''(J) the application of subsection (d)(6) and section 1446,

''(K) determining ownership interests held by residents of a foreign country of concern, and

''(L) determining the starting and ending dates for periods with respect to the application of this section under subsection (e), which may be separate dates for taxes withheld at the source and other taxes.

''(2) REGULATIONS TO BE CONSISTENT WITH MODEL TREATY.—Any regulations or other guidance issued under this section shall, to the extent practical, be consistent with the provisions of the United States model income tax convention dated February 7, 2016.''.

(b) CONFORMING AMENDMENT TO WITHHOLDING TAX.—Subchapter A of chapter 3 is amended by adding at the end the following new section:

''SEC. 1447. WITHHOLDING FOR QUALIFIED RESIDENTS OF TAIWAN.

''For reduced rates of withholding for certain residents of Taiwan, see section 894A.''.

(c) CLERICAL AMENDMENTS.—

(1) The table of sections for subpart D of part II of subchapter N of chapter 1 is amended by inserting after the item relating to section 894 the following new item:

''Sec. 894A. Special rules for qualified residents of Taiwan.''.

(2) The table of sections for subchapter A of chapter 3 is amended by adding at the end the following new item:

''Sec. 1447. Withholding for qualified residents of Taiwan.''.

Subtitle B—United States-Taiwan Tax Agreement Authorization Act

SEC. 311. SHORT TITLE.

This subtitle may be cited as the ''United States-Taiwan Tax Agreement Authorization Act''.

SEC. 312. DEFINITIONS.

In this subtitle:

(1) AGREEMENT.—The term ''Agreement'' means the tax agreement authorized by section 313(a).

(2) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term ''appropriate congressional committees'' means—

(A) the Committee on Foreign Relations and the Committee on Finance of the Senate; and

(B) the Committee on Ways and Means of the House of Representatives.

(3) APPROVAL LEGISLATION.—The term ''approval legislation'' means legislation that approves the Agreement.

(4) IMPLEMENTING LEGISLATION.—The term ''implementing legislation'' means legislation that makes any changes to the Internal Revenue Code of 1986 necessary to implement the Agreement.

SEC. 313. AUTHORIZATION TO NEGOTIATE AND ENTER INTO AGREEMENT.

(a) IN GENERAL.—Subsequent to a determination under section 894A(e)(1) of the Internal Revenue Code of 1986 (as added by the United States-Taiwan Expedited Double-Tax Relief Act), the President is authorized to negotiate and enter into a tax agreement relative to Taiwan.

(b) ELEMENTS OF AGREEMENT.—

(1) CONFORMITY WITH BILATERAL INCOME TAX CONVENTIONS.—The President shall ensure that—

(A) any provisions included in the Agreement conform with provisions customarily contained in United States bilateral income tax conventions, as exemplified by the 2016 United States Model Income Tax Convention; and

(B) the Agreement does not include elements outside the scope of the 2016 United States Model Income Tax Convention.

(2) INCORPORATION OF TAX AGREEMENTS AND LAWS.—Notwithstanding paragraph (1), the Agreement may incorporate and restate provisions of any agreement, or existing United States law, addressing double taxation for residents of the United States and Taiwan.

(3) AUTHORITY.—The Agreement shall include the following statement: ''The Agreement is entered into pursuant to the United States-Taiwan Tax Agreement Authorization Act.''

(4) ENTRY INTO FORCE.—The Agreement shall include a provision conditioning entry into force upon—

(A) enactment of approval legislation and implementing legislation pursuant to section 317; and

(B) confirmation by the Secretary of the Treasury that the relevant authority in Taiwan has approved and taken appropriate steps required to implement the Agreement.

SEC. 314. CONSULTATIONS WITH CONGRESS.

(a) NOTIFICATION UPON COMMENCEMENT OF NEGOTIATIONS.—The President shall provide written notification to the appropriate congressional committees of the commencement

of negotiations between the United States and Taiwan on the Agreement at least 15 calendar days before commencing such negotiations.

(b) CONSULTATIONS DURING NEGOTIATIONS.—

(1) BRIEFINGS.—Not later than 90 days after commencement of negotiations with respect to the Agreement, and every 180 days thereafter until the President enters into the Agreement, the President shall provide a briefing to the appropriate congressional committees on the status of the negotiations, including a description of elements under negotiation.

(2) MEETINGS AND OTHER CONSULTATIONS.—

(A) IN GENERAL.—In the course of negotiations with respect to the Agreement, the Secretary of the Treasury, in coordination with the Secretary of State, shall—

(i) meet, upon request, with the chairman or ranking member of any of the appropriate congressional committees regarding negotiating objectives and the status of negotiations in progress; and

(ii) consult closely and on a timely basis with, and keep fully apprised of the negotiations, the appropriate congressional committees.

(B) ELEMENTS OF CONSULTATIONS.—The consultations described in subparagraph (A) shall include consultations with respect to—

(i) the nature of the contemplated Agreement;

(ii) how and to what extent the contemplated Agreement is consistent with the elements set forth in section 313(b); and

(iii) the implementation of the contemplated Agreement, including—

(I) the general effect of the contemplated Agreement on existing laws;

(II) proposed changes to any existing laws to implement the contemplated Agreement; and

(III) proposed administrative actions to implement the contemplated Agreement.

SEC. 315. APPROVAL AND IMPLEMENTATION OF AGREEMENT.

(a) IN GENERAL.—The Agreement may not enter into force unless—

(1) the President, at least 60 days before the day on which the President enters into the Agreement, publishes the text of the contemplated Agreement on a publicly available website of the Department of the Treasury; and

(2) there is enacted into law, with respect to the Agreement, approval legislation and implementing legislation pursuant to section 317.

(b) ENTRY INTO FORCE.—The President may provide for the Agreement to enter into force upon—

(1) enactment of approval legislation and implementing legislation pursuant to section 317; and

(2) confirmation by the Secretary of the Treasury that the relevant authority in Taiwan has approved and taken appropriate steps required to implement the Agreement.

SEC. 316. SUBMISSION TO CONGRESS OF AGREEMENT AND IMPLEMENTATION POLICY.

(a) SUBMISSION OF AGREEMENT.—Not later than 270 days after the President enters into the Agreement, the President or the President's designee shall submit to Congress—

(1) the final text of the Agreement; and

(2) a technical explanation of the Agreement.

(b) SUBMISSION OF IMPLEMENTATION POLICY.—Not later than 270 days after the President enters into the Agreement, the Secretary of the Treasury shall submit to Congress—

(1) a description of those changes to existing laws that the President considers would be required in order to ensure that the United States acts in a manner consistent with the Agreement; and

(2) a statement of anticipated administrative action proposed to implement the Agreement.

SEC. 317. CONSIDERATION OF APPROVAL LEGISLATION AND IMPLEMENTING LEGISLATION.

(a) IN GENERAL.—The approval legislation with respect to the Agreement shall include the following: ''Congress approves the Agreement submitted to Congress pursuant to section 316 of the United States-Taiwan Tax Agreement Authorization Act on _____.'', with the blank space being filled with the appropriate date.

(b) APPROVAL LEGISLATION COMMITTEE REFERRAL.—The approval legislation shall—

(1) in the Senate, be referred to the Committee on Foreign Relations; and

(2) in the House of Representatives, be referred to the Committee on Ways and Means.

(c) IMPLEMENTING LEGISLATION COMMITTEE REFERRAL.—The implementing legislation shall—

(1) in the Senate, be referred to the Committee on Finance; and

(2) in the House of Representatives, be referred to the Committee on Ways and Means.

SEC. 318. RELATIONSHIP OF AGREEMENT TO INTERNAL REVENUE CODE OF 1986.

(a) INTERNAL REVENUE CODE OF 1986 TO CONTROL.—No provision of the Agreement or approval legislation, nor the application of any such provision to any person or circumstance, which is inconsistent with any provision of the Internal Revenue Code of 1986, shall have effect.

(b) CONSTRUCTION.—Nothing in this subtitle shall be construed—

(1) to amend or modify any law of the United States; or

(2) to limit any authority conferred under any law of the United States,

unless specifically provided for in this subtitle.

SEC. 319. AUTHORIZATION OF SUBSEQUENT TAX AGREEMENTS RELATIVE TO TAIWAN.

(a) IN GENERAL.—Subsequent to the enactment of approval legislation and implementing legislation pursuant to section 317—

(1) the term ''tax agreement'' in section 313(a) shall be treated as including any tax agreement relative to Taiwan which supplements or supersedes the Agreement to which such approval legislation and implementing legislation relates, and

(2) the term ''Agreement'' shall be treated as including such tax agreement.

(b) REQUIREMENTS, ETC., TO APPLY SEPARATELY.—The provisions of this subtitle (including section 314) shall be applied separately with respect to each tax agreement referred to in subsection (a).

SEC. 320. UNITED STATES TREATMENT OF DOUBLE TAXATION MATTERS WITH RESPECT TO TAIWAN.

(a) FINDINGS.—Congress makes the following findings:

(1) The United States addresses issues with respect to double taxation with foreign countries by entering into bilateral income tax conventions (known as tax treaties) with such countries, subject to the advice and consent of the Senate to ratification pursuant to article II of the Constitution.

(2) The United States has entered into more than sixty such tax treaties, which facilitate economic activity, strengthen bilateral cooperation, and benefit United States workers, businesses, and other United States taxpayers.

(3) Due to Taiwan's unique status, the United States is unable to enter into an article II tax treaty with Taiwan, necessitating an agreement to address issues with respect to double taxation.

(b) STATEMENT OF POLICY.—It is the policy of the United States to—

(1) provide for additional bilateral tax relief with respect to Taiwan, beyond that provided for in section 894A of the Internal Revenue Code of 1986 (as added by the United States-Taiwan Expedited Double-Tax Relief Act), only after entry into force of an Agreement, as provided for in section 315, and only in a manner consistent with such Agreement; and

(2) continue to provide for bilateral tax relief with sovereign states to address double taxation and other related matters through entering into bilateral income tax conventions, subject to the Senate's advice and consent to ratification pursuant to article II of the Constitution.

TITLE IV—ASSISTANCE FOR DISASTER-IMPACTED COMMUNITIES

SEC. 401. SHORT TITLE.

This title may be cited as the ''Federal Disaster Tax Relief Act of 2024''.

SEC. 402. EXTENSION OF RULES FOR TREATMENT OF CERTAIN DISASTER-RELATED PERSONAL CASUALTY LOSSES.

For purposes of applying section 304(b) of the Taxpayer Certainty and Disaster Tax Relief Act of 2020, section 301 of such Act shall be applied by substituting ''the Federal Disaster Tax Relief Act of 2024'' for ''this Act'' each place it appears.

SEC. 403. EXCLUSION FROM GROSS INCOME FOR COMPENSATION FOR LOSSES OR DAMAGES RESULTING FROM CERTAIN WILDFIRES.

(a) IN GENERAL.—For purposes of the Internal Revenue Code of 1986, gross income shall not include any amount received by an individual as a qualified wildfire relief payment.

(b) QUALIFIED WILDFIRE RELIEF PAYMENT.—For purposes of this section—

(1) IN GENERAL.—The term ''qualified wildfire relief payment'' means any amount received by or on behalf of an individual as compensation for losses, expenses, or damages (including compensation for additional living expenses, lost wages (other than compensation for lost wages paid by the employer which would have otherwise paid such wages), personal injury, death, or emotional distress) incurred as a result of a qualified wildfire disaster, but only to the extent the losses, expenses, or damages compensated by such payment are not compensated for by insurance or otherwise.

(2) QUALIFIED WILDFIRE DISASTER.—The term ''qualified wildfire disaster'' means any federally declared disaster (as defined in section 165(i)(5)(A) of the Internal Revenue Code of 1986) declared, after December 31, 2014, as a result of any forest or range fire.

(c) DENIAL OF DOUBLE BENEFIT.—Notwithstanding any other provision of the Internal Revenue Code of 1986—

(1) no deduction or credit shall be allowed (to the person for whose benefit a qualified wildfire relief payment is made) for, or by reason of, any expenditure to the extent of the amount excluded under this section with respect to such expenditure, and

(2) no increase in the basis or adjusted basis of any property shall result from any amount excluded under this subsection with respect to such property.

(d) LIMITATION ON APPLICATION.—This section shall only apply to qualified wildfire relief payments received by the individual during taxable years beginning after December 31, 2019, and before January 1, 2026.

SEC. 404. EAST PALESTINE DISASTER RELIEF PAYMENTS.

(a) DISASTER RELIEF PAYMENTS TO VICTIMS OF EAST PALESTINE TRAIN DERAILMENT.—East Palestine train derailment payments shall be treated as qualified disaster relief payments for purposes of section 139(b) of the Internal Revenue Code of 1986.

(b) EAST PALESTINE TRAIN DERAILMENT PAYMENTS.—For purposes of this section, the

term ''East Palestine train derailment payment'' means any amount received by or on behalf of an individual as compensation for loss, damages, expenses, loss in real property value, closing costs with respect to real property (including realtor commissions), or inconvenience (including access to real property) resulting from the East Palestine train derailment if such amount was provided by—

(1) a Federal, State, or local government agency,

(2) Norfolk Southern Railway, or

(3) any subsidiary, insurer, or agent of Norfolk Southern Railway or any related person.

(c) TRAIN DERAILMENT.—For purposes of this section, the term ''East Palestine train derailment'' means the derailment of a train in East Palestine, Ohio, on February 3, 2023.

(d) EFFECTIVE DATE.—This section shall apply to amounts received on or after February 3, 2023.

TITLE V—MORE AFFORDABLE HOUSING

SEC. 501. STATE HOUSING CREDIT CEILING INCREASE FOR LOW-INCOME HOUSING CREDIT.

(a) IN GENERAL.—Section 42(h)(3)(I) is amended—

(1) by striking ''and 2021,'' and inserting ''2021, 2023, 2024, and 2025,'', and

(2) by striking ''2018, 2019, 2020, AND 2021'' in the heading and inserting ''CERTAIN CALENDAR YEARS''.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to calendar years after 2022.

SEC. 502. TAX-EXEMPT BOND FINANCING REQUIREMENT.

(a) IN GENERAL.—Section 42(h)(4) is amended by striking subparagraph (B) and inserting the following:

''(B) SPECIAL RULE WHERE MINIMUM PERCENT OF BUILDINGS IS FINANCED WITH TAX-EXEMPT BONDS SUBJECT TO VOLUME CAP.—For purposes of subparagraph (A), paragraph (1) shall not apply to any portion of the credit allowable under subsection (a) with respect to a building if—

''(i) 50 percent or more of the aggregate basis of such building and the land on which the building is located is financed by 1 or more obligations described in subparagraph (A), or

''(ii)(I) 30 percent or more of the aggregate basis of such building and the land on which the building is located is financed by 1 or more qualified obligations, and

''(II) 1 or more of such qualified obligations—

''(aa) are part of an issue the issue date of which is after December 31, 2023, and

''(bb) provide the financing for not less than 5 percent of the aggregate basis of such building and the land on which the building is located.

''(C) QUALIFIED OBLIGATION.—For purposes of subparagraph (B)(ii), the term 'qualified obligation' means an obligation which is described in subparagraph (A) and which is part of an issue the issue date of which is before January 1, 2026.''.

(b) EFFECTIVE DATE.—

(1) IN GENERAL.—The amendment made by this section shall apply to buildings placed in service in taxable years beginning after December 31, 2023.

(2) REHABILITATION EXPENDITURES TREATED AS SEPARATE NEW BUILDING.—In the case of any building with respect to which any expenditures are treated as a separate new building under section 42(e) of the Internal Revenue Code of 1986, for purposes of paragraph (1), both the existing building and the separate new building shall be treated as having been placed in service on the date such expenditures are treated as placed in service under section 42(e)(4) of such Code.

TITLE VI—TAX ADMINISTRATION AND ELIMINATING FRAUD

SEC. 601. INCREASE IN THRESHOLD FOR REQUIRING INFORMATION REPORTING WITH RESPECT TO CERTAIN PAYEES.

(a) IN GENERAL.—Sections 6041(a) is amended by striking ''$600'' and inserting ''$1,000''.

(b) INFLATION ADJUSTMENT.—Section 6041 is amended by adding at the end the following new subsection:

''(h) INFLATION ADJUSTMENT.—In the case of any calendar year after 2024, the dollar amount in subsection (a) shall be increased by an amount equal to—

''(1) such dollar amount, multiplied by

''(2) the cost-of-living adjustment determined under section 1(f)(3) for such calendar year, determined by substituting 'calendar year 2023' for 'calendar year 2016' in subparagraph (A)(ii) thereof.

If any increase under the preceding sentence is not a multiple of $100, such increase shall be rounded to the nearest multiple of $100.''.

(c) APPLICATION TO REPORTING ON REMUNERATION FOR SERVICES AND DIRECT SALES.—Section 6041A is amended—

(1) in subsection (a)(2), by striking ''is $600 or more'' and inserting ''equals or exceeds the dollar amount in effect for such calendar year under section 6041(a)'', and

(2) in subsection (b)(1)(B), by striking ''is $5,000 or more'' and inserting ''equals or exceeds the dollar amount in effect for such calendar year under section 6041(a)''.

(d) APPLICATION TO BACKUP WITHHOLDING.—Section 3406(b)(6) is amended—

(1) by striking ''$600'' in subparagraph (A) and inserting ''the dollar amount in effect for such calendar year under section 6041(a)'', and

(2) by striking ''ONLY WHERE AGGREGATE FOR CALENDAR YEAR IS $600 OR MORE'' in the heading and inserting ''ONLY IF IN EXCESS OF THRESHOLD''.

(e) CONFORMING AMENDMENTS.—

(1) The heading of section 6041(a) is amended by striking ''OF $600 OR MORE'' and inserting ''EXCEEDING THRESHOLD''.

(2) Section 6041(a) is amended by striking ''taxable year'' and inserting ''calendar year''.

(f) EFFECTIVE DATE.—The amendments made by this section shall apply with respect to payments made after December 31, 2023.

SEC. 602. ENFORCEMENT PROVISIONS WITH RESPECT TO COVID-RELATED EMPLOYEE RETENTION CREDITS.

(a) INCREASE IN ASSESSABLE PENALTY ON COVID–ERTC PROMOTERS FOR AIDING AND ABETTING UNDERSTATEMENTS OF TAX LIABILITY.—

(1) IN GENERAL.—If any COVID–ERTC promoter is subject to penalty under section 6701(a) of the Internal Revenue Code of 1986 with respect to any COVID–ERTC document, notwithstanding paragraphs (1) and (2) of section 6701(b) of such Code, the amount of the penalty imposed under such section 6701(a) shall be the greater of—

(A) $200,000 ($10,000, in the case of a natural person), or

(B) 75 percent of the gross income derived (or to be derived) by such promoter with respect to the aid, assistance, or advice referred to in section 6701(a)(1) of such Code with respect to such document.

(2) NO INFERENCE.—Paragraph (1) shall not be construed to create any inference with respect to the proper application of the knowledge requirement of section 6701(a)(3) of the Internal Revenue Code of 1986.

(b) FAILURE TO COMPLY WITH DUE DILIGENCE REQUIREMENTS TREATED AS KNOWLEDGE FOR PURPOSES OF ASSESSABLE PENALTY FOR AIDING AND ABETTING UNDERSTATEMENT OF TAX LIABILITY.—In the case of any COVID–ERTC promoter, the knowledge requirement of section 6701(a)(3) of the Internal Revenue Code of 1986 shall be treated as satisfied with respect to any COVID–ERTC document with respect to which such promoter provided aid, assistance, or advice, if such promoter fails to comply with the due diligence requirements referred to in subsection (c)(1).

(c) ASSESSABLE PENALTY FOR FAILURE TO COMPLY WITH DUE DILIGENCE REQUIREMENTS.—

(1) IN GENERAL.—Any COVID–ERTC promoter which provides aid, assistance, or advice with respect to any COVID–ERTC document and which fails to comply with due diligence requirements imposed by the Secretary with respect to determining eligibility for, or the amount of, any COVID-related employee retention tax credit, shall pay a penalty of $1,000 for each such failure.

(2) DUE DILIGENCE REQUIREMENTS.—Except as otherwise provided by the Secretary, the due diligence requirements referred to in paragraph (1) shall be similar to the due diligence requirements imposed under section 6695(g).

(3) RESTRICTION TO DOCUMENTS USED IN CONNECTION WITH RETURNS OR CLAIMS FOR REFUND.—Paragraph (1) shall not apply with respect to any COVID–ERTC document unless such document constitutes, or relates to, a return or claim for refund.

(4) TREATMENT AS ASSESSABLE PENALTY, ETC.—For purposes of the Internal Revenue Code of 1986, the penalty imposed under paragraph (1) shall be treated in the same manner as a penalty imposed under section 6695(g).

(5) SECRETARY.—For purposes of this subsection, the term ''Secretary'' means the Secretary of the Treasury or the Secretary's delegate.

(d) ASSESSABLE PENALTIES FOR FAILURE TO DISCLOSE INFORMATION, MAINTAIN CLIENT LISTS, ETC.—For purposes of sections 6111, 6112, 6707 and 6708 of the Internal Revenue Code of 1986—

(1) any COVID-related employee retention tax credit (whether or not the taxpayer claims such COVID-related employee retention tax credit) shall be treated as a listed transaction (and as a reportable transaction) with respect to any COVID–ERTC promoter if such promoter provides any aid, assistance, or advice with respect to any COVID–ERTC document relating to such COVID-related employee retention tax credit, and

(2) such COVID–ERTC promoter shall be treated as a material advisor with respect to such transaction.

(e) COVID–ERTC PROMOTER.—For purposes of this section—

(1) IN GENERAL.—The term ''COVID–ERTC promoter'' means, with respect to any COVID–ERTC document, any person which provides aid, assistance, or advice with respect to such document if—

(A) such person charges or receives a fee for such aid, assistance, or advice which is based on the amount of the refund or credit with respect to such document and, with respect to such person's taxable year in which such person provided such assistance or the preceding taxable year, the aggregate gross receipts of such person for aid, assistance, and advice with respect to all COVID-ERTC documents exceeds 20 percent of the gross receipts of such person for such taxable year, or

(B) with respect to such person's taxable year in which such person provided such assistance or the preceding taxable year—

(i) the aggregate gross receipts of such person for aid, assistance, and advice with respect to all COVID–ERTC documents exceeds 50 percent of the gross receipts of such person for such taxable year, or

(ii) both—

(I) such aggregate gross receipts exceeds 20 percent of the gross receipts of such person for such taxable year, and

(II) the aggregate gross receipts of such person for aid, assistance, and advice with respect to all COVID–ERTC documents (determined after application of paragraph (3)) exceeds $500,000.

(2) EXCEPTION FOR CERTIFIED PROFESSIONAL EMPLOYER ORGANIZATIONS.—The term ''COVID–ERTC promoter'' shall not include a certified professional employer organization (as defined in section 7705).

(3) AGGREGATION RULE.—For purposes of paragraph (1)(B)(ii)(II), all persons treated as a single employer under subsection (a) or (b) of section 52 of the Internal Revenue Code of 1986, or subsection (m) or (o) of section 414 of such Code, shall be treated as 1 person.

(4) SHORT TAXABLE YEARS.—In the case of any taxable year of less than 12 months, paragraph (1) shall be applied with respect to the calendar year in which such taxable year begins (in addition to applying to such taxable year).

(f) COVID–ERTC DOCUMENT.—For purposes of this section, the term ''COVID–ERTC document'' means any return, affidavit, claim, or other document related to any COVID-related employee retention tax credit, including any document related to eligibility for, or the calculation or determination of any amount directly related to any COVID-related employee retention tax credit.

(g) COVID-RELATED EMPLOYEE RETENTION TAX CREDIT.—For purposes of this section, the term ''COVID-related employee retention tax credit'' means—

(1) any credit, or advance payment, under section 3134 of the Internal Revenue Code of 1986, and

(2) any credit, or advance payment, under section 2301 of the CARES Act.

(h) LIMITATION ON CREDIT AND REFUND OF COVID-RELATED EMPLOYEE RETENTION TAX CREDITS.—Notwithstanding section 6511 of the Internal Revenue Code of 1986 or any other provision of law, no credit or refund of any COVID-related employee retention tax credit shall be allowed or made after January 31, 2024, unless a claim for such credit or refund is filed by the taxpayer on or before such date.

(i) AMENDMENTS TO EXTEND LIMITATION ON ASSESSMENT.—

(1) IN GENERAL.—Section 3134(l) of the Internal Revenue Code of 1986 is amended to read as follows:

''(l) EXTENSION OF LIMITATION ON ASSESSMENT.—

''(1) IN GENERAL.—Notwithstanding section 6501, the limitation on the time period for the assessment of any amount attributable to a credit claimed under this section shall not expire before the date that is 6 years after the latest of—

''(A) the date on which the original return which includes the calendar quarter with respect to which such credit is determined is filed,

''(B) the date on which such return is treated as filed under section 6501(b)(2), or

''(C) the date on which the claim for credit or refund with respect to such credit is made.

''(2) DEDUCTION FOR WAGES TAKEN INTO ACCOUNT IN DETERMINING IMPROPERLY CLAIMED CREDIT.—

''(A) IN GENERAL.—Notwithstanding section 6511, in the case of an assessment attributable to a credit claimed under this section, the limitation on the time period for credit or refund of any amount attributable to a deduction for improperly claimed ERTC wages shall not expire before the time period for such assessment expires under paragraph (1).

''(B) IMPROPERLY CLAIMED ERTC WAGES.—For purposes of this paragraph, the term 'improperly claimed ERTC wages' means, with respect to an assessment attributable to a credit claimed under this section, the wages with respect to which a deduction would not have been allowed if the portion of the credit to which such assessment relates had been properly claimed.''.

(2) APPLICATION TO CARES ACT CREDIT.—Section 2301 of the CARES Act is amended by adding at the end the following new subsection:

''(o) EXTENSION OF LIMITATION ON ASSESSMENT.—

''(1) IN GENERAL.—Notwithstanding section 6501 of the Internal Revenue Code of 1986, the limitation on the time period for the assessment of any amount attributable to a credit claimed under this section shall not expire before the date that is 6 years after the latest of—

''(A) the date on which the original return which includes the calendar quarter with respect to which such credit is determined is filed,

''(B) the date on which such return is treated as filed under section 6501(b)(2) of such Code, or

''(C) the date on which the claim for credit or refund with respect to such credit is made.

''(2) DEDUCTION FOR WAGES TAKEN INTO ACCOUNT IN DETERMINING IMPROPERLY CLAIMED CREDIT.—

''(A) IN GENERAL.—Notwithstanding section 6511 of such Code, in the case of an assessment attributable to a credit claimed under this section, the limitation on the time period for credit or refund of any amount attributable to a deduction for improperly claimed ERTC wages shall not expire before the time period for such assessment expires under paragraph (1).

''(B) IMPROPERLY CLAIMED ERTC WAGES.—For purposes of this paragraph, the term 'improperly claimed ERTC wages' means, with respect to an assessment attributable to a credit claimed under this section, the wages with respect to which a deduction would not have been allowed if the portion of the credit to which such assessment relates had been properly claimed.''.

(j) EFFECTIVE DATES.—

(1) IN GENERAL.—Except as otherwise provided in this subsection, the provisions of this section shall apply to aid, assistance, and advice provided after March 12, 2020.

(2) DUE DILIGENCE REQUIREMENTS.—Subsections (b) and (c) shall apply to aid, assistance, and advice provided after the date of the enactment of this Act.

(3) LIMITATION ON CREDIT AND REFUND OF COVID-RELATED EMPLOYEE RETENTION TAX CREDITS.—Subsection (h) shall apply to credits and refunds allowed or made after January 31, 2024.

(4) AMENDMENTS TO EXTEND LIMITATION ON ASSESSMENT.—The amendments made by subsection (i) shall apply to assessments made after the date of the enactment of this Act.

(k) TRANSITION RULE WITH RESPECT TO REQUIREMENTS TO DISCLOSE INFORMATION, MAINTAIN CLIENT LISTS, ETC.—Any return under section 6111 of the Internal Revenue Code of 1986, or list under section 6112 of such Code, required by reason of subsection (d) of this section to be filed or maintained, respectively, with respect to any aid, assistance, or advice provided by a COVID–ERTC promoter with respect to a COVID–ERTC document before the date of the enactment of this Act, shall not be required to be so filed or maintained (with respect to such aid, assistance or advice) before the date which is 90 days after such date.

(l) PROVISIONS NOT TO BE CONSTRUED TO CREATE NEGATIVE INFERENCES.—

(1) NO INFERENCE WITH RESPECT TO APPLICATION OF KNOWLEDGE REQUIREMENT TO PRE-ENACTMENT CONDUCT OF COVID-ERTC PROMOTERS, ETC.—Subsection (b) shall not be construed to create any inference with respect to the proper application of section 6701(a)(3) of the Internal Revenue Code of 1986 with respect to any aid, assistance, or advice provided by any COVID-ERTC promoter on or before the date of the enactment of this Act (or with respect to any other aid, assistance, or advice to which such subsection does not apply).

(2) REQUIREMENTS TO DISCLOSE INFORMATION, MAINTAIN CLIENT LISTS, ETC.—Subsections (d) and (k) shall not be construed to create any inference with respect to whether any COVID-related employee retention tax credit is (without regard to subsection (d)) a listed transaction (or reportable transaction) with respect to any COVID–ERTC promoter; and, for purposes of subsection (j), a return or list shall not be treated as required (with respect to such aid, assistance, or advice) by reason of subsection (d) if such return or list would be so required without regard to subsection (d).

(m) REGULATIONS.—The Secretary (as defined in subsection (c)(5)) shall issue such regulations or other guidance as may be necessary or appropriate to carry out the purposes of this section (and the amendments made by this section).

SA 2011. Mr. DURBIN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the end, add the following:

TITLE XIV—STOP CSAM ACT

SEC. 1401. SHORT TITLE.

This title may be cited as the ''Strengthening Transparency and Obligations to Protect Children Suffering from Abuse and Mistreatment Act of 2024'' or the ''STOP CSAM Act of 2024''.

SEC. 1402. PROTECTING CHILD VICTIMS AND WITNESSES IN FEDERAL COURT.

(a) IN GENERAL.—Section 3509 of title 18, United States Code, is amended—

(1) in subsection (a)—

(A) in paragraph (2)(A), by striking ''or exploitation'' and inserting ''exploitation, or kidnapping, including international parental kidnapping'';

(B) in paragraph (3), by striking ''physical or mental injury'' and inserting ''physical injury, psychological abuse'';

(C) by striking paragraph (5) and inserting the following:

''(5) the term 'psychological abuse' includes—

''(A) a pattern of acts, threats of acts, or coercive tactics intended to degrade, humiliate, intimidate, or terrorize a child; and

''(B) the infliction of trauma on a child through—

''(i) isolation;

''(ii) the withholding of food or other necessities in order to control behavior;

''(iii) physical restraint; or

''(iv) the confinement of the child without the child's consent and in degrading conditions;'';

(D) in paragraph (6), by striking ''child prostitution'' and inserting ''child sex trafficking'';

(E) by striking paragraph (7) and inserting the following:

''(7) the term 'multidisciplinary child abuse team' means a professional unit of individuals working together to investigate child abuse and provide assistance and support to a victim of child abuse, composed of representatives from—

''(A) health, social service, and legal service agencies that represent the child;

''(B) law enforcement agencies and prosecutorial offices; and

''(C) children's advocacy centers;'';

(F) in paragraph (9)(D)—

(i) by striking ''genitals'' and inserting ''anus, genitals,''; and

(ii) by striking ''or animal'';

(G) in paragraph (11), by striking ''and'' at the end;

(H) in paragraph (12)—

(i) by striking ''the term 'child abuse' does not'' and inserting ''the terms 'physical injury' and 'psychological abuse' do not''; and

(ii) by striking the period and inserting a semicolon; and

(I) by adding at the end the following:

''(13) the term 'covered person' means a person of any age who—

''(A) is or is alleged to be—

''(i) a victim of a crime of physical abuse, sexual abuse, exploitation, or kidnapping, including international parental kidnapping; or

''(ii) a witness to a crime committed against another person; and

''(B) was under the age of 18 when the crime described in subparagraph (A) was committed;

''(14) the term 'protected information', with respect to a covered person, includes—

''(A) personally identifiable information of the covered person, including—

''(i) the name of the covered person;

''(ii) an address;

''(iii) a phone number;

''(iv) a user name or identifying information for an online, social media, or email account; and

''(v) any information that can be used to distinguish or trace the identity of the covered person, either alone or when combined with other information that is linked or linkable to the covered person;

''(B) medical, dental, behavioral, psychiatric, or psychological information of the covered person;

''(C) educational or juvenile justice records of the covered person; and

''(D) any other information concerning the covered person that is deemed 'protected information' by order of the court under subsection (d)(5); and

''(15) the term 'child sexual abuse material' has the meaning given the term in section 2256(8).'';

(2) in subsection (b)—

(A) in paragraph (1)(C), by striking ''minor'' and inserting ''child''; and

(B) in paragraph (2)—

(i) in the heading, by striking ''VIDEOTAPED'' and inserting ''RECORDED'';

(ii) in subparagraph (A), by striking ''that the deposition be recorded and preserved on videotape'' and inserting ''that a video recording of the deposition be made and preserved'';

(iii) in subparagraph (B)—

(I) in clause (ii), by striking ''that the child's deposition be taken and preserved by videotape'' and inserting ''that a video recording of the child's deposition be made and preserved'';

(II) in clause (iii)—

(aa) in the matter preceding subclause (I), by striking ''videotape'' and inserting ''recorded''; and

(bb) in subclause (IV), by striking ''videotape'' and inserting ''recording''; and

(III) in clause (v)—

(aa) in the heading, by striking ''VIDEOTAPE'' and inserting ''VIDEO RECORDING'';

(bb) in the first sentence, by striking ''made and preserved on video tape'' and inserting ''recorded and preserved''; and

(cc) in the second sentence, by striking ''videotape'' and inserting ''video recording'';

(iv) in subparagraph (C), by striking ''child's videotaped'' and inserting ''video recording of the child's'';

(v) in subparagraph (D)—

(I) by striking ''videotaping'' and inserting ''deposition''; and

(II) by striking ''videotaped'' and inserting ''recorded'';

(vi) in subparagraph (E), by striking ''videotaped'' and inserting ''recorded''; and

(vii) in subparagraph (F), by striking ''videotape'' each place the term appears and inserting ''video recording'';

(3) in subsection (d)—

(A) in paragraph (1)(A)—

(i) in clause (i), by striking ''the name of or any other information concerning a child'' and inserting ''a covered person's protected information''; and

(ii) in clause (ii)—

(I) by striking ''documents described in clause (i) or the information in them that concerns a child'' and inserting ''a covered person's protected information''; and

(II) by striking '', have reason to know such information'' and inserting ''(including witnesses or potential witnesses), have reason to know each item of protected information to be disclosed'';

(B) in paragraph (2)—

(i) by striking ''the name of or any other information concerning a child'' each place the term appears and inserting ''a covered person's protected information'';

(ii) by redesignating subparagraphs (A) and (B) as clauses (i) and (ii), respectively, and adjusting the margins accordingly;

(iii) by striking ''All papers'' and inserting the following:

''(A) IN GENERAL.—All papers''; and

(iv) by adding at the end the following:

''(B) ENFORCEMENT OF VIOLATIONS.—The court may address a violation of subparagraph (A) in the same manner as disobedience or resistance to a lawful court order under section 401(3).'';

(C) in paragraph (3)—

(i) in subparagraph (A)—

(I) by striking ''a child from public disclosure of the name of or any other information concerning the child'' and inserting ''a covered person's protected information from public disclosure''; and

(II) by striking '', if the court determines that there is a significant possibility that such disclosure would be detrimental to the child'';

(ii) in subparagraph (B)—

(I) in clause (i)—

(aa) by striking ''a child witness, and the testimony of any other witness'' and inserting ''any witness''; and

(bb) by striking ''the name of or any other information concerning a child'' and inserting ''a covered person's protected information''; and

(II) in clause (ii), by striking ''child'' and inserting ''covered person''; and

(iii) by adding at the end the following:

''(C)(i) For purposes of this paragraph, there shall be a presumption that public disclosure of a covered person's protected information would be detrimental to the covered person.

''(ii) The court shall deny a motion for a protective order under subparagraph (A) only if the court finds that the party opposing the motion has rebutted the presumption under clause (i) of this subparagraph.'';

(D) in paragraph (4)—

(i) by striking ''This subsection'' and inserting the following:

''(A) DISCLOSURE TO CERTAIN PARTIES.—This subsection'';

(ii) in subparagraph (A), as so designated—

(I) by striking ''the name of or other information concerning a child'' and inserting ''a covered person's protected information''; and

(II) by striking ''or an adult attendant, or to'' and inserting ''an adult attendant, a law enforcement agency for any intelligence or investigative purpose, or''; and

(iii) by adding at the end the following:

''(B) REQUEST FOR PUBLIC DISCLOSURE.—If any party requests public disclosure of a covered person's protected information to further a public interest, the court shall deny the request unless the court finds that—

''(i) the party seeking disclosure has established that there is a compelling public interest in publicly disclosing the covered person's protected information;

''(ii) there is a substantial probability that the public interest would be harmed if the covered person's protected information is not disclosed;

''(iii) the substantial probability of harm to the public interest outweighs the harm to the covered person from public disclosure of the covered person's protected information; and

''(iv) there is no alternative to public disclosure of the covered person's protected information that would adequately protect the public interest.''; and

(E) by adding at the end the following:

''(5) OTHER PROTECTED INFORMATION.—The court may order that information shall be considered to be 'protected information' for purposes of this subsection if the court finds that the information is sufficiently personal, sensitive, or identifying that it should be subject to the protections and presumptions under this subsection.'';

(4) by striking subsection (f) and inserting the following:

''(f) VICTIM IMPACT STATEMENT.—

''(1) PROBATION OFFICER.—In preparing the presentence report pursuant to rule 32(c) of the Federal Rules of Criminal Procedure, the probation officer shall request information from the multidisciplinary child abuse team, if applicable, or other appropriate sources to determine the impact of the offense on a child victim and any other children who may have been affected by the offense.

''(2) GUARDIAN AD LITEM.—A guardian ad litem appointed under subsection (h) shall—

''(A) make every effort to obtain and report information that accurately expresses the views of a child victim, and the views of family members as appropriate, concerning the impact of the offense; and

''(B) use forms that permit a child victim to express the child's views concerning the personal consequences of the offense, at a level and in a form of communication commensurate with the child's age and ability.'';

(5) in subsection (h), by adding at the end the following:

''(4) AUTHORIZATION OF APPROPRIATIONS.—

''(A) IN GENERAL.—There is authorized to be appropriated to the United States courts to carry out this subsection $25,000,000 for each fiscal year.

''(B) SUPERVISION OF PAYMENTS.—Payments from appropriations authorized under subparagraph (A) shall be made under the supervision of the Director of the Administrative Office of the United States Courts.'';

(6) in subsection (i)—

(A) by striking ''A child testifying at or attending a judicial proceeding'' and inserting the following:

''(1) IN GENERAL.—A child testifying at a judicial proceeding, including in a manner described in subsection (b),'';

(B) in paragraph (1), as so designated—

(i) in the third sentence, by striking ''proceeding'' and inserting ''testimony''; and

(ii) by striking the fifth sentence; and

(C) by adding at the end the following:

''(2) RECORDING.—If the adult attendant is in close physical proximity to or in contact with the child while the child testifies—

''(A) at a judicial proceeding, a video recording of the adult attendant shall be made and shall become part of the court record; or

''(B) in a manner described in subsection (b), the adult attendant shall be visible on the closed-circuit television or in the recorded deposition.

''(3) COVERED PERSONS ATTENDING PROCEEDING.—A covered person shall have the right to be accompanied by an adult attendant when attending any judicial proceeding.'';

(7) in subsection (j)—

(A) by striking ''child'' each place the term appears and inserting ''covered person''; and

(B) in the fourth sentence—

(i) by striking ''and the potential'' and inserting '', the potential'';

(ii) by striking ''child's'' and inserting ''covered person's''; and

(iii) by inserting before the period at the end the following: '', and the necessity of the continuance to protect the defendant's rights'';

(8) in subsection (k), by striking ''child'' each place the term appears and inserting ''covered person'';

(9) in subsection (l), by striking ''child'' each place the term appears and inserting ''covered person''; and

(10) in subsection (m)—

(A) by striking ''(as defined by section 2256 of this title)'' each place it appears;

(B) in paragraph (1), by inserting ''and any civil action brought under section 2255 or 2255A'' after ''any criminal proceeding'';

(C) in paragraph (2), by adding at the end the following:

''(C)(i) Notwithstanding Rule 26 of the Federal Rules of Civil Procedure, a court shall deny, in any civil action brought under section 2255 or 2255A, any request by any party to copy, photograph, duplicate, or otherwise reproduce any child sexual abuse material, or property or item containing such material.

''(ii) In a civil action brought under section 2255 or 2255A, for purposes of paragraph (1), the court may—

''(I) order the plaintiff or defendant to provide to the court or the Government, as applicable, any equipment necessary to maintain care, custody, and control of such child sexual abuse material, property, or item; and

''(II) take reasonable measures, and may order the Government (if the child sexual abuse material, property, or item is in the care, custody, and control of the Government) to take reasonable measures, to provide each party to the action, the attorney of each party, and any individual a party may seek to qualify as an expert, with ample opportunity to inspect, view, and examine such child sexual abuse material, property, or item at the court or a Government facility, as applicable.''; and

(D) in paragraph (3)—

(i) by inserting ''and during the 1-year period following the date on which the criminal proceeding becomes final or is terminated'' after ''any criminal proceeding''; and

(ii) by striking '', as defined under section 2256(8),''.

(b) EFFECTIVE DATE.—The amendments made by this section shall apply to conduct that occurs before, on, or after the date of enactment of this Act.

SEC. 1403. FACILITATING PAYMENT OF RESTITUTION; TECHNICAL AMENDMENTS TO RESTITUTION STATUTES.

Title 18, United States Code, is amended—

(1) in section 1593(c)—

(A) by inserting ''(1)'' after ''(c)'';

(B) by striking ''chapter, including, in'' and inserting the following: ''chapter.

''(2) In''; and

(C) in paragraph (2), as so designated, by inserting ''may assume the rights of the victim under this section'' after ''suitable by the court'';

(2) in section 2248(c)—

(A) by striking ''For purposes'' and inserting the following:

''(1) IN GENERAL.—For purposes'';

(B) by striking ''chapter, including, in'' and inserting the following: ''chapter.

''(2) ASSUMPTION OF CRIME VICTIM'S RIGHTS.—In''; and

(C) in paragraph (2), as so designated, by inserting ''may assume the rights of the victim under this section'' after ''suitable by the court'';

(3) in section 2259—

(A) by striking subsection (a) and inserting the following:

''(a) IN GENERAL.—Notwithstanding section 3663 or 3663A, and in addition to any other civil or criminal penalty authorized by law, the court shall order restitution for any offense under—

''(1) section 1466A, to the extent the conduct involves a visual depiction of an identifiable minor; or

''(2) this chapter.'';

(B) in subsection (b)—

(i) in paragraph (1), by striking ''DIRECTIONS.—Except as provided in paragraph (2), the'' and inserting ''RESTITUTION FOR PRODUCTION OF CHILD SEXUAL ABUSE MATERIAL.—If the defendant was convicted of production of child sexual abuse material, the''; and

(ii) in paragraph (2)(B), by striking ''$3,000.'' and inserting the following: ''—

''(i) $3,000; or

''(ii) 10 percent of the full amount of the victim's losses, if the full amount of the victim's losses is less than $3,000.''; and

(C) in subsection (c)—

(i) by striking paragraph (1) and inserting the following:

''(1) PRODUCTION OF CHILD SEXUAL ABUSE MATERIAL.—For purposes of this section and section 2259A, the term 'production of child sexual abuse material' means—

''(A) a violation of, attempted violation of, or conspiracy to violate section 1466A(a) to the extent the conduct involves production of a visual depiction of an identifiable minor;

''(B) a violation of, attempted violation of, or conspiracy to violate section 1466A(a) involving possession with intent to distribute, or section 1466A(b), to the extent the conduct involves a visual depiction of an identifiable minor—

''(i) produced by the defendant; or

''(ii) that the defendant attempted or conspired to produce;

''(C) a violation of subsection (a), (b), or (c) of section 2251, or an attempt or conspiracy to violate any of those subsections under subsection (e) of that section;

''(D) a violation of section 2251A;

''(E) a violation of section 2252(a)(4) or 2252A(a)(5), or an attempt or conspiracy to violate either of those sections under section 2252(b)(2) or 2252A(b)(2), to the extent such conduct involves child sexual abuse material—

''(i) produced by the defendant; or

''(ii) that the defendant attempted or conspired to produce;

''(F) a violation of subsection (a)(7) of section 2252A, or an attempt or conspiracy to violate that subsection under subsection (b)(3) of that section, to the extent the conduct involves production with intent to distribute;

''(G) a violation of section 2252A(g) if the series of felony violations involves not fewer than 1 violation—

''(i) described in subparagraph (A), (B), (E), or (F) of this paragraph;

''(ii) of section 1591; or

''(iii) of section 1201, chapter 109A, or chapter 117, if the victim is a minor;

''(H) a violation of subsection (a) of section 2260, or an attempt or conspiracy to violate that subsection under subsection (c)(1) of that section;

''(I) a violation of section 2260B(a)(2) for promoting or facilitating an offense—

''(i) described in subparagraph (A), (B), (D), or (E) of this paragraph; or

''(ii) under section 2422(b); and

''(J) a violation of chapter 109A or chapter 117, if the offense involves the production or attempted production of, or conspiracy to produce, child sexual abuse material.'';

(ii) by striking paragraph (3) and inserting the following:

''(3) TRAFFICKING IN CHILD SEXUAL ABUSE MATERIAL.—For purposes of this section and section 2259A, the term 'trafficking in child sexual abuse material' means—

''(A) a violation of, attempted violation of, or conspiracy to violate section 1466A(a) to the extent the conduct involves distribution or receipt of a visual depiction of an identifiable minor;

''(B) a violation of, attempted violation of, or conspiracy to violate section 1466A(a) involving possession with intent to distribute, or section 1466A(b), to the extent the conduct involves a visual depiction of an identifiable minor—

''(i) not produced by the defendant; or

''(ii) that the defendant did not attempt or conspire to produce;

''(C) a violation of subsection (d) of section 2251 or an attempt or conspiracy to violate that subsection under subsection (e) of that section;

''(D) a violation of paragraph (1), (2), or (3) of subsection (a) of section 2252, or an attempt or conspiracy to violate any of those paragraphs under subsection (b)(1) of that section;

''(E) a violation of section 2252(a)(4) or 2252A(a)(5), or an attempt or conspiracy to violate either of those sections under section 2252(b)(2) or 2252A(b)(2), to the extent such conduct involves child sexual abuse material—

''(i) not produced by the defendant; or

''(ii) that the defendant did not attempt or conspire to produce;

''(F) a violation of paragraph (1), (2), (3), (4), or (6) of subsection (a) of section 2252A, or an attempt or conspiracy to violate any of those paragraphs under subsection (b)(1) of that section;

''(G) a violation of subsection (a)(7) of section 2252A, or an attempt or conspiracy to violate that subsection under subsection (b)(3) of that section, to the extent the conduct involves distribution;

''(H) a violation of section 2252A(g) if the series of felony violations exclusively involves violations described in this paragraph (except subparagraphs (A) and (B));

''(I) a violation of subsection (b) of section 2260, or an attempt or conspiracy to violate that subsection under subsection (c)(2) of that section; and

''(J) a violation of subsection (a)(1) of section 2260B, or a violation of subsection (a)(2) of that section for promoting or facilitating an offense described in this paragraph (except subparagraphs (A) and (B)).''; and

(iii) in paragraph (4), in the first sentence, by inserting ''or an identifiable minor harmed as a result of the commission of a crime under section 1466A'' after ''under this chapter'';

(4) in section 2259A(a)—

(A) in paragraph (1), by striking ''under section 2252(a)(4) or 2252A(a)(5)'' and inserting ''described in subparagraph (B) or (E) of section 2259(c)(3)''; and

(B) in paragraph (2), by striking ''any other offense for trafficking in child pornography'' and inserting ''any offense for trafficking in child sexual abuse material other than an offense described in subparagraph (B) or (E) of section 2259(c)(3)'';

(5) in section 2429—

(A) in subsection (b)(3), by striking ''2259(b)(3)'' and inserting ''2259(c)(2)''; and

(B) in subsection (d)—

(i) by inserting ''(1)'' after ''(d)'';

(ii) by striking ''chapter, including, in'' and inserting the following: ''chapter.

''(2) In''; and

(iii) in paragraph (2), as so designated, by inserting ''may assume the rights of the victim under this section'' after ''suitable by the court''; and

(6) in section 3664, by adding at the end the following:

''(q) TRUSTEE OR OTHER FIDUCIARY.—

''(1) IN GENERAL.—

''(A) APPOINTMENT OF TRUSTEE OR OTHER FIDUCIARY.—When the court issues an order of restitution under section 1593, 2248, 2259, 2429, or 3663, or subparagraphs (A)(i) and (B) of section 3663A(c)(1), for a victim described in subparagraph (B) of this paragraph, the court, at its own discretion or upon motion by the Government, may appoint a trustee or other fiduciary to hold any amount paid for restitution in a trust or other official account for the benefit of the victim.

''(B) COVERED VICTIMS.—A victim referred to in subparagraph (A) is a victim who is—

''(i) under the age of 18 at the time of the proceeding;

''(ii) incompetent or incapacitated; or

''(iii) subject to paragraph (3), a foreign citizen or stateless person residing outside the United States.

''(2) ORDER.—When the court appoints a trustee or other fiduciary under paragraph (1), the court shall issue an order specifying—

''(A) the duties of the trustee or other fiduciary, which shall require—

''(i) the administration of the trust or maintaining an official account in the best interests of the victim; and

''(ii) disbursing payments from the trust or account—

''(I) to the victim; or

''(II) to any individual or entity on behalf of the victim;

''(B) that the trustee or other fiduciary—

''(i) shall avoid any conflict of interest;

''(ii) may not profit from the administration of the trust or maintaining an official account for the benefit of the victim other than as specified in the order; and

''(iii) may not delegate administration of the trust or maintaining the official account to any other person;

''(C) if and when the trust or the duties of the other fiduciary will expire; and

''(D) the fees payable to the trustee or other fiduciary to cover expenses of administering the trust or maintaining the official account for the benefit of the victim, and the schedule for payment of those fees.

''(3) FACT-FINDING REGARDING FOREIGN CITIZENS AND STATELESS PERSON.—In the case of a victim who is a foreign citizen or stateless person residing outside the United States and is not under the age of 18 at the time of the proceeding or incompetent or incapacitated, the court may appoint a trustee or other fiduciary under paragraph (1) only if the court finds it necessary to—

''(A) protect the safety or security of the victim; or

''(B) provide a reliable means for the victim to access or benefit from the restitution payments.

''(4) PAYMENT OF FEES.—

''(A) IN GENERAL.—The court may, with respect to the fees of the trustee or other fiduciary—

''(i) pay the fees in whole or in part; or

''(ii) order the defendant to pay the fees in whole or in part.

''(B) APPLICABILITY OF OTHER PROVISIONS.—With respect to a court order under subparagraph (A)(ii) requiring a defendant to pay fees—

''(i) subsection (f)(3) shall apply to the court order in the same manner as that subsection applies to a restitution order;

''(ii) subchapter C of chapter 227 (other than section 3571) shall apply to the court order in the same manner as that subchapter applies to a sentence of a fine; and

''(iii) subchapter B of chapter 229 shall apply to the court order in the same manner as that subchapter applies to the implementation of a sentence of a fine.

''(C) EFFECT ON OTHER PENALTIES.—Imposition of payment under subparagraph (A)(ii) shall not relieve a defendant of, or entitle a defendant to a reduction in the amount of, any special assessment, restitution, other fines, penalties, or costs, or other payments required under the defendant's sentence.

''(D) SCHEDULE.—Notwithstanding any other provision of law, if the court orders the defendant to make any payment under subparagraph (A)(ii), the court may provide a payment schedule that is concurrent with the payment of any other financial obligation described in subparagraph (C).

''(5) AUTHORIZATION OF APPROPRIATIONS.—

''(A) IN GENERAL.—There is authorized to be appropriated to the United States courts to carry out this subsection $15,000,000 for each fiscal year.

''(B) SUPERVISION OF PAYMENTS.—Payments from appropriations authorized under subparagraph (A) shall be made under the supervision of the Director of the Administrative Office of the United States Courts.''.

SEC. 1404. CYBERTIPLINE IMPROVEMENTS, AND ACCOUNTABILITY AND TRANSPARENCY BY THE TECH INDUSTRY.

(a) IN GENERAL.—Chapter 110 of title 18, United States Code, is amended—

(1) in section 2258A—

(A) by striking subsections (a), (b), and (c) and inserting the following:

''(a) DUTY TO REPORT.—

''(1) DUTY.—In order to reduce the proliferation of online child sexual exploitation and to prevent the online sexual exploitation of children, as soon as reasonably possible after obtaining actual knowledge of any facts or circumstances described in paragraph (2) or any apparent child sexual abuse material on the provider's service, and in any event not later than 60 days after obtaining such knowledge, a provider shall submit to the CyberTipline of NCMEC, or any successor to the CyberTipline operated by NCMEC, a report that—

''(A) shall contain—

''(i) the mailing address, telephone number, facsimile number, electronic mailing address of, and individual point of contact for, such provider; and

''(ii) information described in subsection (b)(1)(A) concerning such facts or circumstances or apparent child sexual abuse material; and

''(B) may contain information described in subsection (b)(2), including any available information to identify or locate any involved minor.

''(2) FACTS OR CIRCUMSTANCES.—The facts or circumstances described in this paragraph are any facts or circumstances indicating an apparent, planned, or imminent violation of section 1591 (if the violation involves a minor), 2251, 2251A, 2252, 2252A, 2252B, 2260, or 2422(b).

''(b) CONTENTS OF REPORT.—

''(1) IN GENERAL.—In an effort to prevent the future sexual victimization of children, and to the extent the information is within the custody or control of a provider, each report provided under subsection (a)(1)—

''(A) shall include, to the extent that it is applicable and reasonably available—

''(i) the name, address, electronic mail address, user or account identification, Internet Protocol address, and uniform resource locator of any individual who is a subject of the report;

''(ii) the terms of service in effect at the time of—

''(I) the apparent violation; or

''(II) the detection of apparent child sexual abuse material or a planned or imminent violation;

''(iii) a copy of any apparent child sexual abuse material that is the subject of the report that was identified in a publicly available location;

''(iv) for each item of apparent child sexual abuse material included in the report under clause (iii) or paragraph (2)(E), information indicating whether—

''(I) the apparent child sexual abuse material was publicly available; or

''(II) the provider, in its sole discretion, viewed the apparent child sexual abuse material, or any copy thereof, at any point concurrent with or prior to the submission of the report; and

''(v) for each item of apparent child sexual abuse material that is the subject of the report, an indication as to whether the apparent child sexual abuse material—

''(I) has previously been the subject of a report under subsection (a)(1); or

''(II) is the subject of multiple contemporaneous reports due to rapid and widespread distribution; and

''(B) may, at the sole discretion of the provider, include the information described in paragraph (2) of this subsection.

''(2) OTHER INFORMATION.—The information referred to in paragraph (1)(B) is the following:

''(A) INFORMATION ABOUT ANY INVOLVED INDIVIDUAL.—Any information relating to the identity or location of any individual who is a subject of the report, including payment information (excluding personally identifiable information) and self-reported identifying or locating information.

''(B) INFORMATION ABOUT ANY INVOLVED MINOR.—Information relating to the identity or location of any involved minor, which may include an address, electronic mail address, Internet Protocol address, uniform resource locator, or any other information that may identify or locate any involved minor, including self-reported identifying or locating information.

''(C) HISTORICAL REFERENCE.—Information relating to when and how a customer or subscriber of a provider uploaded, transmitted, or received content relating to the report or when and how content relating to the report was reported to, or discovered by the provider, including a date and time stamp and time zone.

''(D) GEOGRAPHIC LOCATION INFORMATION.—Information relating to the geographic location of the involved individual or website, which may include the Internet Protocol address or verified address, or, if not reasonably available, at least one form of geographic identifying information, including area code or zip code, provided by the customer or subscriber, or stored or obtained by the provider.

''(E) APPARENT CHILD SEXUAL ABUSE MATERIAL.—Any apparent child sexual abuse material not described in paragraph (1)(A)(iii), or other content related to the subject of the report.

''(F) COMPLETE COMMUNICATION.—The complete communication containing any apparent child sexual abuse material or other content, including—

''(i) any data or information regarding the transmission of the communication; and

''(ii) any visual depictions, data, or other digital files contained in, or attached to, the communication.

''(G) TECHNICAL IDENTIFIER.—An industry-standard hash value or other similar industry-standard technical identifier for any reported visual depiction as it existed on the provider's service.

''(H) DESCRIPTION.—For any item of apparent child sexual abuse material that is the subject of the report, an indication of whether—

''(i) the depicted sexually explicit conduct involves—

''(I) genital, oral, or anal sexual intercourse;

''(II) bestiality;

''(III) masturbation;

''(IV) sadistic or masochistic abuse; or

''(V) lascivious exhibition of the anus, genitals, or pubic area of any person; and

''(ii) the depicted minor is—

''(I) an infant or toddler;

''(II) prepubescent;

''(III) pubescent;

''(IV) post-pubescent; or

''(V) of an indeterminate age or developmental stage

''(3) FORMATTING OF REPORTS.—When a provider includes any information described in paragraph (1) or, at its sole discretion, any information described in paragraph (2) in a report to the CyberTipline of NCMEC, or any successor to the CyberTipline operated by NCMEC, the provider shall use best efforts to ensure that the report conforms with the structure of the CyberTipline or the successor, as applicable.

''(c) FORWARDING OF REPORT AND OTHER INFORMATION TO LAW ENFORCEMENT.—

''(1) IN GENERAL.—Pursuant to its clearinghouse role as a private, nonprofit organization, and at the conclusion of its review in furtherance of its nonprofit mission, NCMEC shall make available each report submitted under subsection (a)(1) to one or more of the following law enforcement agencies:

''(A) Any Federal law enforcement agency that is involved in the investigation of child sexual exploitation, kidnapping, or enticement crimes.

''(B) Any State or local law enforcement agency that is involved in the investigation of child sexual exploitation.

''(C) A foreign law enforcement agency designated by the Attorney General under subsection (d)(3) or a foreign law enforcement agency that has an established relationship with the Federal Bureau of Investigation, Immigration and Customs Enforcement, or INTERPOL, and is involved in the investigation of child sexual exploitation, kidnapping, or enticement crimes.

''(2) TECHNICAL IDENTIFIERS.—If a report submitted under subsection (a)(1) contains an industry-standard hash value or other similar industry-standard technical identifier—

''(A) NCMEC may compare that hash value or identifier with any database or repository of visual depictions owned or operated by NCMEC; and

''(B) if the comparison under subparagraph (A) results in a match, NCMEC may include the matching visual depiction from its database or repository when forwarding the report to an agency described in subparagraph (A) or (B) of paragraph (1).'';

(B) in subsection (d)—

(i) in paragraph (2), by striking ''subsection (c)(1)'' and inserting ''subsection (c)(1)(A)'';

(ii) in paragraph (3)—

(I) in subparagraph (A), by striking ''subsection (c)(3)'' and inserting ''subsection (c)(1)(C)''; and

(II) in subparagraph (C), by striking ''subsection (c)(3)'' and inserting ''subsection (c)(1)(C)''; and

(iii) in paragraph (5)(B)—

(I) in clause (i), by striking ''forwarded'' and inserting ''made available''; and

(II) in clause (ii), by striking ''forwarded'' and inserting ''made available'';

(C) by striking subsection (e) and inserting the following:

''(e) FAILURE TO COMPLY WITH REQUIREMENTS.—

''(1) CRIMINAL PENALTY.—

''(A) OFFENSE.—It shall be unlawful for a provider to knowingly—

''(i) fail to submit a report under subsection (a)(1) within the time period required by that subsection; or

''(ii) fail to preserve material as required under subsection (h).

''(B) PENALTY.—

''(i) IN GENERAL.—A provider that violates subparagraph (A) shall be fined—

''(I) in the case of an initial violation, not more than—

''(aa) $850,000 if the provider has not fewer than 100,000,000 monthly active users; or

''(bb) $600,000 if the provider has fewer than 100,000,000 monthly active users; and

''(II) in the case of any second or subsequent violation, not more than—

''(aa) $1,000,000 if the provider has not fewer than 100,000,000 monthly active users; or

''(bb) $850,000 if the provider has fewer than 100,000,000 monthly active users.

''(ii) HARM TO INDIVIDUALS.—The maximum fine under clause (i) shall be doubled if an individual is harmed as a direct and proximate result of the applicable violation.

''(2) CIVIL PENALTY.—

''(A) VIOLATIONS RELATING TO CYBERTIPLINE REPORTS AND MATERIAL PRESERVATION.—A provider shall be liable to the United States Government for a civil penalty in an amount of not less than $50,000 and not more than $250,000 if the provider knowingly—

''(i) fails to submit a report under subsection (a)(1) within the time period required by that subsection;

''(ii) fails to preserve material as required under subsection (h); or

''(iii) submits a report under subsection (a)(1) that—

''(I) contains materially false or fraudulent information; or

''(II) omits information described in subsection (b)(1)(A) that is reasonably available.

''(B) ANNUAL REPORT VIOLATIONS.—A provider shall be liable to the United States Government for a civil penalty in an amount of not less than $100,000 and not more than $1,000,000 if the provider knowingly—

''(i) fails to submit an annual report as required under subsection (i); or

''(ii) submits an annual report under subsection (i) that—

''(I) contains a materially false, fraudulent, or misleading statement; or

''(II) omits information described in subsection (i)(1) that is reasonably available.

''(C) HARM TO INDIVIDUALS.—The amount of a civil penalty under subparagraph (A) or (B) shall be tripled if an individual is harmed as a direct and proximate result of the applicable violation.

''(D) COSTS OF CIVIL ACTIONS.—A provider that commits a violation described in subparagraph (A) or (B) shall be liable to the United States Government for the costs of a civil action brought to recover a civil penalty under that subparagraph.

''(E) ENFORCEMENT.—This paragraph shall be enforced in accordance with sections 3731, 3732, and 3733 of title 31, except that a civil action to recover a civil penalty under subparagraph (A) or (B) of this paragraph may only be brought by the United States Government.

''(3) DEPOSIT OF FINES AND PENALTIES.—Notwithstanding any other provision of law, any criminal fine or civil penalty collected under this subsection shall be deposited into the Reserve for Victims of Child Sexual Abuse Material as provided in section 2259B.'';

(D) in subsection (f), by striking paragraph (3) and inserting the following:

''(3) affirmatively search, screen, or scan for—

''(A) facts or circumstances described in subsection (a)(2);

''(B) information described in subsection (b)(2); or

''(C) any apparent child sexual abuse material.'';

(E) in subsection (g)—

(i) in paragraph (2)(A)—

(I) in clause (iii), by inserting ''or personnel at a children's advocacy center'' after ''State)''; and

(II) in clause (iv), by striking ''State or subdivision of a State'' and inserting ''State, subdivision of a State, or children's advocacy center''; and

(ii) in paragraph (3), in the matter preceding subparagraph (A), by striking ''subsection (a)'' and inserting ''subsection (a)(1)'';

(F) in subsection (h), by adding at the end the following:

''(7) RELATION TO REPORTING REQUIREMENT.—Submission of a report as described in subsection (a)(1) does not satisfy the obligations under this subsection.''; and

(G) by adding at the end the following:

''(i) ANNUAL REPORT.—

''(1) IN GENERAL.—Not later than March 31 of the second year beginning after the date of enactment of the STOP CSAM Act of 2024, and of each year thereafter, a provider that had more than 1,000,000 unique monthly visitors or users during each month of the preceding year and accrued revenue of more than $50,000,000 during the preceding year shall submit to the Attorney General and the Chair of the Federal Trade Commission a report, disaggregated by subsidiary, that provides the following information for the preceding year to the extent such information is applicable and reasonably available:

''(A) CYBERTIPLINE DATA.—

''(i) The total number of reports that the provider submitted under subsection (a)(1).

''(ii) Which items of information described in subsection (b)(2) are routinely included in the reports submitted by the provider under subsection (a)(1).

''(B) REPORT AND REMOVE DATA.—With respect to section 1406 of the STOP CSAM Act of 2024—

''(i) a description of the provider's designated reporting system;

''(ii) the number of complete notifications received;

''(iii) the number of items of child sexual abuse material that were removed; and

''(iv) the total amount of any fine ordered and paid.

''(C) OTHER REPORTING TO THE PROVIDER.—

''(i) The measures the provider has in place to receive other reports concerning child sexual exploitation and abuse using the provider's product or on the provider's service.

''(ii) The average time for responding to reports described in clause (i).

''(iii) The number of reports described in clause (i) that the provider received.

''(iv) A summary description of the actions taken upon receipt of the reports described in clause (i).

''(D) POLICIES.—

''(i) A description of the policies of the provider with respect to the commission of child sexual exploitation and abuse using the provider's product or on the provider's service, including how child sexual exploitation and abuse is defined.

''(ii) A description of possible consequences for violations of the policies described in clause (i).

''(iii) The methods of informing users of the policies described in clause (i).

''(iv) The process for adjudicating potential violations of the policies described in clause (i).

''(E) CULTURE OF SAFETY.—

''(i) The measures and technologies that the provider deploys to protect children from sexual exploitation and abuse using the provider's product or service.

''(ii) The measures and technologies that the provider deploys to prevent the use of the provider's product or service by individuals seeking to commit child sexual exploitation and abuse.

''(iii) Factors that interfere with the provider's ability to detect or evaluate instances of child sexual exploitation and abuse.

''(iv) An assessment of the efficacy of the measures and technologies described in clauses (i) and (ii) and the impact of the factors described in clause (iii).

''(F) SAFETY BY DESIGN.—The measures that the provider takes before launching a new product or service to assess—

''(i) the safety risks for children with respect to sexual exploitation and abuse; and

''(ii) whether and how individuals could use the new product or service to commit child sexual exploitation and abuse.

''(G) TRENDS AND PATTERNS.—Any information concerning emerging trends and changing patterns with respect to the commission of online child sexual exploitation and abuse.

''(2) AVOIDING DUPLICATION.—Notwithstanding the requirement under the matter preceding paragraph (1) that information be submitted annually, in the case of any report submitted under that paragraph after the initial report, a provider shall submit information described in subparagraphs (D) through (G) of that paragraph not less frequently than once every 3 years or when new information is available, whichever is more frequent.

''(3) LIMITATION.—Nothing in paragraph (1) shall require the disclosure of trade secrets or other proprietary information.

''(4) PUBLICATION.—

''(A) IN GENERAL.—Subject to subparagraph (B), the Attorney General and the Chair of the Federal Trade Commission shall publish the reports received under this subsection.

''(B) REDACTION.—

''(i) IN GENERAL.—Whether or not such redaction is requested by the provider, the Attorney General and Chair of the Federal Trade Commission shall redact from a report published under subparagraph (A) any information as necessary to avoid—

''(I) undermining the efficacy of a safety measure described in the report; or

''(II) revealing how a product or service of a provider may be used to commit online child sexual exploitation and abuse.

''(ii) ADDITIONAL REDACTION.—

''(I) REQUEST.—In addition to information redacted under clause (i), a provider may request the redaction, from a report published under subparagraph (A), of any information that is law enforcement sensitive or otherwise not suitable for public distribution.

''(II) AGENCY DISCRETION.—The Attorney General and Chair of the Federal Trade Commission—

''(aa) shall consider a request made under subclause (I); and

''(bb) may, in their discretion, redact from a report published under subparagraph (A) any information pursuant to the request.'';

(2) in section 2258B—

(A) by striking subsection (a) and inserting the following:

''(a) IN GENERAL.—

''(1) LIMITED LIABILITY.—Except as provided in subsection (b), a civil claim or criminal charge described in paragraph (2) may not be brought in any Federal or State court.

''(2) COVERED CLAIMS AND CHARGES.—A civil claim or criminal charge referred to in paragraph (1) is a civil claim or criminal charge against a provider or domain name registrar, including any director, officer, employee, or agent of such provider or domain name registrar, that is directly attributable to—

''(A) the performance of the reporting or preservation responsibilities of such provider or domain name registrar under this section, section 2258A, or section 2258C;

''(B) transmitting, distributing, or mailing child sexual abuse material to any Federal, State, or local law enforcement agency, or giving such agency access to child sexual abuse material, in response to a search warrant, court order, or other legal process issued or obtained by such agency; or

''(C) the use by the provider or domain name registrar of any material being preserved under section 2258A(h) by such provider or registrar for research and the development and training of tools, undertaken voluntarily and in good faith for the sole and exclusive purpose of—

''(i) improving or facilitating reporting under this section, section 2258A, or section 2258C; or

''(ii) stopping the online sexual exploitation of children.''; and

(B) in subsection (b)—

(i) in paragraph (1), by striking ''; or'' and inserting ''or knowingly failed to comply with a requirement under section 2258A;'';

(ii) in paragraph (2)(C)—

(I) by striking ''sections'' and inserting ''this section or section''; and

(II) by striking the period and inserting ''; or''; and

(iii) by adding at the end the following:

''(3) for purposes of subsection (a)(2)(C), knowingly distributed or transmitted the material, or made the material available, except as required by law, to—

''(A) any other entity;

''(B) any person not employed by the provider or domain name registrar; or

''(C) any person employed by the provider or domain name registrar who is not conducting any research described in that subsection.'';

(3) in section 2258C—

(A) in the section heading, by striking ''**the CyberTipline**'' and inserting ''**NCMEC**'';

(B) in subsection (a)—

(i) in the subsection heading, by striking ''ELEMENTS'' and inserting ''PROVISION TO PROVIDERS AND NONPROFIT ENTITIES'';

(ii) in paragraph (1)—

(I) by striking ''to a provider'' and inserting the following: ''or submission to the child victim identification program to—

''(A) a provider'';

(II) in subparagraph (A), as so designated—

(aa) by inserting ''use of the provider's products or services to commit'' after ''stop the''; and

(bb) by striking the period at the end and inserting ''; or''; and

(III) by adding at the end the following:

''(B) a nonprofit entity for the sole and exclusive purpose of preventing and curtailing the online sexual exploitation of children.''; and

(iii) in paragraph (2)—

(I) in the heading, by striking ''INCLUSIONS'' and inserting ''ELEMENTS'';

(II) by striking ''unique identifiers'' and inserting ''similar technical identifiers''; and

(III) by inserting ''or submission to the child victim identification program'' after ''CyberTipline report'';

(C) in subsection (b)—

(i) in the heading, by inserting ''OR NONPROFIT ENTITIES'' after ''PROVIDERS'';

(ii) by striking ''Any provider'' and inserting the following:

''(1) IN GENERAL.—Any provider or nonprofit entity'';

(iii) in paragraph (1), as so designated—

(I) by striking ''receives'' and inserting ''obtains''; and

(II) by inserting ''or submission to the child victim identification program'' after ''CyberTipline report''; and

(iv) by adding at the end the following:

''(2) LIMITATION ON SHARING WITH OTHER ENTITIES.—A provider or nonprofit entity that obtains elements under subsection (a)(1) may not distribute those elements, or make those elements available, to any other entity, except for the sole and exclusive purpose of stopping the online sexual exploitation of children.'';

(D) in subsection (c)—

(i) by striking ''subsections'' and inserting ''subsection'';

(ii) by striking ''providers receiving'' and inserting ''a provider to obtain'';

(iii) by inserting ''or submission to the child victim identification program'' after ''CyberTipline report''; and

(iv) by striking ''to use the elements to stop the online sexual exploitation of children''; and

(E) in subsection (d), by inserting ''or to the child victim identification program'' after ''CyberTipline'';

(4) in section 2258E—

(A) in paragraph (6), by striking ''electronic communication service provider'' and inserting ''electronic communication service'';

(B) in paragraph (7), by striking ''and'' at the end;

(C) in paragraph (8), by striking the period at the end and inserting a semicolon; and

(D) by adding at the end the following:

''(9) the term 'publicly available', with respect to a visual depiction on a provider's service, means the visual depiction can be viewed by or is accessible to all users of the service, regardless of the steps, if any, a user must take to create an account or to gain access to the service in order to access or view the visual depiction; and

''(10) the term 'child victim identification program' means the program described in section 404(b)(1)(K)(ii) of the Juvenile Justice and Delinquency Prevention Act of 1974 (34 U.S.C. 11293(b)(1)(K)(ii)).'';

(5) in section 2259B(a), by inserting '', any fine or penalty collected under section 2258A(e) or subparagraph (A) of section 1406(g)(24) of the STOP CSAM Act of 2024 (except as provided in clauses (i) and (ii)(I) of subparagraph (B) of such section 1406(g)(24))'' after ''2259A''; and

(6) by adding at the end the following:

''§ 2260B. Liability for certain child sexual exploitation offenses

''(a) OFFENSE.—It shall be unlawful for a provider of an interactive computer service, as that term is defined in section 230 of the Communications Act of 1934 (47 U.S.C. 230), that operates through the use of any facility or means of interstate or foreign commerce

or in or affecting interstate or foreign commerce, through such service to—

''(1) intentionally host or store child sexual abuse material or make child sexual abuse material available to any person; or

''(2) knowingly promote or facilitate a violation of section 2251, 2251A, 2252, 2252A, or 2422(b).

''(b) PENALTY.—A provider of an interactive computer service that violates subsection (a)—

''(1) subject to paragraph (2), shall be fined not more than $1,000,000; and

''(2) if the offense involves a conscious or reckless risk of serious personal injury or an individual is harmed as a direct and proximate result of the violation, shall be fined not more than $5,000,000.

''(c) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to apply to any good faith action by a provider of an interactive computer service that is necessary to comply with a valid court order, subpoena, search warrant, statutory obligation, or preservation request from law enforcement.''.

(b) CLERICAL AMENDMENT.—The table of sections for chapter 110 of title 18, United States Code, is amended by adding at the end the following:

''2260B. Liability for certain child sexual exploitation offenses.''.

(c) EFFECTIVE DATE FOR AMENDMENTS TO REPORTING REQUIREMENTS OF PROVIDERS.—The amendments made by subsection (a)(1) of this section shall take effect on the date that is 120 days after the date of enactment of this Act.

SEC. 1405. EXPANDING CIVIL REMEDIES FOR VICTIMS OF ONLINE CHILD SEXUAL EXPLOITATION.

(a) STATEMENT OF INTENT.—Nothing in this section shall be construed to abrogate or narrow any case law concerning section 2255 of title 18, United States Code.

(b) CIVIL REMEDY FOR PERSONAL INJURIES.—Section 2255(a) of title 18, United States Code, is amended—

(1) by striking ''IN GENERAL.—Any person who, while a minor, was a victim of a violation of section 1589, 1590, 1591, 2241(c), 2242, 2243, 2251, 2251A, 2252, 2252A, 2260, 2421, 2422, or 2423 of this title and who suffers personal injury as a result of such violation, regardless of whether the injury occurred while such person was a minor, may sue'' and inserting the following: ''PRIVATE RIGHT OF ACTION.—

''(1) IN GENERAL.—Any person described in subparagraph (A), (B), or (C) of paragraph (2) who suffers personal injury as a result of a violation described in that subparagraph, regardless of whether the injury occurred while such person was a minor, may bring a civil action''; and

(2) by adding at the end the following:

''(2) ELIGIBLE PERSONS.—Paragraph (1) shall apply to any person—

''(A) who, while a minor, was a victim of—

''(i) a violation of section 1589, 1590, 1591, 2241, 2242, 2243, 2251, 2251A, 2260(a), 2421, 2422, or 2423;

''(ii) an attempt to violate section 1589, 1590, or 1591 under section 1594(a);

''(iii) a conspiracy to violate section 1589 or 1590 under section 1594(b); or

''(iv) a conspiracy to violate section 1591 under section 1594(c);

''(B) who—

''(i) is depicted as a minor in child sexual abuse material; and

''(ii) is a victim of a violation of 2252, 2252A, or 2260(b) (regardless of when the violation occurs); or

''(C) who—

''(i) is depicted as an identifiable minor in a visual depiction described in section 1466A; and

''(ii) is a victim of a violation of that section (regardless of when the violation occurs).''.

(c) CIVIL REMEDY AGAINST ONLINE PLATFORMS AND APP STORES.—

(1) IN GENERAL.—Chapter 110 of title 18, United States Code, is amended by inserting after section 2255 the following:

''§ 2255A. Civil remedy for certain victims of child sexual abuse material or child sexual exploitation

''(a) IN GENERAL.—

''(1) PROMOTION OR AIDING AND ABETTING OF CERTAIN VIOLATIONS.—Any person who is a victim of the intentional or knowing promotion, or aiding and abetting, of a violation of section 1591 or 1594(c) (involving a minor), or section 2251, 2251A, 2252, 2252A, or 2422(b), where such promotion, or aiding and abetting, is by a provider of an interactive computer service or an app store, and who suffers personal injury as a result of such promotion or aiding and abetting, regardless of when the injury occurred, may bring a civil action in any appropriate United States District Court for relief set forth in subsection (b).

''(2) ACTIVITIES INVOLVING CHILD SEXUAL ABUSE MATERIAL.—Any person who is a victim of the intentional or knowing hosting or storing of child sexual abuse material or making child sexual abuse material available to any person by a provider of an interactive computer service, and who suffers personal injury as a result of such hosting, storing, or making available, regardless of when the injury occurred, may bring a civil action in any appropriate United States District Court for relief set forth in subsection (b).

''(b) RELIEF.—In a civil action brought by a person under subsection (a)—

''(1) the person shall recover the actual damages the person sustains or liquidated damages in the amount of $300,000, and the cost of the action, including reasonable attorney fees and other litigation costs reasonably incurred; and

''(2) the court may, in addition to any other relief available at law, award punitive damages and such other preliminary and equitable relief as the court determines to be appropriate, including a temporary restraining order, a preliminary injunction, or a permanent injunction ordering the defendant to cease the offending conduct.

''(c) STATUTE OF LIMITATIONS.—There shall be no time limit for the filing of a complaint commencing an action under subsection (a).

''(d) VENUE; SERVICE OF PROCESS.—

''(1) VENUE.—Any action brought under subsection (a) may be brought in the district court of the United States that meets applicable requirements relating to venue under section 1391 of title 28.

''(2) SERVICE OF PROCESS.—In an action brought under subsection (a), process may be served in any district in which the defendant—

''(A) is an inhabitant; or

''(B) may be found.

''(e) RELATION TO SECTION 230 OF THE COMMUNICATIONS ACT OF 1934.—Nothing in section 230 of the Communications Act of 1934 (47 U.S.C. 230) shall be construed to impair or limit any claim brought under subsection (a).

''(f) RULES OF CONSTRUCTION.—

''(1) APPLICABILITY TO LEGAL PROCESS OR OBLIGATION.—Nothing in this section shall be construed to apply to any good faith action that is necessary to comply with a valid court order, subpoena, search warrant, statutory obligation, or preservation request from law enforcement.

''(2) KNOWLEDGE WITH RESPECT TO SUBSECTION (a)(2).—For purposes of a civil action brought under subsection (a)(2), the term 'knowing' shall be construed to mean knowledge of the instance when, or the course of conduct during which, the provider—

''(A) hosted or stored the child sexual abuse material at issue in the civil action; or

''(B) made available the child sexual abuse material at issue in the civil action.

''(g) ENCRYPTION TECHNOLOGIES.—

''(1) IN GENERAL.—None of the following actions or circumstances shall serve as an independent basis for liability under subsection (a):

''(A) Utilizing full end-to-end encrypted messaging services, device encryption, or other encryption services.

''(B) Not possessing the information necessary to decrypt a communication.

''(C) Failing to take an action that would otherwise undermine the ability to offer full end-to-end encrypted messaging services, device encryption, or other encryption services.

''(2) CONSIDERATION OF EVIDENCE.—

''(A) PERMITTED USE.—Evidence of actions or circumstances described in paragraph (1) shall be admissible in a civil action brought under subsection (a) only if—

''(i) the actions or circumstances are relevant under rules 401 and 402 of the Federal Rules of Evidence to—

''(I) prove motive, intent, preparation, plan, absence of mistake, or lack of accident; or

''(II) rebut any evidence or factual or legal claim; and

''(ii) the actions or circumstances—

''(I) are otherwise admissible under the Federal Rules of Evidence; and

''(II) are not subject to exclusion under rule 403 or any other rule of the Federal Rules of Evidence.

''(B) NOTICE.—In a civil action brought under subsection (a), a plaintiff seeking to introduce evidence of actions or circumstances under subparagraph (A) of this paragraph shall—

''(i) provide reasonable notice—

''(I) in writing before trial; or

''(II) in any form during trial if the court, for good cause, excuses lack of pretrial notice; and

''(ii) articulate in the notice described in clause (i) the permitted purpose for which the plaintiff intends to offer the evidence and the reasoning that supports the purpose.

''(3) NO EFFECT ON DISCOVERY.—Nothing in paragraph (1) or (2) shall be construed to create a defense to a discovery request or otherwise limit or affect discovery in any civil action brought under subsection (a).

''(h) DEFENSE.—In a civil action under subsection (a)(2) involving knowing conduct, it shall be a defense at trial, which the provider of an interactive computer service must establish by a preponderance of the evidence as determined by the finder of fact, that—

''(1) the provider disabled access to or removed the child sexual abuse material within a reasonable timeframe, and in any event not later than 48 hours after obtaining knowledge that the child sexual abuse material was being hosted, stored, or made available by the provider (or, in the case of a provider that, for the most recent calendar year, averaged fewer than 10,000,000 active users on a monthly basis in the United States, within a reasonable timeframe, and in any event not later than 2 business days after obtaining such knowledge);

''(2) the provider exercised a reasonable, good faith effort to disable access to or remove the child sexual abuse material but was unable to do so for reasons outside the provider's control; or

''(3) it is technologically impossible for the provider to disable access to or remove the child sexual abuse material without compromising encryption technologies.

''(i) SANCTIONS FOR REPEATED BAD FAITH CIVIL ACTIONS OR DEFENSES.—

''(1) DEFINITIONS.—In this subsection:

''(A) BAD FAITH CIVIL ACTION.—The term 'bad faith civil action' means a civil action brought under subsection (a) in bad faith where the finder of fact determines that at the time the civil action was filed, the party, attorney, or law firm described in paragraph (2) had actual knowledge that—

''(i) the alleged conduct did not involve any minor; or

''(ii) the alleged child sexual abuse material did not depict—

''(I) any minor; or

''(II) sexually explicit conduct, sexual suggestiveness, full or partial nudity, or implied sexual activity.

''(B) BAD FAITH DEFENSE.—The term 'bad faith defense' means a defense in a civil brought under subsection (a) raised in bad faith where the finder of fact determines that at the time the defense was raised, the party, attorney, or law firm described in paragraph (3) had actual knowledge that the defense—

''(i) was made solely for purpose of delaying the civil action or increasing the costs of the civil action; or

''(ii) was objectively baseless in light of the applicable law or facts at issue.

''(2) BAD FAITH CIVIL ACTION.—In the case of a civil action brought under subsection (a), the court may impose sanctions on—

''(A) the party bringing the civil action if the court finds that the party has brought 2 or more bad faith civil actions (which may include the instant civil action); or

''(B) an attorney or law firm representing the party bringing the civil action if the court finds that the attorney or law firm has represented—

''(i) a party who has brought 2 or more bad faith civil actions (which may include the instant civil action); or

''(ii) 2 or more parties who have each brought a bad faith civil action (which may include the instant civil action).

''(3) BAD FAITH DEFENSE.—In the case of a civil action brought under subsection (a), the court may impose sanctions on—

''(A) the party defending the civil action if the court finds that the party has raised 2 or more bad faith defenses (which may include 1 or more defenses raised in the instant civil action); or

''(B) an attorney or law firm representing the party defending the civil action if the court finds that the attorney or law firm has represented—

''(i) a party who has raised 2 or more bad faith defenses (which may include 1 or more defenses raised in the instant civil action); or

''(ii) 2 or more parties who have each raised a bad faith defense (which may include a defense raised in the instant civil action).

''(4) IMPLEMENTATION.—Rule 11(c) of the Federal Rules of Civil Procedure shall apply to sanctions imposed under this subsection in the same manner as that Rule applies to sanctions imposed for a violation of Rule 11(b) of those Rules.

''(5) RULES OF CONSTRUCTION.—

''(A) RULE 11.—This subsection shall not be construed to limit or expand the application of Rule 11 of the Federal Rules of Civil Procedure.

''(B) CSAM DEFINITION.—Paragraph (1)(A)(ii) shall not be construed to apply to a civil action affected by a contemporaneous change in the law with respect to the definition of 'child sexual abuse material'.

''(j) DEFINITIONS.—In this section:

''(1) APP.—The term 'app' means a software application or electronic service that may be run or directed by a user on a computer, a mobile device, or any other general purpose computing device.

''(2) APP STORE.—The term 'app store' means a publicly available website, software application, or other electronic service that—

''(A) distributes apps from third-party developers to users of a computer, a mobile device, or any other general purpose computing device; and

''(B) operates—

''(i) through the use of any means or facility of interstate or foreign commerce; or

''(ii) in or affecting interstate or foreign commerce.

''(3) INTERACTIVE COMPUTER SERVICE.—The term 'interactive computer service' means an interactive computer service, as defined in section 230(f) of the Communications Act of 1934 (47 U.S.C. 230(f)), that operates—

''(A) through the use of any means or facility of interstate or foreign commerce; or

''(B) in or affecting interstate or foreign commerce.

''(k) SAVINGS CLAUSE.—Nothing in this section, including the defenses under this section, shall be construed to apply to any civil action brought under any other Federal law, rule, or regulation, including any civil action brought under section 2255.''.

(2) CONFORMING AMENDMENT.—The table of sections for chapter 110 of title 18, United States Code, is amended by inserting after the item relating to section 2255 the following:

''2255A. Civil remedy for certain victims of child sexual abuse material or child sexual exploitation.''.

SEC. 1406. REPORTING AND REMOVAL OF CHILD SEXUAL ABUSE MATERIAL; ESTABLISHMENT OF CHILD ONLINE PROTECTION BOARD.

(a) FINDINGS.—Congress finds the following:

(1) Over 40 years ago, the Supreme Court of the United States ruled in New York v. Ferber, 458 U.S. 747 (1982), that child sexual abuse material (referred to in this subsection as ''CSAM'') is a ''category of material outside the protections of the First Amendment''. The Court emphasized that children depicted in CSAM are harmed twice: first through the abuse and exploitation inherent in the creation of the materials, and then through the continued circulation of the imagery, which inflicts its own emotional and psychological injury.

(2) The Supreme Court reiterated this point 10 years ago in Paroline v. United States, 572 U.S. 434 (2014), when it explained that CSAM victims suffer ''continuing and grievous harm as a result of [their] knowledge that a large, indeterminate number of individuals have viewed and will in the future view images of the sexual abuse [they] endured''.

(3) In these decisions, the Supreme Court noted that the distribution of CSAM invades the privacy interests of the victims.

(4) The co-mingling online of CSAM with other, non-explicit depictions of the victims links the victim's identity with the images of their abuse. This further invades a victim's privacy and disrupts their sense of security, thwarting what the Supreme Court has described as ''the individual interest in avoiding disclosure of personal matters''.

(5) The internet is awash with child sexual abuse material. In 2022, the CyberTipline, operated by the National Center for Missing & Exploited Children to combat online child sexual exploitation, received reports about 49,400,000 images and 37,700,000 videos depicting child sexual abuse.

(6) Since 2017, Project Arachnid, operated by the Canadian Centre for Child Protection, has sent over 38,000,000 notices to online providers about CSAM and other exploitive material found on their platforms. According to the Canadian Centre, some providers are slow to remove the material, or take it down only for it to be reposted again a short time later.

(7) This legislation is needed to create an easy-to-use and effective procedure to get CSAM and harmful related imagery quickly taken offline and kept offline to protect children, stop the spread of illegal and harmful content, and thwart the continued invasion of the victims' privacy.

(b) IMPLEMENTATION.—

(1) IMPLEMENTATION.—Except as provided in paragraph (2), not later than 1 year after the date of enactment of this Act, the Child Online Protection Board established under subsection (d), shall begin operations, at which point providers shall begin receiving notifications as set forth in subsection (c)(2).

(2) EXTENSION.—The Commission may extend the deadline under paragraph (1) by not more than 180 days if the Commission provides notice of the extension to the public and to Congress.

(3) PUBLIC NOTICE.—The Commission shall provide notice to the public of the date that the Child Online Protection Board established under subsection (d) is scheduled to begin operations on—

(A) the date that is 60 days before such date that the Board is scheduled to begin operations; and

(B) the date that is 30 days before such date that the Board is scheduled to begin operations.

(c) REPORTING AND REMOVAL OF CHILD SEXUAL ABUSE MATERIAL.—

(1) IN GENERAL.—If a provider receives a complete notification as set forth in paragraph (2)(A) that the provider is hosting child sexual abuse material, as soon as possible, but in any event not later than 48 hours after such notification is received by the provider (or, in the case of a small provider, not later than 2 business days after such notification is received by the small provider), the provider shall—

(A)(i) remove the child sexual abuse material; and

(ii) notify the complainant that it has done so; or

(B) notify the complainant that the provider—

(i) has determined that the visual depiction referenced in the notification does not constitute child sexual abuse material;

(ii) is unable to remove the child sexual abuse material using reasonable means; or

(iii) has determined that the notification is duplicative under paragraph (2)(C)(i).

(2) NOTIFICATIONS.—

(A) IN GENERAL.—To be complete under this subsection, a notification must be a written communication to the designated reporting system of the provider (or, if the provider does not have a designated reporting system, a written communication that is served on the provider in accordance with subparagraph (F)) that includes the following:

(i) An identification of, and information reasonably sufficient to permit the provider to locate, the child sexual abuse material. Such information may include, at the option of the complainant, a copy of the child sexual abuse material or the uniform resource locator where such child sexual abuse material is located.

(ii) The complainant's name and contact information, to include a mailing address, telephone number, and an electronic mail address, except that, if the complainant is the victim depicted in the child sexual abuse material, the complainant may elect to use an alias, including for purposes of the signed statement described in clause (v), and omit a mailing address.

(iii) If applicable, a statement indicating that the complainant has previously notified the provider about the child sexual abuse material which may, at the option of the complainant, include a copy of the previous notification.

(iv) A statement indicating that the complainant has a good faith belief that the information in the notification is accurate.

(v) A signed statement under penalty of perjury indicating that the notification is submitted by—

(I) the victim depicted in the child sexual abuse material;

(II) an authorized representative of the victim depicted in the child sexual abuse material; or

(III) a qualified organization.

(B) INCLUSION OF ADDITIONAL VISUAL DEPICTIONS IN A NOTIFICATION.—

(i) MULTIPLE ITEMS OF CHILD SEXUAL ABUSE MATERIAL IN SAME NOTIFICATION.—A notification may contain information about more than one item of child sexual abuse material, but shall only be effective with respect to each item of child sexual abuse material included in the notification to the extent that the notification includes sufficient information to identify and locate such item of child sexual abuse material.

(ii) RELATED EXPLOITIVE VISUAL DEPICTIONS.—

(I) IN GENERAL.—A notification may contain information about any related exploitive visual depictions associated with the child sexual abuse material described in the notification, along with the information described in subparagraph (A)(i) for each related exploitive visual depiction. Such notification shall clearly indicate which visual depiction is a related exploitive visual depiction. Such notification shall include a statement indicating that the complainant acknowledges that the provider may, but is not required to, remove the related exploitive visual depiction, and that the complainant cannot file a petition with the Child Online Protection Board concerning any alleged failure to remove a related exploitive visual depiction.

(II) NO OBLIGATION.—A provider shall not be required to take any action under this section concerning a related exploitive visual depiction. A provider may, in its sole discretion, remove a related exploitive visual depiction. The procedure set forth in subsection (g)(1) shall not apply to related exploitive visual depictions.

(C) LIMITATION ON DUPLICATIVE NOTIFICATIONS.—

(i) IN GENERAL.—After a complainant has submitted a notification to a provider, the complainant may submit additional notifications at any time only if the subsequent notifications involve—

(I) a different item of child sexual abuse material;

(II) the same item of child sexual abuse material relating to a minor that is in a different location; or

(III) recidivist hosting.

(ii) NO OBLIGATION.—A provider who receives any additional notifications that do not comply with clause (i) shall not be required to take any additional action except—

(I) as may be required with respect to the original notification; and

(II) to notify the complainant as provided in paragraph (1)(B)(iii).

(D) INCOMPLETE OR MISDIRECTED NOTIFICATION.—

(i) REQUIREMENT TO CONTACT COMPLAINANT REGARDING INSUFFICIENT INFORMATION.—

(I) REQUIREMENT TO CONTACT COMPLAINANT.—If a notification that is submitted to a provider under this subsection does not contain sufficient information under subparagraph (A)(i) to identify or locate the child sexual abuse material that is the subject of the notification but does contain the complainant contact information described in subparagraph (A)(ii), the provider shall, not later than 48 hours after receiving the notification (or, in the case of a small provider, not later than 2 business days after such notification is received by the small provider), contact the complainant via electronic mail address to obtain such information.

(II) EFFECT OF COMPLAINANT PROVIDING SUFFICIENT INFORMATION.—If the provider is able to contact the complainant and obtain sufficient information to identify or locate the child sexual abuse material that is the subject of the notification, the provider shall then proceed as set forth in paragraph (1), except that the applicable timeframes described in such paragraph shall commence on the day the provider receives the information needed to identify or locate the child sexual abuse material.

(III) EFFECT OF COMPLAINANT INABILITY TO PROVIDE SUFFICIENT INFORMATION.—If the provider is able to contact the complainant but does not obtain sufficient information to identify or locate the child sexual abuse material that is the subject of the notification, the provider shall so notify the complainant not later than 48 hours after the provider determines that it is unable to identify or locate the child sexual abuse material (or, in the case of a small provider, not later than 2 business days after the small provider makes such determination), after which no further action by the provider is required and receipt of the notification shall not be considered in determining whether the provider has actual knowledge of any information described in the notification.

(IV) EFFECT OF COMPLAINANT FAILURE TO RESPOND.—If the complainant does not respond to the provider's attempt to contact the complainant under this clause within 14 days of such attempt, no further action by the provider is required and receipt of the notification shall not be considered in determining whether the provider has actual knowledge of any information described in the notification.

(ii) TREATMENT OF INCOMPLETE NOTIFICATION WHERE COMPLAINANT CANNOT BE CONTACTED.—If a notification that is submitted to a provider under this subsection does not contain sufficient information under subparagraph (A)(i) to identify or locate the child sexual abuse material that is the subject of the notification and does not contain the complainant contact information described in subparagraph (A)(ii) (or if the provider is unable to contact the complainant using such information), no further action by the provider is required and receipt of the notification shall not be considered in determining whether the provider has actual knowledge of any information described in the notification.

(iii) TREATMENT OF NOTIFICATION NOT SUBMITTED TO DESIGNATED REPORTING SYSTEM.—If a provider has a designated reporting system, and a complainant submits a notification under this subsection to the provider without using such system, the provider shall not be considered to have received the notification.

(E) OPTION TO CONTACT COMPLAINANT REGARDING THE CHILD SEXUAL ABUSE MATERIAL.—

(i) CONTACT WITH COMPLAINANT.—If the provider believes that the child sexual abuse material referenced in the notification does not meet the definition of such term as provided in subsection (q)(10), the provider may, not later than 48 hours after receiving the notification (or, in the case of a small provider, not later than 2 business days after such notification is received by the small provider), contact the complainant via electronic mail address to so indicate.

(ii) FAILURE TO RESPOND.—If the complainant does not respond to the provider within 14 days after receiving the notification, no further action by the provider is required and receipt of the notification shall not be considered in determining whether the provider has actual knowledge of any information described in the notification.

(iii) COMPLAINANT RESPONSE.—If the complainant responds to the provider within 14 days after receiving the notification, the provider shall then proceed as set forth in paragraph (1), except that the applicable timeframes described in such paragraph shall commence on the day the provider receives the complainant's response.

(F) SERVICE OF NOTIFICATION WHERE PROVIDER HAS NO DESIGNATED REPORTING SYSTEM; PROCESS WHERE COMPLAINANT CANNOT SERVE PROVIDER.—

(i) NO DESIGNATED REPORTING SYSTEM.—If a provider does not have a designated reporting system, a complainant may serve the provider with a notification under this subsection to the provider in the same manner that petitions are required to be served under subsection (g)(4).

(ii) COMPLAINANT CANNOT SERVE PROVIDER.—If a provider does not have a designated reporting system and a complainant cannot reasonably serve the provider with a notification as described in clause (i), the complainant may bring a petition under subsection (g)(1) without serving the provider with the notification.

(G) RECIDIVIST HOSTING.—If a provider engages in recidivist hosting of child sexual abuse material, in addition to any action taken under this section, a complainant may submit a report concerning such recidivist hosting to the CyberTipline operated by the National Center for Missing and Exploited Children, or any successor to the CyberTipline operated by the National Center for Missing and Exploited Children.

(H) PRESERVATION.—A provider that receives a complete notification under this subsection shall preserve the information in such notification in accordance with the requirements of sections 2713 and 2258A(h) of title 18, United States Code. For purposes of this subparagraph, the period for which providers shall be required to preserve information in accordance with such section 2258A(h) may be extended in 90-day increments on written request by the complainant or order of the Board.

(I) NON-DISCLOSURE.—Except as otherwise provided in subsection (g)(19)(C), for 120 days following receipt of a notification under this subsection, a provider may not disclose the existence of the notification to any person or entity except to an attorney for purposes of obtaining legal advice, the Board, the Commission, a law enforcement agency described in subparagraph (A), (B), or (C) of section 2258A(g)(3) of title 18, United States Code, the National Center for Missing and Exploited Children, or as necessary to respond to legal process. Nothing in the preceding sentence shall be construed to infringe on the provider's ability to communicate general information about terms of service violations.

(d) ESTABLISHMENT OF CHILD ONLINE PROTECTION BOARD.—

(1) IN GENERAL.—There is established in the Federal Trade Commission a Child Online Protection Board, which shall administer and enforce the requirements of subsection (e) in accordance with this section.

(2) OFFICERS AND STAFF.—The Board shall be composed of 3 full-time Child Online Protection Officers who shall be appointed by the Commission in accordance with paragraph (5)(A). A vacancy on the Board shall

not impair the right of the remaining Child Online Protection Officers to exercise the functions and duties of the Board.

(3) CHILD ONLINE PROTECTION ATTORNEYS.—Not fewer than 2 full-time Child Online Protection Attorneys shall be hired to assist in the administration of the Board.

(4) TECHNOLOGICAL ADVISER.—One or more technological advisers may be hired to assist with the handling of digital evidence and consult with the Child Online Protection Officers on matters concerning digital evidence and technological issues.

(5) QUALIFICATIONS.—

(A) OFFICERS.—

(i) IN GENERAL.—Each Child Online Protection Officer shall be an attorney duly licensed in at least 1 United States jurisdiction who has not fewer than 7 years of legal experience concerning child sexual abuse material and technology-facilitated crimes against children.

(ii) EXPERIENCE.—Two of the Child Online Protection Officers shall have substantial experience in the evaluation, litigation, or adjudication of matters relating to child sexual abuse material or technology-facilitated crimes against children.

(B) ATTORNEYS.—Each Child Online Protection Attorney shall be an attorney duly licensed in at least 1 United States jurisdiction who has not fewer than 3 years of substantial legal experience concerning child sexual abuse material and technology-facilitated crimes against children.

(C) TECHNOLOGICAL ADVISER.—A technological adviser shall have at least one year of specialized experience with digital forensic analysis.

(6) COMPENSATION.—

(A) CHILD ONLINE PROTECTION OFFICERS.—

(i) DEFINITION.—In this subparagraph, the term ''senior level employee of the Federal Government'' means an employee, other than an employee in the Senior Executive Service, the position of whom is classified above GS–15 of the General Schedule.

(ii) PAY RANGE.—Each Child Online Protection Officer shall be compensated at a rate of pay that is not less than the minimum, and not more than the maximum, rate of pay payable for senior level employees of the Federal Government, including locality pay, as applicable.

(B) CHILD ONLINE PROTECTION ATTORNEYS.—Each Child Online Protection Attorney shall be compensated at a rate of pay that is not more than the maximum rate of pay payable for level 10 of GS–15 of the General Schedule, including locality pay, as applicable.

(C) TECHNOLOGICAL ADVISER.—A technological adviser of the Board shall be compensated at a rate of pay that is not more than the maximum rate of pay payable for level 10 of GS–14 of the General Schedule, including locality pay, as applicable.

(7) VACANCY.—If a vacancy occurs in the position of Child Online Protection Officer, the Commission shall act expeditiously to appoint an Officer for that position.

(8) SANCTION OR REMOVAL.—Subject to subsection (e)(2), the Chair of the Commission or the Commission may sanction or remove a Child Online Protection Officer.

(9) ADMINISTRATIVE SUPPORT.—The Commission shall provide the Child Online Protection Officers and Child Online Protection Attorneys with necessary administrative support, including technological facilities, to carry out the duties of the Officers and Attorneys under this section. The Department of Justice may provide equipment for and guidance on the storage and handling of child sexual abuse material.

(10) LOCATION OF BOARD.—The offices and facilities of the Child Online Protection Officers and Child Online Protection Attorneys shall be located at the headquarters or other office of the Commission.

(e) AUTHORITY AND DUTIES OF THE BOARD.—

(1) FUNCTIONS.—

(A) OFFICERS.—Subject to the provisions of this section and applicable regulations, the functions of the Officers of the Board shall be as follows:

(i) To render determinations on petitions that may be brought before the Officers under this section.

(ii) To ensure that petitions and responses are properly asserted and otherwise appropriate for resolution by the Board.

(iii) To manage the proceedings before the Officers and render determinations pertaining to the consideration of petitions and responses, including with respect to scheduling, discovery, evidentiary, and other matters.

(iv) To request, from participants and nonparticipants in a proceeding, the production of information and documents relevant to the resolution of a petition or response.

(v) To conduct hearings and conferences.

(vi) To facilitate the settlement by the parties of petitions and responses.

(vii) To impose fines as set forth in subsection (g)(24).

(viii) To provide information to the public concerning the procedures and requirements of the Board.

(ix) To maintain records of the proceedings before the Officers, certify official records of such proceedings as needed, and, as provided in subsection (g)(19)(A), make the records in such proceedings available to the public.

(x) To carry out such other duties as are set forth in this section.

(xi) When not engaged in performing the duties of the Officers set forth in this section, to perform such other duties as may be assigned by the Chair of the Commission or the Commission.

(B) ATTORNEYS.—Subject to the provisions of this section and applicable regulations, the functions of the Attorneys of the Board shall be as follows:

(i) To provide assistance to the Officers of the Board in the administration of the duties of those Officers under this section.

(ii) To provide assistance to complainants, providers, and members of the public with respect to the procedures and requirements of the Board.

(iii) When not engaged in performing the duties of the Attorneys set forth in this section, to perform such other duties as may be assigned by the Commission.

(C) DESIGNATED SERVICE AGENTS.—The Board may maintain a publicly available directory of service agents designated to receive service of petitions filed with the Board.

(2) INDEPENDENCE IN DETERMINATIONS.—

(A) IN GENERAL.—The Board shall render the determinations of the Board in individual proceedings independently on the basis of the records in the proceedings before it and in accordance with the provisions of this section, judicial precedent, and applicable regulations of the Commission.

(B) PERFORMANCE APPRAISALS.—Notwithstanding any other provision of law or any regulation or policy of the Commission, any performance appraisal of an Officer or Attorney of the Board may not consider the substantive result of any individual determination reached by the Board as a basis for appraisal except to the extent that result may relate to any actual or alleged violation of an ethical standard of conduct.

(3) DIRECTION BY COMMISSION.—Subject to paragraph (2), the Officers and Attorneys shall, in the administration of their duties, be under the supervision of the Chair of the Commission.

(4) INCONSISTENT DUTIES BARRED.—An Officer or Attorney of the Board may not undertake any duty that conflicts with the duties of the Officer or Attorney in connection with the Board, to include the obligation to render impartial determinations on petitions considered by the Board under this section.

(5) RECUSAL.—An Officer or Attorney of the Board shall recuse himself or herself from participation in any proceeding with respect to which the Officer or Attorney, as the case may be, has reason to believe that he or she has a conflict of interest.

(6) EX PARTE COMMUNICATIONS.—Except as may otherwise be permitted by applicable law, any party or interested owner involved in a proceeding before the Board shall refrain from ex parte communications with the Officers of the Board and the Commission relevant to the merits of such proceeding before the Board.

(7) JUDICIAL REVIEW.—Actions of the Officers and the Commission under this section in connection with the rendering of any determination are subject to judicial review as provided under subsection (g)(28).

(f) CONDUCT OF PROCEEDINGS OF THE BOARD.—

(1) IN GENERAL.—Proceedings of the Board shall be conducted in accordance with this section and regulations established by the Commission under this section, in addition to relevant principles of law.

(2) RECORD.—The Board shall maintain records documenting the proceedings before the Board.

(3) CENTRALIZED PROCESS.—Proceedings before the Board shall—

(A) be conducted at the offices of the Board without the requirement of in-person appearances by parties or others;

(B) take place by means of written submissions, hearings, and conferences carried out through internet-based applications and other telecommunications facilities, except that, in cases in which physical or other nontestimonial evidence material to a proceeding cannot be furnished to the Board through available telecommunications facilities, the Board may make alternative arrangements for the submission of such evidence that do not prejudice any party or interested owner; and

(C) be conducted and concluded in an expeditious manner without causing undue prejudice to any party or interested owner.

(4) REPRESENTATION.—

(A) IN GENERAL.—A party or interested owner involved in a proceeding before the Board may be, but is not required to be, represented by—

(i) an attorney; or

(ii) a law student who is qualified under applicable law governing representation by law students of parties in legal proceedings and who provides such representation on a pro bono basis.

(B) REPRESENTATION OF VICTIMS.—

(i) IN GENERAL.—A petition involving a victim under the age of 16 at the time the petition is filed shall be filed by an authorized representative, qualified organization, or a person described in subparagraph (A).

(ii) NO REQUIREMENT FOR QUALIFIED ORGANIZATIONS TO HAVE CONTACT WITH, OR KNOWLEDGE OF, VICTIM.—A qualified organization may submit a notification to a provider or file a petition on behalf of a victim without regard to whether the qualified organization has contact with the victim or knows the identity, location, or contact information of the victim.

(g) PROCEDURES TO CONTEST A FAILURE TO REMOVE CHILD SEXUAL ABUSE MATERIAL OR A NOTIFICATION REPORTING CHILD SEXUAL ABUSE MATERIAL.—

(1) PROCEDURE TO CONTEST A FAILURE TO REMOVE.—

(A) COMPLAINANT PETITION.—A complainant may file a petition to the Board claiming that, as applicable—

(i) the complainant submitted a complete notification to a provider concerning alleged child sexual abuse material, and that—

(I) the provider—

(aa) did not remove the alleged child sexual abuse material within the timeframe required under subsection (c)(1)(A)(i); or

(bb) incorrectly claimed that—

(AA) the alleged child sexual abuse material at issue could not be located or removed through reasonable means;

(BB) the notification was incomplete; or

(CC) the notification was duplicative under subsection (c)(2)(C)(i); and

(II) did not file a timely petition to contest the notification with the Board under paragraph (2); or

(ii) a provider is hosting alleged child sexual abuse material, does not have a designated reporting system, and the complainant was unable to serve a notification on the provider under this subsection despite reasonable efforts.

(B) ADDITIONAL CLAIM.—As applicable, a petition filed under subparagraph (A) may also claim that the alleged child sexual abuse material at issue in the petition involves recidivist hosting.

(C) TIMEFRAME.—

(i) IN GENERAL.—A petition under this paragraph shall be considered timely if it is filed within 30 days of the applicable start date, as defined under clause (ii).

(ii) APPLICABLE START DATE.—For purposes of clause (i), the term ''applicable start date'' means—

(I) in the case of a petition under subparagraph (A)(i) claiming that the alleged child sexual abuse material was not removed or that the provider made an incorrect claim relating to the alleged child sexual abuse material or notification, the day that the provider's option to file a petition has expired under paragraph (2)(B); and

(II) in the case of a petition under subparagraph (A)(ii) related to a notification that could not be served, the last day of the 2-week period that begins on the day on which the complainant first attempted to serve a notification on the provider involved.

(D) IDENTIFICATION OF VICTIM.—Any petition filed to the Board by the victim or an authorized representative of the victim shall include the victim's legal name. A petition filed to the Board by a qualified organization may, but is not required to, include the victim's legal name. Any petition containing the victim's legal name shall be filed under seal. The victim's legal name shall be redacted from any documents served on the provider and interested owner or made publicly available.

(E) FAILURE TO REMOVE CHILD SEXUAL ABUSE MATERIAL IN TIMELY MANNER.—A complainant may file a petition under subparagraph (A)(i) claiming that alleged child sexual abuse material was not removed even if the alleged child sexual abuse material was removed prior to the petition being filed, so long as the petition claims that the alleged child sexual abuse material was not removed within the timeframe specified in subsection (c)(1).

(2) PROCEDURE TO CONTEST A NOTIFICATION.—

(A) PROVIDER PETITION.—If a provider receives a complete notification as described in subsection (c)(2) through its designated reporting system or in accordance with subsection (c)(2)(F)(i), the provider may file a petition to the Board claiming that the provider has a good faith belief that, as applicable—

(i) the visual depiction that is the subject of the notification does not constitute child sexual abuse material;

(ii) the notification is frivolous or was submitted with an intent to harass the provider or any person;

(iii) the alleged child sexual abuse material cannot reasonably be located by the provider;

(iv) for reasons beyond the control of the provider, the provider cannot remove the alleged child sexual abuse material using reasonable means; or

(v) the notification was duplicative under subsection (c)(2)(C)(i).

(B) TIMEFRAME.—

(i) IN GENERAL.—Subject to clauses (ii) and (iii), a petition contesting a notification under this paragraph shall be considered timely if it is filed by a provider not later than 14 days after the day on which the provider receives the notification or the notification is made complete under subsection (c)(2)(D)(i).

(ii) NO DESIGNATED REPORTING SYSTEM.—Subject to clause (iii), if a provider does not have a designated reporting system, a petition contesting a notification under this paragraph shall be considered timely if it is filed by a provider not later than 7 days after the day on which the provider receives the notification or the notification is made complete under subsection (c)(2)(D)(i).

(iii) SMALL PROVIDERS.—In the case of a small provider, each of the timeframes applicable under clauses (i) and (ii) shall be increased by 48 hours.

(3) COMMENCEMENT OF PROCEEDING.—

(A) IN GENERAL.—In order to commence a proceeding under this section, a petitioning party shall, subject to such additional requirements as may be prescribed in regulations established by the Commission, file a petition with the Board, that includes a statement of claims and material facts in support of each claim in the petition. A petition may set forth more than one claim. A petition shall also include information establishing that it has been filed within the applicable timeframe.

(B) REVIEW OF PETITIONS BY CHILD ONLINE PROTECTION ATTORNEYS.—Child Online Protection Attorneys may review petitions to assess whether they are complete. The Board may permit a petitioning party to refile a defective petition. The Attorney may assist the petitioning party in making any corrections.

(C) DISMISSAL.—The Board may dismiss, with or without prejudice, any petition that fails to comply with subparagraph (A).

(4) SERVICE OF PROCESS REQUIREMENTS FOR PETITIONS.—

(A) IN GENERAL.—For purposes of petitions under paragraphs (1) and (2), the petitioning party shall, at or before the time of filing a petition, serve a copy on the other party. A corporation, partnership, or unincorporated association that is subject to suit in courts of general jurisdiction under a common name shall be served by delivering a copy of the petition to its service agent, if one has been so designated.

(B) MANNER OF SERVICE.—

(i) SERVICE BY NONDIGITAL MEANS.—Service by nondigital means may be any of the following:

(I) Personal, including delivery to a responsible person at the office of counsel.

(II) By priority mail.

(III) By third-party commercial carrier for delivery within 3 days.

(ii) SERVICE BY DIGITAL MEANS.—Service of a paper may be made by sending it by any digital means, including through a provider's designated reporting system.

(iii) WHEN SERVICE IS COMPLETED.—Service by mail or by commercial carrier is complete 3 days after the mailing or delivery to the carrier. Service by digital means is complete on filing or sending, unless the party making service is notified that the paper was not received by the party served.

(C) PROOF OF SERVICE.—A petition filed under paragraph (1) or (2) shall contain—

(i) an acknowledgment of service by the person served;

(ii) proof of service consisting of a statement by the person who made service certifying—

(I) the date and manner of service;

(II) the names of the persons served; and

(III) their mail or electronic addresses, facsimile numbers, or the addresses of the places of delivery, as appropriate for the manner of service; or

(iii) a statement indicating that service could not reasonably be completed.

(D) ATTORNEY FEES AND COSTS.—Except as otherwise provided in this subsection, all parties to a petition shall bear their own attorney fees and costs.

(5) SERVICE OF OTHER DOCUMENTS.—Documents submitted or relied upon in a proceeding, other than the petition, shall be served in accordance with regulations established by the Commission.

(6) NOTIFICATION OF RIGHT TO OPT OUT.—In order to effectuate service on a responding party, the petition shall notify the responding party of their right to opt out of the proceeding before the Board, and the consequences of opting out and not opting out, including a prominent statement that by not opting out the respondent—

(A) loses the opportunity to have the dispute decided by a court created under article III of the Constitution of the United States; and

(B) waives the right to a jury trial regarding the dispute.

(7) INITIAL PROCEEDINGS.—

(A) CONFERENCE.—Within 1 week of completion of service of a petition under paragraph (4), 1 or more Officers of the Board shall hold a conference to address the matters described in subparagraphs (B) and (C).

(B) OPT-OUT PROCEDURE.—At the conference, an Officer of the Board shall explain that the responding party has a right to opt out of the proceeding before the Board, and describe the consequences of opting out and not opting out as described in paragraph (6). A responding party shall have a period of 30 days, beginning on the date of the conference, in which to provide written notice of such choice to the petitioning party and the Board. If the responding party does not submit an opt-out notice to the Board within that 30-day period, the proceeding shall be deemed an active proceeding and the responding party shall be bound by the determination in the proceeding. If the responding party opts out of the proceeding during that 30-day period, the proceeding shall be dismissed without prejudice. For purposes of any subsequent litigation or other legal proceeding, no adverse inference shall be drawn from a responding party's decision to opt out of a proceeding before the Board under this subparagraph.

(C) DISABLING ACCESS.—At the conference, except for petitions setting forth claims described in clauses (iii) and (iv) of paragraph (2)(A), an Officer of the Board shall order the provider involved to disable public and user access to the alleged child sexual abuse material at issue in the petition for the pendency of the proceeding, including judicial review as provided in subsection (g)(28), unless the Officer of the Board finds that—

(i) it is likely that the Board will find that the petition is frivolous or was filed with an intent to harass any person;

(ii) there is a probability that disabling public and user access to such alleged child

sexual abuse material will cause irreparable harm;

(iii) the balance of equities weighs in favor of preserving public and user access to the alleged child sexual abuse material; and

(iv) disabling public and user access to the alleged child sexual abuse material is contrary to the public interest.

(D) EFFECT OF FAILURE TO DISABLE ACCESS.—

(i) PROVIDER PETITION.—If the petition was filed by a provider, and the provider fails to comply with an order issued pursuant to subparagraph (B), the Board may—

(I) dismiss the petition with prejudice; and

(II) refer the matter to the Attorney General.

(ii) EFFECT OF DISMISSAL.—If a provider's petition is dismissed under clause (i)(I), the complainant may bring a petition under paragraph (1) as if the provider did not file a petition within the timeframe specified in paragraph (2)(B). For purposes of paragraph (1)(C)(ii), the applicable start date shall be the date the provider's petition was dismissed.

(iii) COMPLAINANT PETITION.—If the petition was filed by a complainant, and the provider fails to comply with an order issued pursuant to subparagraph (B), the Board—

(I) shall—

(aa) expedite resolution of the petition; and

(bb) refer the matter to the Attorney General; and

(II) may apply an adverse inference with respect to disputed facts against such provider.

(8) SCHEDULING.—Upon receipt of a complete petition and at the conclusion of the opt out procedure described in paragraph (7), the Board shall issue a schedule for the future conduct of the proceeding. A schedule issued by the Board may be amended by the Board in the interests of justice.

(9) CONFERENCES.—One or more Officers of the Board may hold a conference to address case management or discovery issues in a proceeding, which shall be noted upon the record of the proceeding and may be recorded or transcribed.

(10) PARTY SUBMISSIONS.—A proceeding of the Board may not include any formal motion practice, except that, subject to applicable regulations and procedures of the Board—

(A) the parties to the proceeding and an interested owner may make requests to the Board to address case management and discovery matters, and submit responses thereto; and

(B) the Board may request or permit parties and interested owners to make submissions addressing relevant questions of fact or law, or other matters, including matters raised sua sponte by the Officers of the Board, and offer responses thereto.

(11) DISCOVERY.—

(A) IN GENERAL.—Discovery in a proceeding shall be limited to the production of relevant information and documents, written interrogatories, and written requests for admission, as provided in regulations established by the Commission, except that—

(i) upon the request of a party, and for good cause shown, the Board may approve additional relevant discovery, on a limited basis, in particular matters, and may request specific information and documents from parties in the proceeding, consistent with the interests of justice;

(ii) upon the request of a party or interested owner, and for good cause shown, the Board may issue a protective order to limit the disclosure of documents or testimony that contain confidential information;

(iii) after providing notice and an opportunity to respond, and upon good cause shown, the Board may apply an adverse inference with respect to disputed facts against a party or interested owner who has failed to timely provide discovery materials in response to a proper request for materials that could be relevant to such facts; and

(iv) an interested owner shall only produce or receive discovery to the extent it relates to whether the visual depiction at issue constitutes child sexual abuse material.

(B) PRIVACY.—Any alleged child sexual abuse material received by the Board or the Commission as part of a proceeding shall be filed under seal and shall remain in the care, custody, and control of the Board or the Commission. For purposes of discovery, the Board or Commission shall make the alleged child sexual abuse material reasonably available to the parties and interested owner but shall not provide copies. The privacy protections described in section 3509(d) of title 18, United States Code, shall apply to the Board, Commission, provider, complainant, and interested owner.

(12) RESPONSES.—The responding party may refute any of the claims or factual assertions made by the petitioning party, and may also claim that the petition was not filed in the applicable timeframe or is barred under subsection (h). If a complainant is the petitioning party, a provider may additionally claim in response that the notification was incomplete and could not be made complete under subsection (c)(2)(D)(i). The petitioning party may refute any responses submitted by the responding party.

(13) INTERESTED OWNER.—An individual notified under paragraph (19)(C)(ii) may, within 14 days of being so notified, file a motion to join the proceeding for the limited purpose of claiming that the visual depiction at issue does not constitute child sexual abuse material. The Board shall serve the motion on both parties. Such motion shall include a factual basis and a signed statement, submitted under penalty of perjury, indicating that the individual produced or created the visual depiction at issue. The Board shall dismiss any motion that does not include the signed statement or that was submitted by an individual who did not produce or create the visual depiction at issue. If the motion is granted, the interested owner may also claim that the notification and petition were filed with an intent to harass the interested owner. Any party may refute the claims and factual assertions made by the interested owner.

(14) EVIDENCE.—The Board may consider the following types of evidence in a proceeding, and such evidence may be admitted without application of formal rules of evidence:

(A) Documentary and other nontestimonial evidence that is relevant to the petitions or responses in the proceeding.

(B) Testimonial evidence, submitted under penalty of perjury in written form or in accordance with paragraph (15), limited to statements of the parties and nonexpert witnesses, that is relevant to the petitions or responses in a proceeding, except that, in exceptional cases, expert witness testimony or other types of testimony may be permitted by the Board for good cause shown.

(15) HEARINGS.—Unless waived by all parties, the Board shall conduct a hearing to receive oral presentations on issues of fact or law from parties and witnesses to a proceeding, including oral testimony, subject to the following:

(A) Any such hearing shall be attended by not fewer than two of the Officers of the Board.

(B) The hearing shall be noted upon the record of the proceeding and, subject to subparagraph (C), may be recorded or transcribed as deemed necessary by the Board.

(C) A recording or transcript of the hearing shall be made available to any Officer of the Board who is not in attendance.

(16) VOLUNTARY DISMISSAL.—

(A) BY PETITIONING PARTY.—Upon the written request of a petitioning party, the Board shall dismiss the petition, with or without prejudice.

(B) BY RESPONDING PARTY OR INTERESTED OWNER.—Upon written request of a responding party or interested owner, the Board shall dismiss any responses to the petition, and shall consider all claims and factual assertions in the petition to be true.

(17) FACTUAL FINDINGS.—Subject to paragraph (11)(A)(iii), the Board shall make factual findings based upon a preponderance of the evidence.

(18) DETERMINATIONS.—

(A) NATURE AND CONTENTS.—A determination rendered by the Board in a proceeding shall—

(i) be reached by a majority of the Board;

(ii) be in writing, and include an explanation of the factual and legal basis of the determination; and

(iii) include a clear statement of all fines, costs, and other relief awarded.

(B) DISSENT.—An Officer of the Board who dissents from a decision contained in a determination under subparagraph (A) may append a statement setting forth the grounds for that dissent.

(19) PUBLICATION AND DISCLOSURE.—

(A) PUBLICATION.—Each final determination of the Board shall be made available on a publicly accessible website, except that the final determination shall be redacted to protect confidential information that is the subject of a protective order under paragraph (11)(A)(ii) or information protected pursuant to paragraph (11)(B) and any other information protected from public disclosure under the Federal Trade Commission Act or any other applicable provision of law.

(B) FREEDOM OF INFORMATION ACT.—All information relating to proceedings of the Board under this section is exempt from disclosure to the public under section 552(b)(3) of title 5, except for determinations, records, and information published under subparagraph (A). Any information that is disclosed under this subparagraph shall have redacted any information that is the subject of a protective order under paragraph (11)(A)(ii) or protected pursuant to paragraph (11)(B).

(C) EFFECT OF PETITION ON NON-DISCLOSURE PERIOD.—

(i) Submission of a petition extends the non-disclosure period under subsection (c)(2)(I) for the pendency of the proceeding. The provider may submit an objection to the Board that nondisclosure is contrary to the interests of justice. The complainant may, but is not required to, respond to the objection. The Board should sustain the objection unless there is reason to believe that the circumstances in section 3486(a)(6)(B) of title 18, United States Code, exist and outweigh the interests of justice.

(ii) If the Board sustains an objection to the nondisclosure period, the provider or the Board may notify the apparent owner of the visual depiction at issue about the proceeding, and include instructions on how the owner may move to join the proceeding under paragraph (13).

(iii) If applicable, the nondisclosure period expires 120 days after the Board's determination becomes final, except it shall expire immediately upon the Board's determination becoming final if the Board finds that the visual depiction at issue is not child sexual abuse material.

(iv) The interested owner of a visual depiction at issue may not bring any legal action against any party related to the alleged child sexual abuse material until the Board's

determination is final. Once the determination is final, the interested owner of the visual depiction may pursue any legal relief available under the law, subject to subsections (h), (k), and (l).

(20) RESPONDING PARTY'S DEFAULT.—If the Board finds that service of the petition on the responding party could not reasonably be completed, or the responding party has failed to appear or has ceased participating in a proceeding, as demonstrated by the responding party's failure, without justifiable cause, to meet one or more deadlines or requirements set forth in the schedule adopted by the Board, the Board may enter a default determination, including the dismissal of any responses asserted by the responding party, as follows and in accordance with such other requirements as the Commission may establish by regulation:

(A) The Board shall require the petitioning party to submit relevant evidence and other information in support of the petitioning party's claims and, upon review of such evidence and any other requested submissions from the petitioning party, shall determine whether the materials so submitted are sufficient to support a finding in favor of the petitioning party under applicable law and, if so, the appropriate relief and damages, if any, to be awarded.

(B) If the Board makes an affirmative determination under subparagraph (A), the Board shall prepare a proposed default determination, and shall provide written notice to the responding party at all addresses, including electronic mail addresses, reflected in the records of the proceeding before the Board, of the pendency of a default determination by the Board and of the legal significance of such determination. Such notice shall be accompanied by the proposed default determination and shall provide that the responding party has a period of 30 days, beginning on the date of the notice, to submit any evidence or other information in opposition to the proposed default determination.

(C) If the responding party responds to the notice provided under subparagraph (B) within the 30-day period provided in such subparagraph, the Board shall consider responding party's submissions and, after allowing the petitioning party to address such submissions, maintain, or amend its proposed determination as appropriate, and the resulting determination shall not be a default determination.

(D) If the respondent fails to respond to the notice provided under subparagraph (B), the Board shall proceed to issue the default determination. Thereafter, the respondent may only challenge such determination to the extent permitted under paragraph (28).

(21) PETITIONING PARTY OR INTERESTED OWNER'S FAILURE TO PROCEED.—If a petitioning party or interested owner who has joined the proceeding fails to proceed, as demonstrated by the failure, without justifiable cause, to meet one or more deadlines or requirements set forth in the schedule adopted by the Board, the Board may, upon providing written notice to the petitioning party or interested owner and a period of 30 days, beginning on the date of the notice, to respond to the notice, and after considering any such response, issue a determination dismissing the claims made by the petitioning party or interested owner. The Board may order the petitioning party to pay attorney fees and costs under paragraph (26)(B), if appropriate. Thereafter, the petitioning party may only challenge such determination to the extent permitted under paragraph (28).

(22) REQUEST FOR RECONSIDERATION.—A party or interested owner may, within 30 days after the date on which the Board issues a determination under paragraph (18), submit to the Board a written request for reconsideration of, or an amendment to, such determination if the party or interested owner identifies a clear error of law or fact material to the outcome, or a technical mistake. After providing the other parties an opportunity to address such request, the Board shall either deny the request or issue an amended determination.

(23) REVIEW BY COMMISSION.—If the Board denies a party or interested owner a request for reconsideration of a determination under paragraph (22), the party or interested owner may, within 30 days after the date of such denial, request review of the determination by the Commission in accordance with regulations established by the Commission. After providing the other party or interested owner an opportunity to address the request, the Commission shall either deny the request for review, or remand the proceeding to the Board for reconsideration of issues specified in the remand and for issuance of an amended determination. Such amended determination shall not be subject to further consideration or review, other than under paragraph (28).

(24) FAVORABLE RULING ON COMPLAINANT PETITION.—

(A) IN GENERAL.—If the Board grants a complainant's petition filed under this section, notwithstanding any other law, the Board shall—

(i) order the provider to immediately remove the child sexual abuse material, and to permanently delete all copies of the child sexual abuse material known to and under the control of the provider unless the Board orders the provider to preserve the child sexual abuse material;

(ii) impose a fine of $50,000 per item of child sexual abuse material covered by the determination, but if the Board finds that—

(I) the provider removed the child sexual abuse material after the period set forth in subsection (c)(1)(A)(i), but before the complainant filed a petition, such fine shall be $25,000;

(II) the provider has engaged in recidivist hosting for the first time with respect to the child sexual abuse material at issue, such fine shall be $100,000 per item of child sexual abuse material; or

(III) the provider has engaged in recidivist hosting of the child sexual abuse material at issue 2 or more times, such fine shall be $200,000 per item of child sexual abuse material;

(iii) order the provider to pay reasonable costs to the complainant; and

(iv) refer any matters involving intentional or willful conduct by a provider with respect to child sexual abuse material, or recidivist hosting, to the Attorney General for prosecution under any applicable laws.

(B) PROVIDER PAYMENT OF FINE AND COSTS.—Notwithstanding any other law, the Board shall direct a provider to promptly pay fines and costs imposed under subparagraph (A) as follows:

(i) If the petition was filed by a victim, such fine and costs shall be paid to the victim.

(ii) If the petition was filed by an authorized representative of a victim—

(I) 30 percent of such fine shall be paid to the authorized representative and 70 percent of such fine paid to the victim; and

(II) costs shall be paid to the authorized representative.

(iii) If the petition was filed by a qualified organization—

(I) the fine shall be paid to the Reserve for Victims of Child Sexual Abuse Material as provided in section 2259B of title 18, United States Code (as amended by this title); and

(II) costs shall be paid to the qualified organization.

(25) EFFECT OF DENIAL OF PROVIDER PETITION.—

(A) IN GENERAL.—If the Board denies a provider's petition to contest a notification filed under paragraph (2), it shall order the provider to immediately remove the child sexual abuse material, and to permanently delete all copies of the child sexual abuse material known to and under the control of the provider unless the Board orders the provider to preserve the child sexual abuse material.

(B) REFERRAL FOR FAILURE TO REMOVE MATERIAL.—If a provider does not remove and, if applicable, permanently delete child sexual abuse material within 48 hours of the Board issuing a determination under subparagraph (A), or not later than 2 business days of the Board issuing a determination under subparagraph (A) concerning a small provider, the Board shall refer the matter to the Attorney General for prosecution under any applicable laws.

(C) COSTS FOR FRIVOLOUS PETITION.—If the Board finds that a provider filed a petition under paragraph (2) for a harassing or improper purpose or without reasonable basis in law or fact, the Board shall order the provider to pay the reasonable costs of the complainant.

(26) EFFECT OF DENIAL OF COMPLAINANT'S PETITION OR FAVORABLE RULING ON PROVIDER'S PETITION.—

(A) RESTORATION.—If the Board grants a provider's petition filed under paragraph (2) or if the Board denies a petition filed by the complainant under paragraph (1), the provider may restore access to any visual depiction that was at issue in the proceeding.

(B) COSTS FOR INCOMPLETE OR FRIVOLOUS NOTIFICATION AND HARASSMENT.—If, in granting or denying a petition as described in subparagraph (A), the Board finds that the notification contested in the petition could not be made complete under subsection (c)(2)(D), is frivolous, or is duplicative under subsection (c)(2)(C)(i), the Board may order the complainant to pay costs to the provider and any interested owner, which shall not exceed a total of $10,000, or, if the Board finds that the complainant filed the notification with an intent to harass the provider or any person, a total of $15,000.

(27) CIVIL ACTION; OTHER RELIEF.—

(A) IN GENERAL.—Whenever any provider or complainant fails to comply with a final determination of the Board issued under paragraph (18), the Department of Justice may commence a civil action in a district court of the United States to enforce compliance with such determination.

(B) SAVINGS CLAUSE.—Nothing in this section shall be construed to limit the authority of the Commission or Department of Justice under any other provision of law.

(28) CHALLENGES TO THE DETERMINATION.—

(A) BASES FOR CHALLENGE.—Not later than 45 days after the date on which the Board issues a determination or amended determination in a proceeding, or not later than 45 days after the date on which the Board completes any process of reconsideration or the Commission completes a review of the determination, whichever occurs later, a party may seek an order from a district court, located where the provider or complainant conducts business or resides, vacating, modifying, or correcting the determination of the Board in the following cases:

(i) If the determination was issued as a result of fraud, corruption, misrepresentation, or other misconduct.

(ii) If the Board exceeded its authority or failed to render a determination concerning the subject matter at issue.

(iii) In the case of a default determination or determination based on a failure to prosecute, if it is established that the default or failure was due to excusable neglect.

(B) PROCEDURE TO CHALLENGE.—

(i) NOTICE OF APPLICATION.—Notice of the application to challenge a determination of the Board shall be provided to all parties to the proceeding before the Board, in accordance with the procedures applicable to service of a motion in the court where the application is made.

(ii) STAYING OF PROCEEDINGS.—For purposes of an application under this paragraph, any judge who is authorized to issue an order to stay the proceedings in an any other action brought in the same court may issue an order, to be served with the notice of application, staying proceedings to enforce the award while the challenge is pending.

(29) FINAL DETERMINATION.—A determination of the Board shall be final on the date that all opportunities for a party or interested owner to seek reconsideration or review of a determination under paragraph (22) or (23), or for a party to challenge the determination under paragraph (28), have expired or are exhausted.

(h) EFFECT OF PROCEEDING.—

(1) SUBSEQUENT PROCEEDINGS.—The issuance of a final determination by the Board shall preclude the filing by any party of any subsequent petition that is based on the notification at issue in the final determination. This paragraph shall not limit the ability of any party to file a subsequent petition based on any other notification.

(2) DETERMINATION.—Except as provided in paragraph (1), the issuance of a final determination by the Board, including a default determination or determination based on a failure to prosecute, shall, solely with respect to the parties to such determination, preclude relitigation of any claim or response asserted and finally determined by the Board in any subsequent legal action or proceeding before any court, tribunal, or the Board, and may be relied upon for such purpose in a future action or proceeding arising from the same specific activity, subject to the following:

(A) No interested owner may relitigate any claim or response that was properly asserted and considered by the Board in any subsequent proceeding before the Board involving the same interested owner and the same child sexual abuse material.

(B) A finding by the Board that a visual depiction constitutes child sexual abuse material—

(i) may not be relitigated in any civil proceeding brought by an interested owner; and

(ii) may not be relied upon, and shall not have preclusive effect, in any other action or proceeding involving any party before any court or tribunal other than the Board.

(C) A determination by the Board shall not preclude litigation or relitigation as between the same or different parties before any court or tribunal other than the Board of the same or similar issues of fact or law in connection with allegations or responses not asserted or not finally determined by the Board.

(D) Except to the extent permitted under this subsection, any determination of the Board may not be cited or relied upon as legal precedent in any other action or proceeding before any court or tribunal, including the Board.

(3) OTHER MATERIALS IN PROCEEDING.—A submission or statement of a party, interested owner, or witness made in connection with a proceeding before the Board, including a proceeding that is dismissed, may not serve as the basis of any action or proceeding before any court or tribunal except for any legal action related to perjury or for conduct described in subsection (k)(2). A statement of a party, interested owner, or witness may be received as evidence, in accordance with applicable rules, in any subsequent legal action or proceeding before any court, tribunal, or the Board.

(4) FAILURE TO ASSERT RESPONSE.—Except as provided in paragraph (1), the failure or inability to assert any allegation, factual claim, or response in a proceeding before the Board shall not preclude the assertion of that response in any subsequent legal action or proceeding before any court, tribunal, or the Board.

(i) ADMINISTRATION.—The Commission may issue regulations in accordance with section 553 of title 5, United States Code, to implement this section.

(j) STUDY.—

(1) IN GENERAL.—Not later than 3 years after the date on which Child Online Protection Board issues the first determination under this section, the Commission shall conduct, and report to Congress on, a study that addresses the following:

(A) The use and efficacy of the Child Online Protection Board in expediting the removal of child sexual abuse material and resolving disputes concerning alleged child sexual abuse material, including the number of proceedings the Child Online Protection Board could reasonably administer with current allocated resources.

(B) Whether adjustments to the authority of the Child Online Protection Board are necessary or advisable, including with respect to permissible claims, responses, fines, costs, and joinder by interested parties.

(C) Whether the Child Online Protection Board should be permitted to expire, be extended, or be expanded.

(D) Such other matters as the Commission believes may be pertinent concerning the Child Online Protection Board.

(2) CONSULTATION.—In conducting the study and completing the report required under paragraph (1), the Commission shall, to the extent feasible, consult with complainants, victims, and providers to include their views on the matters addressed in the study and report.

(k) LIMITED LIABILITY.—

(1) IN GENERAL.—Except as provided in paragraph (2), a civil claim or criminal charge against the Board, a provider, a complainant, interested owner, or representative under subsection (f)(4), for distributing, receiving, accessing, or possessing child sexual abuse material for the sole and exclusive purpose of complying with the requirements of this section, or for the sole and exclusive purpose of seeking or providing legal advice in order to comply with this section, may not be brought in any Federal or State court.

(2) INTENTIONAL, RECKLESS, OR OTHER MISCONDUCT.—Paragraph (1) shall not apply to a claim against the Board, a provider, a complainant, interested owner, or representative under subsection (f)(4)—

(A) for any conduct unrelated to compliance with the requirements of this section;

(B) if the Board, provider, complainant, interested owner, or representative under subsection (f)(4) (as applicable)—

(i) engaged in intentional misconduct; or

(ii) acted, or failed to act—

(I) with actual malice; or

(II) with reckless disregard to a substantial risk of causing physical injury without legal justification; or

(C) in the case of a claim against a complainant, if the complainant falsely claims to be a victim, an authorized representative of a victim, or a qualified organization.

(3) MINIMIZING ACCESS.—The Board, a provider, a complainant, an interested owner, or a representative under subsection (f)(4) shall—

(A) minimize the number of individuals that are provided access to any alleged, contested, or actual child sexual abuse material under this section;

(B) ensure that any alleged, contested, or actual child sexual abuse material is transmitted and stored in a secure manner and is not distributed to or accessed by any individual other than as needed to implement this section; and

(C) ensure that all copies of any child sexual abuse material are permanently deleted upon a request from the Board, Commission, or the Federal Bureau of Investigation.

(l) PROVIDER IMMUNITY FROM CLAIMS BASED ON REMOVAL OF VISUAL DEPICTION.—A provider shall not be liable to any person for any claim based on the provider's good faith removal of any visual depiction that is alleged to be child sexual abuse material pursuant to a notification under this section, regardless of whether the visual depiction involved is found to be child sexual abuse material by the Board. A provider shall not be liable to any person for any claim based on the provider's good faith discretionary removal of any alleged related exploitive visual depictions pursuant to a notification under this section.

(m) DISCOVERY.—Nothing in this section affects discovery, a subpoena or any other court order, or any other judicial process otherwise in accordance with Federal or State law.

(n) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to relieve a provider from any obligation imposed on the provider under section 2258A of title 18, United States Code.

(o) FUNDING.—There are authorized to be appropriated to pay the costs incurred by the Commission under this section, including the costs of establishing and maintaining the Board and its facilities, $40,000,000 for each year during the period that begins with the year in which this Act is enacted and ends with the year in which certain subsections of this section expire under subsection (p).

(p) SUNSET.—Except for subsections (a), (h), (k), (l), (m), (n), and (q), this section shall expire 5 years after the date on which the Child Online Protection Board issues its first determination under this section.

(q) DEFINITIONS.—In this section:

(1) BOARD.—The term ''Board'' means the Child Online Protection Board established under subsection (d).

(2) CHILD SEXUAL ABUSE MATERIAL.—The term ''child sexual abuse material'' has the meaning provided in section 2256(8) of title 18, United States Code.

(3) COMMISSION.—The term ''Commission'' means the Federal Trade Commission.

(4) COMPLAINANT.—The term ''complainant'' means—

(A) the victim appearing in the child sexual abuse material;

(B) an authorized representative of the victim appearing in the child sexual abuse material; or

(C) a qualified organization.

(5) DESIGNATED REPORTING SYSTEM.—The term ''designated reporting system'' means a digital means of submitting a notification to a provider under this subsection that is publicly and prominently available, easily accessible, and easy to use.

(6) HOST.—The term ''host'' means to store or make a visual depiction available or accessible to the public or any users through digital means or on a system or network controlled or operated by or for a provider.

(7) IDENTIFIABLE PERSON.—The term ''identifiable person'' means a person who is recognizable as an actual person by the person's

face, likeness, or other distinguishing characteristic, such as a unique birthmark or other recognizable feature.

(8) INTERESTED OWNER.—The term ''interested owner'' means an individual who has joined a proceeding before the Board under subsection (g)(13).

(9) PARTY.—The term ''party'' means the complainant or provider.

(10) PROVIDER.—The term ''provider'' means a provider of an interactive computer service, as that term is defined in section 230 of the Communications Act of 1934 (47 U.S.C. 230), and for purposes of subsections (k) and (l), includes any director, officer, employee, or agent of such provider.

(11) QUALIFIED ORGANIZATION.—The term ''qualified organization'' means an organization described in section 501(c)(3) of the Internal Revenue Code of 1986 that is exempt from tax under section 501(a) of that Code that works to address child sexual abuse material and to support victims of child sexual abuse material.

(12) RECIDIVIST HOSTING.—The term ''recidivist hosting'' means, with respect to a provider, that the provider removes child sexual abuse material pursuant to a notification or determination under this subsection, and then subsequently hosts a visual depiction that has the same hash value or other technical identifier as the child sexual abuse material that had been so removed.

(13) RELATED EXPLOITIVE VISUAL DEPICTION.—The term ''related exploitive visual depiction'' means a visual depiction of an identifiable person of any age where—

(A) such visual depiction does not constitute child sexual abuse material, but is published with child sexual abuse material depicting that person while under 18 years of age; and

(B) there is a connection between such visual depiction and the child sexual abuse material depicting that person while under 18 years of age that is readily apparent from—

(i) the content of such visual depiction and the child sexual abuse material; or

(ii) the context in which such visual depiction and the child sexual abuse material appear.

(14) SMALL PROVIDER.—The term ''small provider'' means a provider that, for the most recent calendar year, averaged less than 10,000,000 active users on a monthly basis in the United States.

(15) VICTIM.—

(A) IN GENERAL.—The term ''victim'' means an individual of any age who is depicted in child sexual abuse material while under 18 years of age.

(B) ASSUMPTION OF RIGHTS.—In the case of a victim who is under 18 years of age, incompetent, incapacitated, or deceased, the legal guardian of the victim or representative of the victim's estate, another family member, or any other person appointed as suitable by a court, may assume the victim's rights to submit a notification or file a petition under this section, but in no event shall an individual who produced or conspired to produce the child sexual abuse material depicting the victim be named as such representative or guardian.

(16) VISUAL DEPICTION.—The term ''visual depiction'' has the meaning provided in section 2256(5) of title 18, United States Code.

SEC. 1407. USE OF TERM "CHILD SEXUAL ABUSE MATERIAL".

(a) SENSE OF CONGRESS.—It is the sense of Congress that the term ''child sexual abuse material'' has the same legal meaning as the term ''child pornography'', as that term was used in Federal statutes and case law before the date of enactment of this Act.

(b) AMENDMENTS.—

(1) TITLE 5, UNITED STATES CODE.—Chapter 65 of title 5, United States Code, is amended—

(A) in section 6502(a)(2)(B), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in section 6504(c)(2)(F), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(2) HOMELAND SECURITY ACT OF 2002.—The Homeland Security Act of 2002 (6 U.S.C. 101 et seq.) is amended—

(A) in section 307(b)(3)(D) (6 U.S.C. 187(b)(3)(D)), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in section 890A (6 U.S.C. 473)—

(i) in subsection (b)(2)(A)(ii), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(ii) in subsection (e)(3)(B)(ii), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(3) IMMIGRATION AND NATIONALITY ACT.—Section 101(a)(43)(I) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(43)(I)) is amended by striking ''child pornography'' and inserting ''child sexual abuse material''.

(4) SMALL BUSINESS JOBS ACT OF 2010.—Section 3011(c) of the Small Business Jobs Act of 2010 (12 U.S.C. 5710(c)) is amended by striking ''child pornography'' and inserting ''child sexual abuse material''.

(5) BROADBAND DATA IMPROVEMENT ACT.—Section 214(a)(2) of the Broadband Data Improvement Act (15 U.S.C. 6554(a)(2)) is amended by striking ''child pornography'' and inserting ''child sexual abuse material''.

(6) CAN-SPAM ACT OF 2003.—Section 4(b)(2)(B) of the CAN-SPAM Act of 2003 (15 U.S.C. 7703(b)(2)(B)) is amended by striking ''child pornography'' and inserting ''child sexual abuse material''.

(7) TITLE 18, UNITED STATES CODE.—Title 18, United States Code, is amended—

(A) in section 1956(c)(7)(D), by striking ''child pornography'' each place the term appears and inserting ''child sexual abuse material'';

(B) in chapter 110—

(i) in section 2251(e), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(ii) in section 2252(b)—

(I) in paragraph (1), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(II) in paragraph (2), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(iii) in section 2252A—

(I) in the section heading, by striking ''**material constituting or containing child pornography**'' and inserting ''**child sexual abuse material**'';

(II) in subsection (a)—

(aa) in paragraph (1), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(bb) in paragraph (2)—

(AA) in subparagraph (A), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(BB) in subparagraph (B), by striking ''material that contains child pornography'' and inserting ''child sexual abuse material'';

(cc) in paragraph (3)(A), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(dd) in paragraph (4)—

(AA) in subparagraph (A), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(BB) in subparagraph (B), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(ee) in paragraph (5)—

(AA) in subparagraph (A), by striking ''material that contains an image of child pornography'' and inserting ''item containing child sexual abuse material''; and

(BB) in subparagraph (B), by striking ''material that contains an image of child pornography'' and inserting ''item containing child sexual abuse material''; and

(ff) in paragraph (7)—

(AA) by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(BB) by striking the period at the end and inserting a comma;

(III) in subsection (b)—

(aa) in paragraph (1), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(bb) in paragraph (2), by striking ''child pornography'' each place the term appears and inserting ''child sexual abuse material'';

(IV) in subsection (c)—

(aa) in paragraph (1)(A), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(bb) in paragraph (2), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(cc) in the undesignated matter following paragraph (2), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(V) in subsection (d)(1), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(VI) in subsection (e), by striking ''child pornography'' each place the term appears and inserting ''child sexual abuse material'';

(iv) in section 2256(8)—

(I) by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(II) by striking the period at the end and inserting a semicolon;

(v) in section 2257A(h)—

(I) in paragraph (1)(A)(iii)—

(aa) by inserting a comma after ''marketed'';

(bb) by striking ''such than'' and inserting ''such that''; and

(cc) by striking ''a visual depiction that is child pornography'' and inserting ''child sexual abuse material''; and

(II) in paragraph (2), by striking ''any visual depiction that is child pornography'' and inserting ''child sexual abuse material'';

(vi) in section 2258A(g)(2)(B), by striking ''visual depictions of apparent child pornography'' and inserting ''apparent child sexual abuse material'';

(vii) in section 2258B—

(I) in the section heading, by striking ''**certain visual depictions of apparent child pornography**'' and inserting ''**apparent child sexual abuse material**'';

(II) in subsection (e)—

(aa) in the subsection heading, by striking ''CHILD PORNOGRAPHY'' each place it appears and inserting ''CHILD SEXUAL ABUSE MATERIAL'';

(bb) in paragraph (1), by striking ''child pornography'' each place it appears and inserting ''child sexual abuse material'';

(cc) in paragraph (3), by striking ''child pornography'' each place it appears and inserting ''child sexual abuse material''; and

(dd) in paragraph (4) in the matter preceding subparagraph (A), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(viii) in section 2258C, as amended by section 1404 of this title—

(I) in the section heading, by striking ''**Use to combat child pornography of technical elements relating to reports made to NCMEC**'' and inserting ''**Use of technical elements from reports made to NCMEC to combat child sexual abuse material**'';

(II) in subsection (a)—

(aa) in paragraph (2), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(bb) in paragraph (3), by striking ''the actual visual depictions of apparent child pornography'' and inserting ''any apparent child sexual abuse material'';

(III) in subsection (d), by striking ''child pornography visual depiction'' and inserting ''child sexual abuse material''; and

(IV) in subsection (e), by striking ''child pornography visual depiction'' and inserting ''child sexual abuse material'';

(ix) in section 2259, as amended by section 1403 of this title—

(I) in paragraph (b)(2)—

(aa) in the paragraph heading, by striking ''CHILD PORNOGRAPHY'' and inserting ''CHILD SEXUAL ABUSE MATERIAL'';

(bb) in the matter preceding subparagraph (A), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(cc) in subparagraph (A), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(II) in subsection (c)(2), in the matter preceding subparagraph (A), by striking ''trafficking in child pornography offenses'' each place the term appears and inserting ''offenses for trafficking in child sexual abuse material'' ; and

(III) in subsection (d)(1)—

(aa) in subparagraph (A)—

(AA) by striking ''child pornography'' each place the term appears and inserting ''child sexual abuse material''; and

(BB) by striking ''Child Pornography Victims Reserve'' and inserting ''Reserve for Victims of Child Sexual Abuse Material'';

(bb) in subparagraph (B), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(cc) in subparagraph (C)—

(AA) by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(BB) by striking ''Child Pornography Victims Reserve'' and inserting ''Reserve for Victims of Child Sexual Abuse Material'';

(x) in section 2259A—

(I) in the section heading, by striking ''**child pornography cases**'' and inserting ''**cases involving child sexual abuse material**'';

(II) in subsection (a)(3), by striking ''a child pornography production offense'' and inserting ''an offense for production of child sexual abuse material''; and

(III) in subsection (d)(2)(B), by striking ''child pornography production or trafficking offense that the defendant committed'' and inserting ''offense for production of child sexual abuse material or trafficking in child sexual abuse material committed by the defendant''; and

(xi) in section 2259B—

(I) in the section heading, by striking ''**Child pornography victims reserve**'' and inserting ''**Reserve for victims of child sexual abuse material**'';

(II) in subsection (a), by striking ''Child Pornography Victims Reserve'' each place the term appears and inserting ''Reserve for Victims of Child Sexual Abuse Material'';

(III) in subsection (b), by striking ''Child Pornography Victims Reserve'' each place the term appears and inserting ''Reserve for Victims of Child Sexual Abuse Material''; and

(IV) in subsection (c), by striking ''Child Pornography Victims Reserve'' and inserting ''Reserve for Victims of Child Sexual Abuse Material'';

(C) in chapter 117—

(i) in section 2423(f)(3), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(ii) in section 2427—

(I) in the section heading, by striking ''**child pornography**'' and inserting ''**child sexual abuse material**''; and

(II) by striking ''child pornography'' and inserting ''child sexual abuse material'';

(D) in section 2516—

(i) in paragraph (1)(c), by striking ''material constituting or containing child pornography'' and inserting ''child sexual abuse material''; and

(ii) in paragraph (2), by striking ''child pornography production'' and inserting ''production of child sexual abuse material'';

(E) in section 3014(h)(3), by striking ''child pornography victims'' and inserting ''victims of child sexual abuse material'';

(F) in section 3509, as amended by section 1402(a) of this title—

(i) in subsection (a)(6), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(ii) in subsection (m)—

(I) in the subsection heading, by striking ''CHILD PORNOGRAPHY'' and inserting ''CHILD SEXUAL ABUSE MATERIAL'';

(II) in paragraph (1), by striking ''property or material that constitutes child pornography'' and inserting ''child sexual abuse material, or property or item containing such material,'';

(III) in paragraph (2)—

(aa) in subparagraph (A)—

(AA) by striking ''property or material that constitutes child pornography'' and inserting ''child sexual abuse material, or property or item containing such material,''; and

(BB) by striking ''the property or material'' and inserting ''the child sexual abuse material, property, or item''; and

(bb) in subparagraph (B)—

(AA) by striking ''property or material'' the first place the term appears and inserting ''the child sexual abuse material, property, or item''; and

(BB) by striking ''the property or material'' and inserting ''the child sexual abuse material, property, or item'';

(IV) in paragraph (3)—

(aa) by striking ''property or material that constitutes child pornography'' and inserting ''child sexual abuse material'';

(bb) by striking ''such child pornography'' and inserting ''such child sexual abuse material''; and

(cc) by striking ''Such property or material'' and inserting ''Such child sexual abuse material''; and

(G) in section 3632(d)(4)(D)(xlii), by striking ''material constituting or containing child pornography'' and inserting ''child sexual abuse material''.

(8) TARIFF ACT OF 1930.—Section 583(a)(2)(B) of the Tariff Act of 1930 (19 U.S.C. 1583(a)(2)(B)) is amended by striking ''child pornography'' and inserting ''child sexual abuse material''.

(9) ELEMENTARY AND SECONDARY EDUCATION ACT OF 1965.—Section 4121 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7131) is amended—

(A) in subsection (a)—

(i) in paragraph (1)(A)(ii), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(ii) in paragraph (2)(A)(ii), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in subsection (e)(5)—

(i) in the paragraph heading, by striking ''CHILD PORNOGRAPHY'' and inserting ''CHILD SEXUAL ABUSE MATERIAL''; and

(ii) by striking ''child pornography'' and inserting ''child sexual abuse material''.

(10) MUSEUM AND LIBRARY SERVICES ACT.—Section 224(f) of the Museum and Library Services Act (20 U.S.C. 9134(f)) is amended—

(A) in paragraph (1)—

(i) in subparagraph (A)(i)(II), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(ii) in subparagraph (B)(i)(II), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in paragraph (7)(A)—

(i) in the subparagraph heading, by striking ''CHILD PORNOGRAPHY'' and inserting ''CHILD SEXUAL ABUSE MATERIAL''; and

(ii) by striking ''child pornography'' and inserting ''child sexual abuse material''.

(11) OMNIBUS CRIME CONTROL AND SAFE STREETS ACT OF 1968.—Section 3031(b)(3) of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10721(b)(3)) is amended by striking ''child pornography'' and inserting ''child sexual abuse material''.

(12) JUVENILE JUSTICE AND DELINQUENCY PREVENTION ACT OF 1974.—Section 404(b)(1)(K) of the Juvenile Justice and Delinquency Prevention Act of 1974 (34 U.S.C. 11293(b)(1)(K)) is amended—

(A) in clause (i)(I)(aa), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in clause (ii), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(13) VICTIMS OF CRIME ACT OF 1984.—Section 1402(d)(6)(A) of the Victims of Crime Act of 1984 (34 U.S.C. 20101(d)(6)(A)) is amended by striking ''Child Pornography Victims Reserve'' and inserting ''Reserve for Victims of Child Sexual Abuse Material''.

(14) VICTIMS OF CHILD ABUSE ACT OF 1990.—The Victims of Child Abuse Act of 1990 (34 U.S.C. 20301 et seq.) is amended—

(A) in section 212(4) (34 U.S.C. 20302(4)), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(B) in section 214(b) (34 U.S.C. 20304(b))—

(i) in the subsection heading, by striking ''CHILD PORNOGRAPHY'' and inserting ''CHILD SEXUAL ABUSE MATERIAL''; and

(ii) by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(C) in section 226(c)(6) (34 U.S.C. 20341(c)(6)), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(15) SEX OFFENDER REGISTRATION AND NOTIFICATION ACT.—Section 111 of the Sex Offender Registration and Notification Act (34 U.S.C. 20911) is amended—

(A) in paragraph (3)(B)(iii), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in paragraph (7)(G), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(16) ADAM WALSH CHILD PROTECTION AND SAFETY ACT OF 2006.—Section 143(b)(3) of the Adam Walsh Child Protection and Safety Act of 2006 (34 U.S.C. 20942(b)(3)) is amended by striking ''child pornography and enticement cases'' and inserting ''cases involving child sexual abuse material and enticement of children''.

(17) PROTECT OUR CHILDREN ACT OF 2008.—The PROTECT Our Children Act of 2008 (34 U.S.C. 21101 et seq.) is amended—

(A) in section 101(c) (34 U.S.C. 21111(c))—

(i) in paragraph (16)—

(I) in the matter preceding subparagraph (A), by striking ''child pornography trafficking'' and inserting ''trafficking in child sexual abuse material'';

(II) in subparagraph (A), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(III) in subparagraph (B), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(IV) in subparagraph (C), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(V) in subparagraph (D), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(ii) in paragraph (17)(A), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in section 105(e)(1)(C) (34 U.S.C. 21115(e)(1)(C)), by striking ''child pornography trafficking'' and inserting ''trafficking in child sexual abuse material''.

(18) SOCIAL SECURITY ACT.—Section 471(a)(20)(A)(i) of the Social Security Act (42 U.S.C. 671(a)(20)(A)(i)) is amended by striking ''child pornography'' and inserting ''offenses involving child sexual abuse material''.

(19) PRIVACY PROTECTION ACT OF 1980.—Section 101 of the Privacy Protection Act of 1980 (42 U.S.C. 2000aa) is amended—

(A) in subsection (a)(1), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(B) in subsection (b)(1), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(20) CHILD CARE AND DEVELOPMENT BLOCK GRANT ACT OF 1990.—Section 658H(c)(1) of the Child Care and Development Block Grant Act of 1990 (42 U.S.C. 9858f(c)(1)) is amended—

(A) in subparagraph (D)(iii), by striking ''child pornography'' and inserting ''offenses relating to child sexual abuse material''; and

(B) in subparagraph (E), by striking ''child pornography'' and inserting ''child sexual abuse material''.

(21) COMMUNICATIONS ACT OF 1934.—Title II of the Communications Act of 1934 (47 U.S.C. 201 et seq.) is amended—

(A) in section 223 (47 U.S.C. 223)—

(i) in subsection (a)(1)—

(I) in subparagraph (A), in the undesignated matter following clause (ii), by striking ''child pornography'' and inserting ''which constitutes child sexual abuse material''; and

(II) in subparagraph (B), in the undesignated matter following clause (ii), by striking ''child pornography'' and inserting ''which constitutes child sexual abuse material''; and

(ii) in subsection (d)(1), in the undesignated matter following subparagraph (B), by striking ''child pornography'' and inserting ''that constitutes child sexual abuse material''; and

(B) in section 254(h) (47 U.S.C. 254(h))—

(i) in paragraph (5)—

(I) in subparagraph (B)(i)(II), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(II) in subparagraph (C)(i)(II), by striking ''child pornography'' and inserting ''child sexual abuse material'';

(ii) in paragraph (6)—

(I) in subparagraph (B)(i)(II), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(II) in subparagraph (C)(i)(II), by striking ''child pornography'' and inserting ''child sexual abuse material''; and

(iii) in paragraph (7)(F)—

(I) in the subparagraph heading, by striking ''CHILD PORNOGRAPHY'' and inserting ''CHILD SEXUAL ABUSE MATERIAL''; and

(II) by striking ''child pornography'' and inserting ''child sexual abuse material''.

(c) TABLE OF SECTIONS AMENDMENTS.—

(1) CHAPTER 110 OF TITLE 18.—The table of sections for chapter 110 of title 18, United States Code, is amended—

(A) by striking the item relating to section 2252A and inserting the following:

''2252A. Certain activities relating to child sexual abuse material.'';

(B) by striking the item relating to section 2258B and inserting the following:

''2258B. Limited liability for the reporting, storage, and handling of apparent child sexual abuse material to the National Center for Missing & Exploited Children.'';

(C) by striking the item relating to section 2258C and inserting the following:

''2258C. Use of technical elements from reports made to the CyberTipline to combat child sexual abuse material.'';

(D) by striking the item relating to section 2259A and inserting the following:

''2259A. Assessments in cases involving child sexual abuse material.'';

and

(E) by striking the item relating to section 2259B and inserting the following:

''2259B. Reserve for victims of child sexual abuse material.''.

(2) CHAPTER 117 OF TITLE 18.—The table of sections for chapter 117 of title 18, United States Code, is amended by striking the item relating to section 2427 and inserting the following:

''2427. Inclusion of offenses relating to child sexual abuse material in definition of sexual activity for which any person can be charged with a criminal offense.''.

(d) AMENDMENT TO THE FEDERAL SENTENCING GUIDELINES.—Pursuant to its authority under section 994(p) of title 28, United States Code, and in accordance with this section, the United States Sentencing Commission shall amend the Federal sentencing guidelines, including application notes, to replace the terms ''child pornography'' and ''child pornographic material'' with ''child sexual abuse material''.

(e) EFFECTIVE DATE.—The amendments made by this section to title 18 of the United States Code shall apply to conduct that occurred before, on, or after the date of enactment of this Act.

SEC. 1408. SEVERABILITY.

If any provision of this title, an amendment made by this title, or the application of such provision or amendment to any person or circumstance is held to be unconstitutional, the remainder of this title and the amendments made by this title, and the application of the provision or amendment to any other person or circumstance, shall not be affected.

SEC. 1409. CONTINUED APPLICABILITY OF FEDERAL, STATE, AND TRIBAL LAW.

(a) FEDERAL LAW.—Nothing in this title or the amendments made by this title, nor any rule or regulation issued pursuant to this title or the amendments made by this title, shall affect or diminish any right or remedy for a victim of child sexual abuse material or child sexual exploitation under any other Federal law, rule, or regulation, including any claim under section 2255 of title 18, United States Code, with respect to any individual or entity.

(b) STATE OR TRIBAL LAW.—Nothing in this title or the amendments made by this title, nor any rule or regulation issued pursuant to this title or the amendments made by this title, shall—

(1) preempt, diminish, or supplant any right or remedy for a victim of child sexual abuse material or child sexual exploitation under any State or Tribal common or statutory law; or

(2) prohibit the enforcement of a law governing child sexual abuse material or child sexual exploitation that is at least as protective of the rights of a victim as this title and the amendments made by this title.

SA 2012. Mr. CORNYN (for himself and Mr. KING) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. TERMINATION OF TAX-EXEMPT STATUS OF TERRORIST SUPPORTING ORGANIZATIONS.

(a) IN GENERAL.—Section 501(p) of the Internal Revenue Code of 1986 is amended by adding at the end the following new paragraph:

''(8) APPLICATION TO TERRORIST SUPPORTING ORGANIZATIONS.—

''(A) IN GENERAL.—For purposes of this subsection, in the case of any terrorist supporting organization—

''(i) such organization (and the designation of such organization under subparagraph (B)) shall be treated as described in paragraph (2), and

''(ii) the period of suspension described in paragraph (3) with respect to such organization shall be treated as beginning on the date that the Secretary designates such organization under subparagraph (B) and ending on the date that the Secretary rescinds such designation under subparagraph (D).

''(B) TERRORIST SUPPORTING ORGANIZATION.—For purposes of this paragraph, the term 'terrorist supporting organization' means any organization which is designated by the Secretary as having provided, during the 3-year period ending on the date of such designation, material support or resources (within the meaning of section 2339B of title 18, United States Code) to an organization described in paragraph (2) (determined after the application of this paragraph to such organization) in excess of a de minimis amount.

''(C) DESIGNATION PROCEDURE.—

''(i) NOTICE REQUIREMENT.—Prior to designating any organization as a terrorist supporting organization under subparagraph (B), the Secretary shall mail to the most recent mailing address provided by such organization on the organization's annual return or notice under section 6033 (or subsequent form indicating a change of address) a written notice which includes—

''(I) a statement that the Secretary will designate such organization as a terrorist supporting organization unless the organization satisfies the requirements of subclause (I) or (II) of clause (ii),

''(II) the name of the organization or organizations with respect to which the Secretary has determined such organization provided material support or sources as described in subparagraph (B), and

''(III) a description of such material support or resources to the extent consistent with national security and law enforcement interests.

''(ii) OPPORTUNITY TO CURE.—In the case of any notice provided to an organization under clause (i), the Secretary shall, at the close of the 90-day period beginning on the date that such notice was sent, designate such organization as a terrorist supporting organization under subparagraph (B) if (and only if) such organization has not (during such period)—

''(I) demonstrated to the satisfaction of the Secretary that such organization did not provide the material support or resources referred to in subparagraph (B), or

''(II) made reasonable efforts to have such support or resources returned to such organization and certified in writing to the Secretary that such organization will not provide any further support or resources to organizations described in paragraph (2).

A certification under subclause (II) shall not be treated as valid if the organization making such certification has provided any other such certification during the preceding 5 years.

''(D) RESCISSION.—The Secretary shall rescind a designation under subparagraph (B) if (and only if)—

''(i) the Secretary determines that such designation was erroneous,

''(ii) after the Secretary receives a written certification from an organization that such organization did not receive the notice described in subparagraph (C)(i)—

''(I) the Secretary determines that it is reasonable to believe that such organization did not receive such notice, and

''(II) such organization satisfies the requirements of subclause (I) or (II) of subparagraph (C)(ii) (determined after taking into account the last sentence thereof), or

''(iii) the Secretary determines, with respect to all organizations to which the material support or resources referred to in subparagraph (B) were provided, the periods of suspension under paragraph (3) have ended.

A certification described in the matter preceding subclause (I) of clause (ii) shall not be treated as valid if the organization making such certification has provided any other such certification during the preceding 5 years.

''(E) ADMINISTRATIVE REVIEW BY INTERNAL REVENUE SERVICE INDEPENDENT OFFICE OF APPEALS.—In the case of the designation of an organization by the Secretary as a terrorist supporting organization under subparagraph (B), a dispute regarding such designation shall be subject to resolution by the Internal Revenue Service Independent Office of Appeals under section 7803(e) in the same manner as if such designation were made by the Internal Revenue Service and paragraph (5) of this subsection did not apply.

''(F) JURISDICTION OF UNITED STATES COURTS.—Notwithstanding paragraph (5), the United States district courts shall have exclusive jurisdiction to review a final determination with respect to an organization's designation as a terrorist supporting organization under subparagraph (B). In the case of any such determination which was based on classified information (as defined in section 1(a) of the Classified Information Procedures Act), such information may be submitted to the reviewing court ex parte and in camera. For purposes of this subparagraph, a determination with respect to an organization's designation as a terrorist supporting organization shall not fail to be treated as a final determination merely because such organization fails to utilize the dispute resolution process of the Internal Revenue Service Independent Office of Appeals provided under subparagraph (E).''.

(b) EFFECTIVE DATE.—The amendment made by this section shall apply to designations made after the date of the enactment of this Act in taxable years ending after such date.

SA 2013. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRCRAFT.

Section 172(a) of the FAA Reauthorization Act of 2018 (49 U.S.C. 47521 note) is amended in the matter preceding paragraph (1), by striking ''medium hub airports or nonhub airports'' and inserting ''medium hub airports, nonhub airports, or airports that have a maintenance facility''.

At the appropriate place, insert the following:

SEC. _____. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRCRAFT.

Section 172(a) of the FAA Reauthorization Act of 2018 (49 U.S.C. 47521 note) is amended in the matter preceding paragraph (1), by striking ''medium hub airports or nonhub airports'' and inserting ''medium hub airports, nonhub airports, or airports that have a maintenance facility''.

SA 2014. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRCRAFT.

Section 172 of the FAA Reauthorization Act of 2018 (49 U.S.C. 47521 note) is amended—

(1) in subsection (a), in the matter preceding paragraph (1), by striking ''medium hub airports or nonhub airports'' and inserting ''medium hub airports, nonhub airports, or airports that have a maintenance facility''; and

(2) in subsection (c), by adding at the end the following new paragraph:

''(3) NONPRIMARY AIRPORT.—The term 'nonprimary airport' means an airport that is not a primary airport (as defined in section 47102 of title 49, United States Code).''.

SA 2015. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the end of subtitle A of title IX, add the following:

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.

SA 2016. Mr. SULLIVAN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

In section 771(a)(1)(A), strike ''2032'' and insert ''2034''.

SA 2017. Ms. CANTWELL (for herself and Mr. LUJÁN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

TITLE _____—SPECTRUM AND NATIONAL SECURITY

SEC. ___01. SHORT TITLE.

This title may be cited as the ''Spectrum and National Security Act of 2024''.

SEC. ___02. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) electromagnetic spectrum is a scarce, valuable resource that fuels the technological leadership of the United States globally, which supports the national security and critical operations of the United States;

(2) because spectrum is a finite and limited resource, the United States must invest in advanced spectrum technologies, such as dynamic spectrum sharing, to make the best use of spectrum to promote private sector innovation, and protect and further the mission of Federal agencies;

(3) to retain the global technology leadership of the United States, the United States must have an accurate assessment of the current and future demand for spectrum, and the tools to meet that demand;

(4) ensuring a clear and fair process for Federal agencies to assess how to meet the demand for spectrum and reauthorizing the spectrum auction authority of the Commission will provide the tools described in paragraph (3);

(5) as agreed to by both the Department of Defense and the National Telecommunications and Information Administration in the National Spectrum Strategy, an assessment of future spectrum demand, the promotion of research and development on dynamic spectrum sharing and other new and emerging spectrum technologies, and support for a workforce to support an advanced spectrum ecosystem are critical for expanding the overall capacity, usability, and efficiency of spectrum to enhance the competitiveness and national security of the United States; and

(6) a unified, forward-looking domestic spectrum policy is vital for enabling the United States to advocate effectively for its interests on the global stage, including at the International Telecommunication Union, against the competing spectrum policies advanced by foreign adversaries.

SEC. ___03. DEFINITIONS.

In this title:

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

(2) DYNAMIC SPECTRUM SHARING.—The term ''dynamic spectrum sharing'' means a technique that enables multiple electromagnetic spectrum users to operate on the same frequencies in the same geographic area without causing harmful interference to other users by using capabilities that can adjust and optimize electromagnetic spectrum usage in real time or near-real time, consistent with defined regulations and policies for a particular spectrum band.

(3) SPECTRUM ADVISORY COUNCIL.—The term ''Spectrum Advisory Council'' has the meaning given the term in section 106(a) of the National Telecommunications and Information Administration Organization Act, as added by section ___21 of this title.

(4) UNDER SECRETARY.—The term ''Under Secretary'' means the Under Secretary of Commerce for Communications and Information, as so designated by the amendment made by section ___22(a).

Subtitle A—Development of Spectrum Maximizing Technologies

SEC. ___11. NATIONAL SPECTRUM RESEARCH AND DEVELOPMENT PLAN.

(a) DEFINITION.—In this section, the term ''Federal entity'' has the meaning given the term in section 113(l) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 923(l)).

(b) DYNAMIC SPECTRUM SHARING.—

(1) NATIONAL TESTBED.—Not later than 18 months after the date of enactment of this Act, the Under Secretary shall establish, or coordinate with other Federal entities to establish or identify, a national testbed for dynamic spectrum sharing that—

(A) enables the identification of bands of Federal and non-Federal spectrum that can be accessed on a short-term basis for experimentation;

(B) considers specific areas for testing and measurement to improve future study efforts across spectrum bands, including researching and developing solutions that can be applied across a range of spectrum bands;

(C) is focused on developing technologically neutral approaches;

(D) enables Federal entities to work cooperatively with non-Federal entities, including industry entities, academic institutions, and research organizations, to objectively examine new technologies to improve spectrum management; and

(E) minimizes duplication of effort by synchronizing, to the extent practicable, with other relevant research and engineering activities underway across the Federal Government in areas including artificial intelligence, machine learning, zero-trust networks, data-source management, autonomy and autonomous systems, and advanced radar technologies.

(2) FUNDING.—The Under Secretary may use the funding provided under section ___62(c)(1)(E) of this Act to establish the national testbed for dynamic spectrum sharing under paragraph (1).

(c) RESEARCH AND DEVELOPMENT PLAN.—The Office of Science and Technology Policy, in coordination with each member agency of the Spectrum Advisory Council, shall develop a National Spectrum Research and Development Plan that—

(1) identifies the key innovation areas for spectrum research and development, including dynamic spectrum sharing, artificial intelligence and machine learning techniques, and other emerging technologies for improving spectrum efficiency and innovation;

(2) establishes a process to refine and enhance the innovation areas identified under paragraph (1) on an ongoing basis;

(3) considers recommendations developed through the collaborative framework established under subsection (d)(1); and

(4) will encourage Federal entities to conduct spectrum-related testing and research in cooperation with the Institute for Telecommunication Sciences of the National Telecommunications and Information Administration.

(d) PUBLIC AND PRIVATE SECTOR COLLABORATIVE FRAMEWORK.—

(1) ESTABLISHMENT.—The Under Secretary, in coordination with the Commission, as appropriate, shall establish a collaborative framework for coordination, technical exchange, and information sharing between Federal entities and non-Federal entities for purposes of short-term and long-term spectrum planning and management.

(2) REQUIREMENTS.—The collaborative framework established under paragraph (1) shall consider—

(A) leveraging Federal and non-Federal advisory groups that advise the Federal Government on spectrum planning or management, as appropriate;

(B) identifying new advisory groups that could be established to aid long-term spectrum planning;

(C) defining the interactions among the groups described in subparagraphs (A) and (B), including their roles and responsibilities and desired outputs;

(D) adhering to applicable interagency memoranda of understanding on spectrum planning or management;

(E) engaging with a variety of stakeholders, including unserved and historically underserved populations, Tribal Nations, and the Native Hawaiian community; and

(F) establishing a standardized submission process for Federal entities and non-Federal entities to provide information, on an ongoing basis, regarding their current and projected future spectrum needs.

(3) EVIDENCE-BASED SPECTRUM DECISION-MAKING.—The Under Secretary shall use the collaborative framework established under paragraph (1) to develop best practices for conducting technical and economic analyses that are—

(A) data-driven;

(B) science-based;

(C) peer-reviewed; and

(D) publicly available in an easily accessible electronic format, to the extent practicable, with appropriate redactions for classified information, or other information reflecting technical, procedural, or policy concerns that are exempt from disclosure under section 552 of title 5, United States Code (commonly known as the ''Freedom of Information Act'').

(e) PROMOTION OF ADVANCED SPECTRUM-SHARING TECHNOLOGIES.—The Under Secretary shall help promote the development of advanced spectrum-sharing technologies, including dynamic spectrum sharing, by identifying, in coordination with the Commission—

(1) incentives for non-Federal development and use of such technologies; and

(2) mechanisms to incentivize non-Federal users to adopt such technologies.

Subtitle B—Exerting United States Spectrum Leadership

SEC. ___21. EMPOWERING FEDERAL AGENCIES IN THE MANAGEMENT OF THEIR SPECTRUM.

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. IMPROVING SPECTRUM MANAGEMENT.

''(a) DEFINITIONS.—In this section:

''(1) CHAIR.—The term 'Chair' means the Chair of the Commission.

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

''(3) MEMORANDUM.—The term 'Memorandum' means the Memorandum of Understanding between the Commission and the National Telecommunications and Information Administration (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.

''(4) SPECTRUM ACTION.—The term 'spectrum action' means any proposed action by the Commission to reallocate radio frequency spectrum that—

''(A) is anticipated to result in—

''(i) a system of competitive bidding conducted under section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)); or

''(ii) some other form of licensing; and

''(B) could potentially impact the spectrum operations of a Federal entity.

''(5) SPECTRUM ADVISORY COUNCIL.—The term 'Spectrum Advisory Council' means the interagency advisory body established under the memorandum of the President entitled 'Memorandum on Modernizing United States Spectrum Policy and Establishing a National Spectrum Strategy', issued on November 13, 2023, or any successor interagency advisory body.

''(b) FEDERAL COORDINATION PROCEDURES.—

''(1) RESPONSIBILITIES OF NTIA.—The Under Secretary shall—

''(A) ensure, in coordination with the Spectrum Advisory Council and, as appropriate, the Interdepartment Radio Advisory Committee, that the views of the executive branch on spectrum matters are properly—

''(i) developed;

''(ii) documented; and

''(iii) presented, as necessary, to the Commission and, as appropriate and in coordination with the Director of the Office of Management and Budget, to Congress, as required by sections 102(b)(6) and 103(b)(2)(J);

''(B) adhere to the terms of the Memorandum;

''(C) solicit views of affected Federal entities and provide those Federal entities with sufficient time and procedures to present their views and supporting technical information to the NTIA;

''(D) provide affected Federal entities with timely written feedback explaining why and how their views will be taken into account in the position that the NTIA communicates to the Commission;

''(E) facilitate the presentation by affected Federal entities of classified or otherwise sensitive views to the Commission;

''(F) develop the position of the executive branch on issues related to spectrum, including any supporting technical and operational information to facilitate decision-making by the Commission;

''(G) provide the position described in subparagraph (F) to the Commission; and

''(H) provide the position described in subparagraph (F) within the applicable timelines established by the Commission or, as needed, request additional time from the Commission.

''(2) PROCESS FOR ADDRESSING NON-CONSENSUS VIEWS.—If a Federal entity and the Under Secretary are unable to reach consensus on the views concerning Federal spectrum matters to be presented to the Commission, the Under Secretary shall—

''(A) notify the Commission of the lack of consensus and the anticipated next steps and timing to resolve the dispute;

''(B) request the joint assistance of the Secretary and the head of the Federal entity objecting to the proposed submission to the Commission to find a mutually agreeable resolution; and

''(C) keep the Commission informed, as appropriate, regarding anticipated next steps and the timing of resolution.

''(3) SECONDARY PROCESS FOR ADDRESSING NON-CONSENSUS.—If a Federal entity and the Under Secretary are unable to reach a mutually agreeable resolution under the process under paragraph (2)—

''(A) not later than 90 days after completing the process, the Under Secretary or the Federal entity may submit the dispute to the Assistant to the President for National Security Affairs and the Assistant to the President for Economic Policy;

''(B) the Assistant to the President for National Security Affairs and the Assistant to the President for Economic Policy, in consultation with the Director of the Office of Science and Technology Policy and, if appropriate, the National Space Council, shall resolve the dispute through the interagency process described in the national security memorandum of the President entitled 'Memorandum on Renewing the National Security Council System', issued on February 4, 2021; and

''(C) the Under Secretary shall advise the Commission on the executive branch position following the adjudication and decision under the process described in this paragraph.

''(4) POST-COMMISSION ACTION PROCEDURES.—If the Commission takes a spectrum action to make spectrum available for non-Federal use and an affected Federal entity has knowledge, unforeseen before the Commission took the spectrum action, that the non-Federal use is causing or potentially will cause harmful interference to existing Federal operations or non-Federal operations that are regulated by the Federal entity—

''(A) not later than 45 days after the date on which the affected Federal entity learns of the unforeseen risk of harmful interference, the Federal entity may formally request that the Under Secretary address the issue with the Commission for an appropriate remedy, which request shall—

''(i) clearly indicate the manner in which the public interest will be implicated or harmed or in which the mission of the Federal entity will be adversely affected;

''(ii) present evidence to the Under Secretary that the non-Federal use is causing or potentially will cause harmful interference or potential harm to the public interest, including any technical or scientific data that supports that position; and

''(iii) explain why the Federal entity cannot take steps to ensure mission continuity that are consistent with the spectrum action of the Commission;

''(B) if the Under Secretary believes that the affected Federal entity has produced sufficient evidence under subparagraph (A) that the non-Federal use will risk harmful interference that cannot be reasonably mitigated without Commission action, the Under Secretary, not later than 60 days after receiving the request from the Federal entity, shall address the Commission under established processes under the Memorandum and, as applicable, the Practice and Procedure of the Commission under part 1 of title 47, Code of Federal Regulations, or any successor regulations, for seeking appropriate relief; and

''(C) if the Under Secretary concludes that there is not sufficient evidence to seek relief from the Commission, the affected Federal entity may follow the processes established under paragraphs (2) and (3) of this subsection.

''(5) 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 are exempt from disclosure under section 552 of title 5, United States Code (commonly known as the 'Freedom of Information Act').

''(c) FEDERAL SPECTRUM COORDINATION RESPONSIBILITIES.—

''(1) IN GENERAL.—Not later than 90 days after the date of enactment of this section, the Under Secretary shall establish a charter for the Spectrum Advisory Council.

''(2) SPECTRUM ADVISORY COUNCIL REPRESENTATIVE.—

''(A) IN GENERAL.—The head of each Federal entity that is reflected in the membership of the Spectrum Advisory Council, 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 Spectrum Advisory Council.

''(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 of technical or procedural concerns of the applicable Federal entity to the Spectrum Advisory Council;

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

''(D) respond to a request from the NTIA for, and to the extent feasible, share with the NTIA, any technical and operational information needed to facilitate spectrum coordination not later than—

''(i) the applicable reasonable deadline established by the NTIA, at the discretion of the NTIA, pursuant to section IV(3) of the Memorandum, or any successor provision; or

''(ii) 45 days after the date of the request, in the case of a request to which clause (i) does not apply;

''(E) furnish the NTIA with all relevant information to be considered for filing with the Commission;

''(F) coordinate with the NTIA on a significant regulatory action to be taken by the applicable Federal entity pursuant to its regulatory authority directly relating to spectrum before the Federal entity submits the regulatory action to the Office of Information and Regulatory Affairs in accordance with Executive Order 12866 (5 U.S.C. 601 note; relating to regulatory planning and review); and

''(G) collaborate with the NTIA on spectrum planning.

''(d) COORDINATION BETWEEN FEDERAL AGENCIES AND THE NTIA.—

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

''(2) NATURE OF UPDATE.—Any update to the Memorandum under paragraph (1) shall reflect changing technological, procedural, and policy circumstances, as determined necessary and appropriate by the Commission and the NTIA.

''(e) ANNUAL REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this section, and annually thereafter, the Chair and the Under Secretary shall submit to Congress a report on joint spectrum planning activities conducted by the Chair and the Under Secretary under this section.

''(f) TESTING.—A Federal entity shall coordinate with the NTIA before carrying out any electromagnetic compatibility study or testing plan that the Federal entity seeks to be considered in formulating the views of the executive branch regarding spectrum regulatory matters.

''(g) REPORT ON SPECTRUM MANAGEMENT PRINCIPLES AND METHODS.—Not later than May 14, 2025, the Under Secretary, in coordination with the Spectrum Advisory Council, shall publish a report that identifies—

''(1) spectrum management principles and methods to guide the Federal Government in spectrum studies and science;

''(2) coordination guidelines for spectrum studies; and

''(3) processes for determining types of studies, criteria, assumptions, and timelines that shall be acceptable in decision-making involving the use of Federal spectrum and the use of non-Federal spectrum by Federal entities.''.

SEC. ____22. UNDER SECRETARY OF COMMERCE FOR COMMUNICATIONS AND INFORMATION.

(a) IN GENERAL.—Section 103(a)(2) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 902(a)(2)) is amended by striking ''Assistant Secretary of Commerce for Communications and Information'' and inserting ''Under Secretary of Commerce for Communications and Information''.

(b) PAY.—Subchapter II of chapter 53 of title 5, United States Code, is amended—

(1) in section 5314, by striking ''and Under Secretary of Commerce for Minority Business Development'' and inserting ''Under

Secretary of Commerce for Minority Business Development, and Under Secretary of Commerce for Communications and Information''; and

(2) in section 5315, by striking ''(11)'' after ''Assistant Secretaries of Commerce'' and inserting ''(10)''.

(c) DEPUTY UNDER SECRETARY.—

(1) IN GENERAL.—Section 103(a) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 902(a)), as amended by subsection (a) of 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) TECHNICAL AND CONFORMING AMENDMENT.—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)),''.

(d) TECHNICAL AND CONFORMING AMENDMENTS.—

(1) COMMUNICATIONS ACT OF 1934.—Section 344(d)(2) of the Communications Act of 1934 (as added by section 60602(a) of the Infrastructure Investment and Jobs Act (Public Law 117–58)) is amended by striking ''Assistant Secretary'' and inserting ''Under Secretary''.

(2) NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION ORGANIZATION ACT.—The National Telecommunications and Information Administration Organization Act (47 U.S.C. 901 et seq.) is amended by striking ''Assistant Secretary'' each place the term appears 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) REAL ID ACT OF 2005.—Section 303 of the REAL ID Act of 2005 (8 U.S.C. 1721 note; Public Law 109–13) is repealed.

(6) BROADBAND DATA IMPROVEMENT ACT.—Section 214 of the Broadband Data Improvement Act (15 U.S.C. 6554) is amended—

(A) in subsection (a), in the matter preceding paragraph (1), by striking ''Assistant Secretary'' and inserting ''Under Secretary'';

(B) by striking subsection (b); and

(C) by redesignating subsection (c) as subsection (b).

(7) ELECTRONIC SIGNATURES IN GLOBAL AND NATIONAL COMMERCE ACT.—Section 103(c) of the Electronic Signatures in Global and National Commerce Act (15 U.S.C. 7003(c)) is amended—

(A) by striking ''Exceptions'' and all that follows through ''DETERMINATIONS.—If'' and inserting ''EXCEPTIONS.—If''; and

(B) by striking ''such exceptions'' and inserting ''of the exceptions in subsections (a) and (b)''.

(8) TITLE 17, UNITED STATES CODE.—Section 1201 of title 17, United States Code, is amended—

(A) in subsection (a)(1)(C), in the matter preceding clause (i), by striking ''Assistant Secretary for Communications and Information of the Department of Commerce'' and inserting ''Under Secretary of Commerce for Communications and Information''; and

(B) in subsection (g), by striking paragraph (5).

(9) 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''.

(10) IMPLEMENTING RECOMMENDATIONS OF THE 9/11 COMMISSION ACT OF 2007.—Section 2201(d) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (42 U.S.C. 247d–3a note; Public Law 110–53) is repealed.

(11) 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''.

(12) 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''.

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

(A) in subsection (b), in the first sentence, by striking ''Assistant Secretary of Commerce for Communications and Information'' and inserting ''Under Secretary of Commerce for Communications and Information''; and

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

(14) 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''.

(15) 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 (31) as paragraphs (4) through (30), respectively; and

(iii) by inserting after paragraph (30), as so redesignated, the following:

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

(B) in subtitle D (47 U.S.C. 1451 et seq.)—

(i) in section 6406 (47 U.S.C. 1453)—

(I) by striking subsections (b) and (c); and

(II) by inserting after subsection (a) the following:

''(b) DEFINITION.—In this section, the term '5350 -5470 MHz band' means the portion of the electromagnetic spectrum between the frequencies from 5350 megahertz to 5470 megahertz.''; and

(ii) by striking section 6408; and

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

(16) 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''.

(17) 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''.

(18) 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''.

(19) CONSOLIDATED APPROPRIATIONS ACT, 2021.—The Consolidated Appropriations Act, 2021 (Public Law 116–260; 134 Stat. 1182) is amended—

(A) in title IX of division N—

(i) in section 902(a)(2) (47 U.S.C. 1306(a)(2)), in the heading, by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(ii) in section 905 (47 U.S.C. 1705)—

(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''.

(20) INFRASTRUCTURE INVESTMENT AND JOBS ACT.—The Infrastructure Investment and Jobs Act (Public Law 117–58; 135 Stat. 429) 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 (47 U.S.C. 1702)—

(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) (47 U.S.C. 1721(5)), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY''; and

(II) in section 60305(d)(2)(B)(ii) (47 U.S.C. 1724(d)(2)(B)(ii)), by striking ''ASSISTANT SECRETARY'' and inserting ''UNDER SECRETARY'';

(iii) in section 60401(a)(2) (47 U.S.C. 1741(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'';

(C) in section 90008(b)(3) (47 U.S.C. 921 note), by striking ''Assistant Secretary'' and inserting ''Under Secretary''; and

(D) 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''.

(e) 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 enactment of this Act may serve as the Under Secretary of Commerce for Communications and Information and the Deputy Under Secretary of Commerce for Communications and Information, respectively, on and after that date without the need for renomination or reappointment.

(f) REFERENCES.—Any reference in any other Federal law, Executive order, rule, regulation, or delegation of authority, or any document of or pertaining to the Assistant Secretary of Commerce for Communications and Information is deemed to refer to the Under Secretary of Commerce for Communications and Information.

(g) SAVINGS PROVISIONS.—

(1) LEGAL DOCUMENTS.—All orders, determinations, rules, regulations, permits, grants, loans, contracts, agreements, certificates, licenses, and privileges—

(A) that have been issued, made, granted, or allowed to become effective by the Assistant Secretary of Commerce for Communications and Information, any officer or employee of the National Telecommunications and Information Administration, or any other Government official, or by a court of competent jurisdiction; and

(B) that are in effect on the date of enactment of this Act (or become effective after that date pursuant to their terms as in effect on that date),

shall continue in effect according to their terms until modified, terminated, superseded, set aside, or revoked in accordance with law by the President, any other authorized official, a court of competent jurisdiction, or operation of law.

(2) NONABATEMENT OF ACTIONS.—No suit, action, or other proceeding commenced by or against the Assistant Secretary of Commerce for Communications and Information shall abate by reason of the enactment of this subtitle and the amendments made by this subtitle.

(3) PROCEEDINGS.—This subtitle, and the amendments made by this subtitle, shall not affect any proceedings or any application for any benefits, service, license, permit, certificate, or financial assistance pending on the date of enactment of this Act before the National Telecommunications and Information Administration, but those proceedings and applications shall be continued. Orders shall be issued in such proceedings, appeals shall be taken therefrom, and payments shall be made pursuant to such orders, as if this subtitle had not been enacted, and orders issued in any such proceeding shall continue in effect until modified, terminated, superseded, or revoked by a duly authorized official, by a court of competent jurisdiction, or by operation of law. Nothing in this paragraph shall be considered to prohibit the discontinuance or modification of any such proceeding under the same terms and conditions and to the same extent that the proceeding could have been discontinued or modified if this subtitle had not been enacted.

(4) SUITS.—This subtitle, and the amendments made by this subtitle, shall not affect suits commenced before the date of enactment of this Act, and in all such suits, proceeding shall be had, appeals taken, and judgments rendered in the same manner and with the same effect as if this subtitle, and the amendments made by this subtitle, had not been enacted.

Subtitle C—Creation of a Spectrum Pipeline

SEC. ___31. CREATION OF A SPECTRUM PIPELINE.

(a) DEFINITIONS.—In this section:

(1) AFFECTED FEDERAL ENTITY.—The term ''affected Federal entity'' means a Federal entity—

(A) with operations in the band of frequencies described in subsection (b)(1)(A) or with future planned operations in the band of frequencies described in subsection (b)(1)(B); and

(B) that the Under Secretary determines might be affected by a reallocation, or another action to expand spectrum access, in a band described in subparagraph (A).

(2) CO-LEAD.—The term ''co-lead'' means an official who—

(A) is the head of a Federal entity—

(i) with operations in the band of frequencies described in subsection (b)(1)(A) or with future planned operations in the band of frequencies described in subsection (b)(1)(B); and

(ii) that the Under Secretary determines might be affected by a reallocation, or another action to expand spectrum access, in a band of frequencies described in subsection (b)(1); and

(B) elects to serve as a co-lead of the feasibility assessment required under subsection (b).

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

(b) FEASIBILITY ASSESSMENT.—

(1) COMPLETION OF ASSESSMENT.—The Secretary of Commerce, acting through the Under Secretary, with the assistance of the co-leads, shall complete a feasibility assessment of making spectrum available for—

(A) non-Federal use, shared Federal and non-Federal use, or a combination thereof, in the bands of frequencies between 7125 and 8400 megahertz, inclusive; and

(B) shared Federal and non-Federal use in the bands of frequencies between 37000 and 37600 megahertz, inclusive.

(2) OTHER REQUIREMENTS.—In conducting the feasibility assessment required under paragraph (1), the Under Secretary, with the assistance of the co-leads, shall—

(A) coordinate directly with each affected Federal entity with respect to frequencies allocated to, and used by, that affected Federal entity in the bands described in that paragraph and in affected adjacent or near adjacent bands;

(B) ensure that each affected Federal entity leads that portion of the feasibility assessment that is relevant to individual mission requirements of the affected Federal entity for the systems supported by the incumbent spectrum assignments in an applicable band of frequencies;

(C) consider dynamic spectrum sharing and, for the bands of frequencies described in paragraph (1)(A), relocation of systems, compression or re-packing of systems, consolidation of systems, and any other re-purposing options the Under Secretary, with the assistance of the co-leads, determines will enable the most efficient and effective use of frequencies considered under that paragraph; and

(D) comply with the requirements of section 113(j) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 923(j)).

(3) ASSISTANCE FROM AFFECTED FEDERAL ENTITIES.—Each affected Federal entity shall provide any assistance that the Under Secretary and the co-leads determine necessary in order to carry out the assessment required under this subsection.

(4) DEADLINE FOR COMPLETION OF ASSESSMENT.—The Under Secretary and the co-leads shall complete the assessment required under this subsection—

(A) if affected Federal entities submit requests for funding under subsection (c)(1), not later than 2 years after the date on which all such requests for funding have been approved or denied; and

(B) if no affected Federal entity submits a request for funding under subsection (c)(1), not later than 850 days after the date of enactment of this Act.

(c) FUNDING OF ACTIVITIES TO ASSIST IN CONDUCTING FEASIBILITY ASSESSMENT.—

(1) IN GENERAL.—If an affected Federal entity determines that the affected Federal entity requires funding to conduct activities described in section 118(g) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 928(g)) that are necessary to assist the Under Secretary and the co-leads in carrying out the assessment required under subsection (b), the affected Federal entity shall, not later than 120 days after the date of enactment of this Act, submit a request for payment pursuant to such section 118(g).

(2) EXEMPTION.—Section 118(g)(2)(D)(ii) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 928(g)(2)(D)(ii)) shall not apply with respect to a payment requested under paragraph (1).

(d) REPORT TO THE COMMISSION AND CONGRESS.—

(1) IN GENERAL.—Not later than 30 days after the date on which the Under Secretary and the co-leads complete the feasibility assessment required under subsection (b), and subject to the other requirements of this subsection, the Under Secretary shall submit to the Commission and Congress a report regarding that assessment.

(2) CONTENTS.—The report submitted under paragraph (1) shall include—

(A) which Federal entities are affected Federal entities and the contributions of those affected Federal entities to the feasibility assessment required under subsection (b);

(B) the necessary steps to make the bands of frequencies considered under subsection (b)(1)(A) available for non-Federal use, shared Federal and non-Federal use, or a combination thereof, including—

(i) the technical requirements necessary to make those bands of frequencies available for—

(I) exclusive non-Federal use; and

(II) shared Federal and non-Federal use; and

(ii) an estimate of the cost to affected Federal entities to make the bands of frequencies considered under subsection (b)(1)(A) available for—

(I) exclusive non-Federal use; and

(II) shared Federal and non-Federal use;

(C) the necessary steps to make the bands of frequencies considered under subsection (b)(1)(B) available for shared Federal and non-Federal use, including the technical requirements necessary to make those bands so available and an estimate of the cost to affected Federal entities to make those bands so available;

(D) an assessment of the likelihood that authorizing mobile or fixed terrestrial operations in any of the frequencies considered under subsection (b)(1)(B) would result in harmful interference to an affected Federal entity; and

(E) an assessment of the potential impact that authorizing mobile or fixed terrestrial wireless operations, including advanced mobile services operations, in any of the frequencies considered under subsection (b) could have on the mission of an affected Federal entity.

(3) PUBLIC AVAILABILITY.—The Under Secretary shall ensure that all information in the report submitted under this subsection that is permitted to be released to the public is made available on the public website of the National Telecommunications and Information Administration.

(4) CLASSIFIED INFORMATION.—If there is classified material in the report submitted under this subsection, the Under Secretary shall—

(A) provide the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Energy and Commerce of the House of Representatives, and each other committee of Congress with jurisdiction over affected Federal entities with operations in the applicable bands of frequencies with a briefing on the classified components of that report; and

(B) transmit at least 1 copy of both the classified report and the classified annexes to the sensitive compartmented information facilities of the Senate and House of Representatives.

(5) PREPARATION OF REPORT.—Before finalizing the report required under this subsection with respect to the feasibility assessment required under subsection (b), the Under Secretary shall—

(A) submit the report for review by the Spectrum Advisory Council; and

(B) resolve any disputes regarding the feasibility assessment through the interagency process described in the national security memorandum of the President entitled ''Memorandum on Renewing the National Security Council System'', issued on February 4, 2021.

(6) RULE OF CONSTRUCTION.—Nothing in this subsection may be construed to require the disclosure of classified information, law enforcement sensitive information, or other information reflecting technical, procedural, or policy concerns subject to protection under section 552 of title 5, United States Code.

(e) REPORTS ON FUTURE FEASIBILITY ASSESSMENTS.—

(1) IN GENERAL.—Not later than 30 days after the date on which the Under Secretary completes any feasibility assessment with respect to bands of electromagnetic spectrum (other than the assessment required under subsection (b)), the Under Secretary shall submit to the Commission and Congress a report regarding that assessment.

(2) CONTENTS.—Each report required under paragraph (1) shall include, with respect to the applicable feasibility assessment described in that paragraph—

(A) the Federal entities identified by the Assistant Secretary with equities in the bands with respect to frequencies allocated to, and used by, those Federal entities and the contributions of those Federal entities to that feasibility assessment;

(B) the necessary steps to make the bands of frequencies considered under that feasibility assessment available for non-Federal use, shared Federal and non-Federal use, or a combination thereof, including—

(i) the technical requirements necessary to make bands in the frequencies considered under that feasibility assessment available for—

(I) exclusive non-Federal use; and

(II) shared Federal and non-Federal use; and

(ii) an estimate of the cost to Federal entities affected by making bands in the frequencies considered under that feasibility assessment available for—

(I) exclusive non-Federal use; and

(II) shared Federal and non-Federal use;

(C) an assessment of the likelihood that authorizing mobile or fixed terrestrial operations in any of the frequencies considered under that feasibility assessment would result in harmful interference to a Federal entity; and

(D) an assessment of the potential impact that authorizing mobile or fixed terrestrial wireless operations, including advanced mobile services operations, in any of the frequencies considered under that feasibility assessment could have on the mission of a Federal entity.

(3) PUBLIC AVAILABILITY.—The Under Secretary shall ensure that all information in a report submitted under this subsection that may be released to the public is made available on the public website of the National Telecommunications and Information Administration.

(4) CLASSIFIED INFORMATION.—If there is classified material in a report submitted under this subsection, the Under Secretary shall—

(A) provide the Committee on Commerce, Science, and Transportation of the Senate, the Committee on Energy and Commerce of the House of Representatives, and each other committee of Congress with jurisdiction over Federal entities with equities in the applicable bands of frequencies with a briefing on the classified components of that report; and

(B) transmit at least 1 copy of both the classified report and the classified annexes to the sensitive compartmented information facilities of the Senate and House of Representatives.

(5) RULE OF CONSTRUCTION.—Nothing in this subsection may be construed to require the disclosure of classified information, law enforcement sensitive information, or other information reflecting technical, procedural, or policy concerns subject to protection under section 552 of title 5, United States Code.

SEC. ___32. SPECTRUM AUCTIONS.

Not later than December 30, 2027, the Commission shall complete a system of competitive bidding under section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)) to grant new licenses for the band of frequencies between 12700 megahertz and 13250 megahertz, inclusive.

Subtitle D—Extension of FCC Auction Authority

SEC. ___41. EXTENSION OF FCC AUCTION AUTHORITY.

Section 309(j)(11) of the Communications Act of 1934 (47 U.S.C. 309(j)(11)) is amended by striking ''March 9, 2023'' and inserting ''September 30, 2029''.

Subtitle E—Workforce Development

CHAPTER 1—IMPROVING MINORITY PARTICIPATION

SEC. ___51. SHORT TITLE.

This chapter may be cited as the ''Improving Minority Participation And Careers in Telecommunications Act'' or the ''IMPACT Act''.

SEC. ___52. DEFINITIONS.

(a) DEFINITIONS.—In this chapter:

(1) COVERED GRANT.—The term ''covered grant'' means a grant awarded under section ___53.

(2) ELIGIBLE ENTITY.—The term ''eligible entity'' means a historically Black college or university, a Tribal College or University, or any other minority-serving institution, or a consortium of those entities, that forms a partnership with 1 or more of the following entities to carry out a training program:

(A) A member of the telecommunications industry, such as a company or industry association.

(B) A labor or labor-management organization with experience working in the telecommunications industry, the electromagnetic spectrum industry, or a similar industry.

(C) The Telecommunications Industry Registered Apprenticeship Program.

(D) A nonprofit organization dedicated to helping individuals gain employment in the telecommunications or electromagnetic spectrum industry.

(E) A community or technical college with experience in providing workforce development for individuals seeking employment in the telecommunications industry, electromagnetic spectrum industry, or a similar industry.

(F) A Federal agency laboratory specializing in telecommunications or electromagnetic spectrum technology that is located within the National Telecommunications and Information Administration.

(3) GRANT PROGRAM.—The term ''Grant Program'' means the Telecommunications Workforce Training Grant Program established under section ___53.

(4) HISPANIC-SERVING INSTITUTION.—The term ''Hispanic-serving institution'' has the meaning given the term in section 502(a) of the Higher Education Act of 1965 (20 U.S.C. 1101a(a)).

(5) HISTORICALLY BLACK COLLEGE OR UNIVERSITY.—The term ''historically Black college or university'' has the meaning given the term ''part B institution'' in section 322 of the Higher Education Act of 1965 (20 U.S.C. 1061).

(6) IMPROPER PAYMENT.—The term ''improper payment'' has the meaning given the term in section 2(d) of the Improper Payments Information Act of 2002 (Public Law 107–300; 116 Stat. 2351).

(7) INDUSTRY FIELD ACTIVITY.—The term ''industry field activity'' means an activity at an active telecommunications, cable, or broadband network worksite, such as a tower, construction site, or network management hub.

(8) INDUSTRY PARTNER.—The term ''industry partner'' means an entity described in any of subparagraphs (A) through (F) of paragraph (2) with which an eligible entity forms a partnership to carry out a training program.

(9) MINORITY-SERVING INSTITUTION.—The term ''minority-serving institution'' means an eligible institution described in section 371(a) of the Higher Education Act of 1965 (20 U.S.C. 1067q(a)).

(10) REGISTERED APPRENTICESHIP PROGRAM.—The term ''registered apprenticeship program'' means an apprenticeship registered under the Act of August 16, 1937 (commonly known as the ''National Apprenticeship Act''; 50 Stat. 664, chapter 663).

(11) TRAINING PROGRAM.—The term ''training program'' means a credit or non-credit program developed by an eligible entity, in partnership with an industry partner, that—

(A) is designed to educate and train students to participate in the telecommunications or electromagnetic spectrum workforce; and

(B) includes a curriculum and apprenticeship or internship opportunity that can also be paired with—

(i) a degree program; or

(ii) stacked credentialing toward a degree.

(12) TRIBAL COLLEGE OR UNIVERSITY.—The term ''Tribal College or University'' has the meaning given the term in section 316(b) of the Higher Education Act of 1965 (20 U.S.C. 1059c(b)).

SEC. ___53. PROGRAM.

(a) PROGRAM.—The Under Secretary, acting through the Director of the Office of Minority Broadband Initiatives established under section 902(b)(1) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1306), shall establish a program, to be known as the ''Telecommunications Workforce Training Grant Program'', under which the Under Secretary shall award grants to eligible entities to develop training programs.

(b) APPLICATION.—

(1) IN GENERAL.—An eligible entity desiring a covered grant shall submit to the Under Secretary an application at such time, in such manner, and containing such information as the Under Secretary may require.

(2) CONTENTS.—An eligible entity shall include in an application submitted under paragraph (1)—

(A) a commitment from the industry partner of the eligible entity to collaborate with the eligible entity to develop a training program, including curricula and internships or apprenticeships;

(B) a description of how the eligible entity plans to use the covered grant funds, including the type of training program the eligible entity plans to develop;

(C) a plan for recruitment of students and potential students to participate in the applicable training program;

(D) a plan to increase female student participation in the applicable training program;

(E) a description of potential jobs to be secured through the applicable training program, including jobs in the communities surrounding the eligible entity; and

(F) a description of how the eligible entity will meet the short-term and long-term goals established under subsection (e)(2) and performance metrics established under that subsection.

(c) USE OF FUNDS.—An eligible entity may use covered grant funds, with respect to the training program of the eligible entity, to—

(1) hire faculty members to teach courses in the applicable training program;

(2) train faculty members to prepare students for employment in jobs related to the deployment of next-generation wired and wireless communications networks, including 5G networks, hybrid fiber-coaxial networks, and fiber infrastructure, particularly in—

(A) broadband, electromagnetic spectrum, or wireless network engineering;

(B) network deployment and maintenance; and

(C) industry field activities;

(3) design and develop curricula and other components necessary for degrees, courses, or programs of study, including certificate programs and credentialing programs, that comprise the training program;

(4) pay for costs associated with instruction under the training program, including the costs of equipment, telecommunications training towers, laboratory space, classroom space, and instructional field activities;

(5) fund scholarships, student internships, apprenticeships, and pre-apprenticeship opportunities in the areas described in paragraph (2);

(6) recruit students for the training program; and

(7) support the enrollment in the training program of individuals working in the telecommunications or electromagnetic spectrum industry in order for those individuals to advance professionally in the industry.

(d) GRANT AWARDS.—

(1) DEADLINE.—Not later than 2 years after the date on which amounts are made available to carry out this section, the Under Secretary shall award all covered grants.

(2) MINIMUM ALLOCATION TO CERTAIN ENTITIES.—Of the total amount of covered grants made under this section, the Under Secretary shall award not less than—

(A) 20 percent of covered grant amounts to eligible entities that include historically Black colleges or universities;

(B) 20 percent of covered grant amounts to eligible entities that include Tribal Colleges or Universities; and

(C) 20 percent of covered grant amounts to eligible entities that include Hispanic-serving institutions.

(3) COORDINATION.—The Under Secretary shall ensure that covered grant amounts awarded under paragraph (2) are coordinated with grant amounts provided under section 902 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1306).

(4) CONSTRUCTION.—In awarding covered grants for education relating to construction, the Under Secretary may prioritize applications that partner with registered apprenticeship programs, industry-led apprenticeship programs, pre-apprenticeship programs, other work-based learning opportunities, or public 2-year community or technical colleges that have a written agreement with 1 or more registered apprenticeship programs, industry-led apprenticeship programs, pre-apprenticeship programs, or other work-based learning opportunities.

(e) RULES.—

(1) ISSUANCE.—Not later than 180 days after the date of enactment of this Act, after providing public notice and an opportunity to comment, the Under Secretary, in consultation with the Secretary of Labor and the Secretary of Education, shall issue final rules governing the Grant Program.

(2) CONTENT OF RULES.—In the rules issued under paragraph (1), the Under Secretary shall—

(A) establish short term and long-term goals for an eligible entity that receives a covered grant;

(B) establish performance metrics that demonstrate whether the goals described in paragraph (1) have been met by an eligible entity;

(C) identify the steps the Under Secretary will take to award covered grants through the Grant Program if the demand for covered grants exceeds the amount appropriated to carry out the Grant Program; and

(D) develop criteria for evaluating applications for covered grants.

(f) TERM.—The Under Secretary shall establish the term of a covered grant, which may not be less than 5 years.

(g) GRANTEE REPORTS.—During the term of a covered grant received by an eligible entity, the eligible entity shall submit to the Under Secretary a semiannual report that, with respect to the preceding 180-day period—

(1) describes how the eligible entity used the covered grant amounts;

(2) describes the progress the eligible entity made in developing and executing the applicable training program;

(3) describes the number of faculty and students participating in the applicable training program;

(4) describes the partnership with the industry partner of the eligible entity, including—

(A) the commitments and in-kind contributions made by the industry partner; and

(B) the role of the industry partner in curriculum development, the degree program, and internships and apprenticeships;

(5) includes data on internship, apprenticeship, and employment opportunities and placements; and

(6) provides information determined necessary by Under Secretary to—

(A) measure progress toward the goals established under subsection (e)(2)(A); and

(B) assess whether the goals described in subparagraph (A) are being met.

(h) OVERSIGHT.—

(1) AUDITS.—The Inspector General of the Department of Commerce shall audit the Grant Program in order to—

(A) ensure that eligible entities use covered grant amounts in accordance with the requirements of this section, including the purposes for which covered grants may be used, as described in subsection (c); and

(B) prevent waste, fraud, abuse, and improper payments in the operation of the Grant Program.

(2) REVOCATION OF FUNDS.—The Under Secretary shall revoke a covered grant awarded to an eligible entity if the eligible entity is not in compliance with the requirements of this section, including if the eligible entity uses the grant for a purpose that is not in compliance with subsection (c).

(3) AUDIT FINDINGS.—Any finding by the Inspector General of the Department of Commerce under paragraph (1) of waste, fraud, or abuse in the Grant Program, or that an improper payment has been made with respect to the Grant Program, shall identify the following:

(A) Any entity within the eligible entity that committed the applicable act.

(B) The amount of funding made available from the Grant Program to the eligible entity.

(C) The amount of funding determined to be an improper payment to an eligible entity, if applicable.

(4) NOTIFICATION OF AUDIT FINDINGS.—Not later than 7 days after making a finding under paragraph (1) of waste, fraud, or abuse in the Grant Program, or that an improper payment has been made with respect to the Grant Program, the Inspector General of the Department of Commerce shall concurrently notify the Under Secretary, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Energy and Commerce of the House of Representatives of that finding, which shall include the information identified under paragraph (3) with respect to the finding.

(5) FRAUD RISK MANAGEMENT.—The Under Secretary shall, with respect to the Grant Program—

(A) designate an entity within the Office of Minority Broadband Initiatives to lead fraud risk management activities;

(B) ensure that the entity designated under subparagraph (A) has defined responsibilities and the necessary authority to serve the role of the entity;

(C) conduct risk-based monitoring and evaluation of fraud risk management activities with a focus on outcome measurement;

(D) collect and analyze data from reporting mechanisms and instances of detected fraud for real-time monitoring of fraud trends;

(E) use the results of the monitoring, evaluations, and investigations to improve fraud prevention, detection, and response;

(F) plan regular fraud risk assessments and assess risks to determine a fraud risk profile;

(G) develop, document, and communicate an antifraud strategy, focusing on preventative control activities;

(H) consider the benefits and costs of controls to prevent and detect potential fraud and develop a fraud response plan; and

(I) establish collaborative relationships with stakeholders and create incentives to help ensure effective implementation of the antifraud strategy.

(i) ANNUAL REPORT TO CONGRESS.—Until the year in which all covered grants have expired, the Under Secretary shall submit to Congress an annual report that, for the year covered by the report—

(1) identifies each eligible entity that received a covered grant and the amount of the covered grant;

(2) describes the progress each eligible entity described in paragraph (1) has made toward accomplishing the overall purpose of the Grant Program, as described in subsection (c);

(3) summarizes the job placement status or apprenticeship opportunities of students who have participated in each training program;

(4) includes the findings of any audits conducted by the Inspector General of the Department of Commerce under subsection (h)(1) that were not included in the previous report submitted under this subsection; and

(5) includes information on—

(A) the progress of each eligibly entity towards the short-term and long-term goals established under subsection (e)(2)(A); and

(B) the performance of each eligible entity with respect to the performance metrics described in subsection (e)(2)(B).

CHAPTER 2—NATIONAL SPECTRUM WORKFORCE PLAN

SEC. ___55. NATIONAL SPECTRUM WORKFORCE PLAN.

(a) NATIONAL SPECTRUM WORKFORCE PLAN.—Not later than 1 year after the date of enactment of this Act, the Under Secretary, in coordination with the Executive Office of the President, and in consultation with the heads of the member agencies of the Spectrum Advisory Council and the stakeholders described in subsection (b), shall develop a National Spectrum Workforce Plan to—

(1) understand the spectrum workforce development needs for the United States;

(2) prioritize the development of, and enhancement to, the spectrum ecosystem workforce, including the operational, technical, and policy positions involved in spectrum-related activities; and

(3) consider strategies and methods to encourage the development of spectrum engineering training programs, work-study programs, and trade school certification programs to strengthen the spectrum workforce ecosystem.

(b) STAKEHOLDER ENGAGEMENT.—The Under Secretary, in coordination with the Executive Office of the President, shall use the collaborative framework established under section ___11(d) to collect input from stakeholders, including academia, Federal agencies, Tribal Nations, and industry, to identify the education and training programs necessary to equip the existing workforce, and prepare the future workforce, to meet the evolving spectrum-related workforce demands.

(c) UPDATES.—Not later than 3 years after the date of enactment of this Act, and once every 4 years thereafter (or more frequently, as appropriate, as determined by the Under Secretary), the Under Secretary, in coordination with the Executive Office of the President, shall update the National Spectrum Workforce Plan developed under subsection (a).

(d) REPORT TO CONGRESS.—The Under Secretary shall submit to Congress the National Spectrum Workforce Plan established subsection (a) and any updates to that Plan made under subsection (c).

Subtitle F—Spectrum Auction Trust Fund

SEC. ___61. DEFINITION.

In this subtitle, the term ''covered auction'' means a system of competitive bidding—

(1) conducted under section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)), as amended by this title, that commences during the period beginning on March 9, 2023, and ending on September 30, 2029;

(2) conducted under section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)), as amended by this title, for the band of frequencies between 12700 megahertz and 13250 megahertz, inclusive, on or after the date of enactment of this Act;

(3) that involves a band of frequencies described in section 113(g)(2) of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 923(g)(2)) and is conducted on or after the date of enactment of this Act; or

(4) with respect to which the Commission shares with a licensee a portion of the proceeds, as described in paragraph (8)(G) of section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)), as amended by this title, and that is conducted on or after the date of enactment of this Act.

SEC. ___62. SPECTRUM AUCTION TRUST FUND.

(a) ESTABLISHMENT.—

(1) IN GENERAL.—There is established in the Treasury of the United States a fund to be known as the ''Spectrum Auction Trust Fund'' (referred to in this section as the ''Fund'') for the purposes described in subparagraphs (A) through (J) of subsection (c)(1).

(2) AMOUNTS AVAILABLE UNTIL EXPENDED.—Amounts deposited in the Fund shall remain available until expended.

(b) DEPOSIT OF PROCEEDS.—

(1) IN GENERAL.—Notwithstanding any other provision of law, except section 309(j)(8)(B) of the Communications Act of 1934 (47 U.S.C. 309(j)(8)(B)), the proceeds (including deposits and upfront payments from successful bidders) from any covered auction shall be deposited or available as follows:

(A) With respect to a covered auction described in paragraph (3) or (4) of section ___61, the proceeds of the covered auction shall be deposited or available as follows:

(i) With respect to a covered auction described in section ___61(3)—

(I) such amount of those proceeds as is necessary to cover 110 percent of the relocation or sharing costs (as defined in subsection (g)(3) of section 113 of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 923)) of Federal entities (as defined in subsection (l) of such section 113) relocated from or sharing such eligible frequencies shall be deposited in the Spectrum Relocation Fund established under section 118 of such Act (47 U.S.C. 928); and

(II) any remaining proceeds after making the deposit described in subclause (I) shall be deposited in accordance with subsection (c).

(ii) With respect to a covered auction described in section ___61(4)—

(I) such amount of those proceeds as the Commission has agreed to share with licensees under section 309(j)(8)(G) of the Communications Act of 1934 (47 U.S.C. 309(j)(8)(G)) shall be shared with those licensees; and

(II) any remaining proceeds after sharing proceeds, as described in subclause (I), shall be deposited in accordance with subsection (c).

(B) After carrying out subparagraph (A) (if that subparagraph is applicable to the covered auction), $2,000,000,000 of the proceeds of the covered auction shall be deposited in the general fund of the Treasury, where those proceeds shall be dedicated for the sole purpose of deficit reduction.

(C) Any proceeds of the covered auction that remain after carrying out subparagraphs (A) and (B) shall be deposited in accordance with subsection (c).

(2) PROCEEDS OF SPECTRUM PIPELINE ACT OF 2015 AUCTION.—Except as provided in section 309(j)(8)(B) of the Communications Act of 1934 (47 U.S.C. 309(j)(8)(B)), and notwithstanding any other provision of law (including paragraph (1)), the proceeds of the system of competitive bidding required under section 1004 of the Spectrum Pipeline Act of 2015 (47 U.S.C. 921 note) shall be deposited or available as follows:

(A) If that system of competitive bidding is a covered auction described in paragraph (3) or (4) of section ___61, the proceeds of the system of competitive bidding shall be deposited or available as follows:

(i) With respect to a covered auction described in section ___61(3), such amount of those proceeds as is necessary to cover 110 percent of the relocation or sharing costs (as defined in subsection (g)(3) of section 113 of the National Telecommunications and Information Administration Organization Act (47 U.S.C. 923)) of Federal entities (as defined in subsection (l) of such section 113) relocated from or sharing such eligible frequencies shall be deposited in the Spectrum Relocation Fund established under section 118 of such Act (47 U.S.C. 928).

(ii) With respect to a covered auction described in section ___61(4), such amount of those proceeds as the Commission has agreed to share with licensees under section 309(j)(8)(G) of the Communications Act of 1934 (47 U.S.C. 309(j)(8)(G)) shall be shared with those licensees.

(B) After carrying out subparagraph (A) (if that subparagraph is applicable to that system of competitive bidding), $300,000,000 of the proceeds of that system of competitive bidding shall be deposited in the general fund of the Treasury, where those proceeds shall be dedicated for the sole purpose of deficit reduction.

(C) Any proceeds of that system of competitive bidding that remain after carrying out subparagraphs (A) and (B) shall be deposited in accordance with subsection (c).

(c) DEPOSIT OF FUNDS.—

(1) IN GENERAL.—Notwithstanding any other provision of law (except for subsection (b)), an aggregate total amount of $22,805,000,000 of the proceeds of covered auctions that remain after carrying out that subsection shall be deposited in the Fund as follows:

(A) 10 percent of those remaining amounts, but not more than $3,080,000,000 cumulatively, shall be transferred to the general fund of the Treasury to reimburse the amount borrowed under subsection (d)(1)(A).

(B) 10 percent of those remaining amounts, but not more than $7,000,000,000 cumulatively, shall be transferred to the general fund of the Treasury to reimburse the amount borrowed under subsection (d)(1)(B).

(C) 10 percent of those remaining amounts, but not more than $2,000,000,000 cumulatively, shall be transferred to the general fund of the Treasury to reimburse the amount borrowed under subsection (e)(1)(A).

(D) 10 percent of those remaining amounts, but not more than $3,000,000,000 cumulatively, shall be transferred to the general fund of the Treasury to reimburse the amount borrowed under subsection (e)(1)(B).

(E) 10 percent of those remaining amounts, but not more than $3,300,000,000 cumulatively, shall be transferred to the general fund of the Treasury to reimburse the amount borrowed under subsection (e)(1)(C).

(F) 10 percent of those remaining amounts, but not more than $1,700,000,000 cumulatively, shall be transferred to the general

fund of the Treasury to reimburse the amount borrowed under subsection (e)(1)(D).

(G) 10 percent of those remaining amounts, but not more than $200,000,000 cumulatively, shall be transferred to the general fund of the Treasury to reimburse the amount borrowed under subsection (f).

(H) 10 percent of those remaining amounts, but not more than $2,000,000,000 cumulatively, shall be made available to the Under Secretary, to remain available until expended, to carry out sections 159, 160, and 161 of the National Telecommunications and Information Administration Organization Act, as added by section ___81 of this title, except that not more than 4 percent of the amount made available under this subparagraph may be used for administrative purposes (including carrying out such sections 160 and 161).

(I) 10 percent of those remaining amounts, but not more than $500,000,000 cumulatively, shall be made available to the Under Secretary to carry out the Telecommunications Workforce Training Grant Program established under section ___53.

(J) 10 percent of those remaining amounts, but not more than $25,000,000 cumulatively, shall be made available to the Under Secretary and the Secretary of Defense for the purpose of research and development, engineering studies, economic analyses, activities with respect to systems, or other planning activities to improve efficiency and effectiveness of spectrum use of the Department of Defense.

(2) DISTRIBUTION.—If the maximum amount permitted under any subparagraph of paragraph (1) is reached, whether through covered auction proceeds or appropriations to the program specified in that subparagraph, any remaining proceeds from the amount of proceeds of covered auctions described in that paragraph shall be deposited pro rata based on the original distribution to all subparagraphs of paragraph (1) for which the maximum amount permitted has not been met.

(3) DEFICIT REDUCTION.—After the amounts required to be made available by paragraphs (1) and (2) are so made available, any remaining amounts shall be deposited in the general fund of the Treasury, where such amounts shall be dedicated for the sole purpose of deficit reduction.

(d) FCC BORROWING AUTHORITY.—

(1) IN GENERAL.—Subject to the limitation under paragraph (2), not later than 90 days after the date of enactment of this Act, the Commission may borrow from the Treasury of the United States an amount not to exceed—

(A) $3,080,000,000 to carry out the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1601 et seq.); and

(B) $7,000,000,000 to carry out section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752).

(2) LIMITATION.—The Commission may not use any funds borrowed under this subsection in a manner that may result in outlays on or after December 31, 2033.

(e) DEPARTMENT OF COMMERCE BORROWING AUTHORITY.—

(1) IN GENERAL.—Subject to the limitation under paragraph (2), not later than 90 days after the date of enactment of this Act, the Secretary of Commerce may borrow from the Treasury of the United States an amount not to exceed—

(A) $2,000,000,000 to carry out section 28 of the Stevenson-Wydler Technology Innovation Act of 1980 (15 U.S.C. 3722a);

(B) $3,000,000,000 for the fund established under section 102(a) of the CHIPS Act of 2022 (Public Law 117–167), which shall be used to carry out section 9902 of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (15 U.S.C. 4652);

(C) $3,300,000,000 to be made available to the Director of the National Science Foundation to carry out research and related activities, of which—

(i) $1,650,000,000 shall be for the Directorate for Technology, Innovation, and Partnerships established under section 10381 of the Research and Development, Competition, and Innovation Act (42 U.S.C. 19101); and

(ii) $1,650,000,000 shall be used to carry out other research and related activities for which amounts are authorized to be appropriated under section 10303 of the Research and Development, Competition, and Innovation Act (Public Law 117–167); and

(D) $1,700,000,000 to be made available to the Under Secretary of Commerce for Standards and Technology, of which—

(i) $1,475,000,000 shall be used to carry out scientific and technical research and services laboratory activities for which amounts are authorized to be appropriated under section 10211 of the Research and Development, Competition, and Innovation Act (Public Law 117–167); and

(ii) $225,000,000 shall be used for Safety, Capacity, Maintenance, and Major Repairs for which amounts are authorized to be appropriated under section 10211 of the Research and Development, Competition, and Innovation Act (Public Law 117–167).

(2) LIMITATION.—The Secretary of Commerce may not use any funds borrowed under this subsection in a manner that may result in outlays on or after December 31, 2033.

(f) NTIA BORROWING AUTHORITY.—

(1) IN GENERAL.—Subject to the limitation under paragraph (2), not later than 90 days after the date of enactment of this Act, the Under Secretary may borrow from the Treasury of the United States an amount not to exceed $200,000,000 to carry out the program established under section ___92.

(2) LIMITATION.—The Under Secretary may not use any funds borrowed under this subsection in a manner that may result in outlays on or after December 31, 2033.

(g) REPORTING REQUIREMENT.—Not later than 2 years after the date of enactment of this Act, and annually thereafter until funds are fully expended, the heads of the agencies to which funds are made available under each subparagraph of subsection (c)(1) shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives a report on the amount transferred or made available under the applicable subparagraph.

Subtitle G—Secure and Trusted Communications Networks Reimbursement Program

SEC. ___71. INCREASE IN LIMITATION ON EXPENDITURE.

Section 4(k) of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1603(k)) is amended by striking ''$1,900,000,000'' and inserting ''$4,980,000,000''.

Subtitle H—Next Generation 9–1–1

SEC. ___81. FURTHER DEPLOYMENT AND COORDINATION OF NEXT GENERATION 9–1–1.

Part C of the National Telecommunications and Information Administration Organization Act is amended by adding at the end the following:

''SEC. 159. COORDINATION OF NEXT GENERATION 9–1–1 IMPLEMENTATION.

''(a) DUTIES OF UNDER SECRETARY WITH RESPECT TO NEXT GENERATION 9–1–1.—

''(1) IN GENERAL.—The Under Secretary, after consulting with the Administrator, shall—

''(A) take actions, in coordination with State points of contact described in subsection (c)(3)(A)(ii) as applicable, to improve coordination and communication with respect to the implementation of Next Generation 9–1–1;

''(B) develop, collect, and disseminate information concerning the practices, procedures, and technology used in the implementation of Next Generation 9–1–1;

''(C) advise and assist eligible entities in the preparation of implementation plans required under subsection (c)(3)(A)(iii);

''(D) provide technical assistance to eligible entities provided a grant under subsection (c) in support of efforts to explore efficiencies related to Next Generation 9–1–1;

''(E) review and approve or disapprove applications for grants under subsection (c); and

''(F) oversee the use of funds provided by such grants in fulfilling such implementation plans.

''(2) ANNUAL REPORTS.—Not later than October 1, 2025, and each year thereafter until funds made available to make grants under subsection (c) are no longer available to be expended, the Under Secretary shall submit to Congress a report on the activities conducted by the Under Secretary under paragraph (1) in the year preceding the submission of the report.

''(3) ASSISTANCE.—The Under Secretary may seek the assistance of the Administrator in carrying out the duties described in subparagraphs (A) through (D) of paragraph (1) as the Under Secretary determines necessary.

''(b) ADDITIONAL DUTIES.—

''(1) MANAGEMENT PLAN.—

''(A) DEVELOPMENT.—The Under Secretary, after consulting with the Administrator, shall develop a management plan for the grant program established under this section, including by developing—

''(i) plans related to the organizational structure of the grant program; and

''(ii) funding profiles for each fiscal year of the duration of the grant program.

''(B) SUBMISSION TO CONGRESS.—Not later than 180 days after the date of enactment of this section, the Under Secretary shall—

''(i) submit the management plan developed under subparagraph (A) to—

''(I) the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate; and

''(II) the Committee on Energy and Commerce and the Committee on Appropriations of the House of Representatives;

''(ii) publish the management plan on the website of the National Telecommunications and Information Administration; and

''(iii) provide the management plan to the Administrator for the purpose of publishing the management plan on the website of the National Highway Traffic Safety Administration.

''(2) MODIFICATION OF PLAN.—

''(A) MODIFICATION.—The Under Secretary, after consulting with the Administrator, may modify the management plan developed under paragraph (1)(A).

''(B) SUBMISSION.—Not later than 90 days after the plan is modified under subparagraph (A), the Under Secretary shall—

''(i) submit the modified plan to—

''(I) the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate; and

''(II) the Committee on Energy and Commerce and the Committee on Appropriations of the House of Representatives;

''(ii) publish the modified plan on the website of the National Telecommunications and Information Administration; and

''(iii) provide the modified plan to the Administrator for the purpose of publishing the modified plan on the website of the National Highway Traffic and Safety Administration.

''(c) NEXT GENERATION 9–1–1 IMPLEMENTATION GRANTS.—

''(1) GRANTS.—The Under Secretary shall provide grants to eligible entities for—

''(A) implementing Next Generation 9–1–1;

''(B) maintaining Next Generation 9–1–1;

''(C) training directly related to implementing, maintaining, and operating Next Generation 9–1–1 if the cost related to the training does not exceed—

''(i) 3 percent of the total grant award for eligible entities that are not Tribes; and

''(ii) 5 percent of the total grant award for eligible entities that are Tribes;

''(D) public outreach and education on how the public can best use Next Generation 9–1–1 and the capabilities and usefulness of Next Generation 9–1–1;

''(E) administrative costs associated with planning of Next Generation 9–1–1, including any cost related to planning for and preparing an application and related materials as required by this subsection, if—

''(i) the cost is fully documented in materials submitted to the Under Secretary; and

''(ii) the cost is reasonable and necessary and does not exceed—

''(I) 1 percent of the total grant award for eligible entities that are not Tribes; and

''(II) 2 percent of the total grant award for eligible entities that are Tribes; and

''(F) costs associated with implementing cybersecurity measures at emergency communications centers or with respect to Next Generation 9–1–1.

''(2) APPLICATION.—In providing grants under paragraph (1), the Under Secretary, after consulting with the Administrator, shall require an eligible entity to submit to the Under Secretary an application, at the time and in the manner determined by the Under Secretary, containing the certification required by paragraph (3).

''(3) COORDINATION REQUIRED.—An eligible entity shall include in the application required by paragraph (2) a certification that—

''(A) in the case of an eligible entity that is a State, the entity—

''(i) has coordinated the application with the emergency communications centers located within the jurisdiction of the entity;

''(ii) has designated a single officer or governmental body to serve as the State point of contact to coordinate the implementation of Next Generation 9–1–1 for the State, except that the designation need not vest the officer or governmental body with direct legal authority to implement Next Generation 9–1–1 or to manage emergency communications operations; and

''(iii) has developed and submitted a plan for the coordination and implementation of Next Generation 9–1–1 that—

''(I) ensures interoperability by requiring the use of commonly accepted standards;

''(II) ensures reliability;

''(III) enables emergency communications centers to process, analyze, and store multimedia, data, and other information;

''(IV) incorporates cybersecurity tools, including intrusion detection and prevention measures;

''(V) includes strategies for coordinating cybersecurity information sharing between Federal, State, Tribal, and local government partners;

''(VI) uses open and competitive request for proposal processes, including through shared government procurement vehicles, for deployment of Next Generation 9–1–1;

''(VII) documents how input was received and accounted for from relevant rural and urban emergency communications centers, regional authorities, local authorities, and Tribal authorities;

''(VIII) includes a governance body or bodies, either by creation of new, or use of existing, body or bodies, for the development and deployment of Next Generation 9–1–1 that—

''(aa) ensures full notice and opportunity for participation by relevant stakeholders; and

''(bb) consults and coordinates with the State point of contact required by clause (ii);

''(IX) creates efficiencies related to Next Generation 9–1–1 functions, including cybersecurity and the virtualization and sharing of infrastructure, equipment, and services; and

''(X) utilizes an effective, competitive approach to establishing authentication, credentialing, secure connections, and access in deploying Next Generation 9–1–1, including by—

''(aa) requiring certificate authorities to be capable of cross-certification with other authorities;

''(bb) avoiding risk of a single point of failure or vulnerability; and

''(cc) adhering to Federal agency best practices such as those promulgated by the National Institute of Standards and Technology; and

''(B) in the case of an eligible entity that is a Tribe, the entity has complied with clauses (i) and (iii) of subparagraph (A) (except for subclause (VIII)(bb) of such clause (iii)).

''(4) CRITERIA.—

''(A) IN GENERAL.—Not later than 1 year after the date of enactment of this section, the Under Secretary, after consulting with the Administrator, shall issue rules, after providing the public with notice and an opportunity to comment, establishing the criteria for selecting eligible entities for grants under this subsection.

''(B) REQUIREMENTS.—The criteria established under subparagraph (A) shall—

''(i) include performance requirements and a schedule for completion of any project to be financed by a grant under this subsection; and

''(ii) specifically permit regional or multi-State applications for funds.

''(C) UPDATES.—The Under Secretary shall update the rules issued under subparagraph (A) as necessary.

''(5) GRANT CERTIFICATIONS.—An eligible entity shall certify to the Under Secretary at the time of application for a grant under this subsection, and an eligible entity that receives such a grant shall certify to the Under Secretary annually thereafter during the period during which the funds from the grant are available to the eligible entity, that—

''(A) beginning on the date that is 180 days before the date on which the application is filed, no portion of any 9–1–1 fee or charge imposed by the eligible entity (or if the eligible entity is not a State or Tribe, any State or taxing jurisdiction within which the eligible entity will carry out, or is carrying out, activities using grant funds) is obligated or expended for a purpose or function not designated as acceptable under the rules issued under section 6(f)(3) of the Wireless Communications and Public Safety Act of 1999 (47 U.S.C. 615a–1(f)(3)) (as those rules are in effect on the date on which the eligible entity makes the certification);

''(B) any funds received by the eligible entity will be used, consistent with paragraph (1), to support the deployment of Next Generation 9–1–1 in a manner that ensures reliability and interoperability by requiring the use of commonly accepted standards;

''(C) the eligible entity (or if the eligible entity is not a State or Tribe, any State or taxing jurisdiction within which the eligible entity will carry out or is carrying out activities using grant funds) has established, or has committed to establish not later than 3 years after the date on which the grant funds are distributed to the eligible entity—

''(i) a sustainable funding mechanism for Next Generation 9–1–1; and

''(ii) effective cybersecurity resources for Next Generation 9–1–1;

''(D) the eligible entity will promote interoperability between emergency communications centers deploying Next Generation 9–1–1 and emergency response providers, including users of the nationwide public safety broadband network;

''(E) the eligible entity has taken or will take steps to coordinate with adjoining States and Tribes to establish and maintain Next Generation 9–1–1; and

''(F) the eligible entity has developed a plan for public outreach and education on how the public can best use Next Generation 9–1–1 and on the capabilities and usefulness of Next Generation 9–1–1.

''(6) CONDITION OF GRANT.—An eligible entity shall agree, as a condition of receipt of a grant under this subsection, that if any State or taxing jurisdiction within which the eligible entity will carry out activities using grant funds fails to comply with a certification required under paragraph (5), during the period during which the funds from the grant are available to the eligible entity, all of the funds from the grant shall be returned to the Under Secretary.

''(7) PENALTY FOR PROVIDING FALSE INFORMATION.—An eligible entity that knowingly provides false information in a certification under paragraph (5)—

''(A) shall not be eligible to receive the grant under this subsection;

''(B) shall return any grant awarded under this subsection; and

''(C) shall not be eligible to receive any subsequent grants under this subsection.

''(8) PROHIBITION.—Grant funds provided under this subsection may not be used—

''(A) to support any activity of the First Responder Network Authority; or

''(B) to make any payments to a person who has been, for reasons of national security, prohibited by any entity of the Federal Government from bidding on a contract, participating in an auction, or receiving a grant.

''(d) DEFINITIONS.—In this section and sections 160 and 161:

''(1) 9–1–1 FEE OR CHARGE.—The term '9–1–1 fee or charge' has the meaning given the term in section 6(f)(3)(D) of the Wireless Communications and Public Safety Act of 1999 (47 U.S.C. 615a–1(f)(3)(D)).

''(2) 9–1–1 REQUEST FOR EMERGENCY ASSISTANCE.—The term '9–1–1 request for emergency assistance' means a communication, such as voice, text, picture, multimedia, or any other type of data, that is sent to an emergency communications center for the purpose of requesting emergency assistance.

''(3) ADMINISTRATOR.—The term 'Administrator' means the Administrator of the National Highway Traffic Safety Administration.

''(4) COMMONLY ACCEPTED STANDARDS.—The term 'commonly accepted standards' means the technical standards followed by the communications industry for network, device, and Internet Protocol connectivity that—

''(A) enable interoperability; and

''(B) are—

''(i) developed and approved by a standards development organization that is accredited by an American standards body (such as the American National Standards Institute) or an equivalent international standards body in a process—

''(I) that is open for participation by any person; and

''(II) provides for a conflict resolution process;

''(ii) subject to an open comment and input process before being finalized by the standards development organization;

''(iii) consensus-based; and

''(iv) made publicly available once approved.

''(5) COST RELATED TO THE TRAINING.—The term 'cost related to the training' means—

''(A) actual wages incurred for travel and attendance, including any necessary overtime pay and backfill wage;

''(B) travel expenses;

''(C) instructor expenses; or

''(D) facility costs and training materials.

''(6) ELIGIBLE ENTITY.—The term 'eligible entity'—

''(A) means—

''(i) a State or a Tribe; or

''(ii) an entity, including a public authority, board, or commission, established by 1 or more entities described in clause (i); and

''(B) does not include any entity that has failed to submit the certifications required under subsection (c)(5).

''(7) EMERGENCY COMMUNICATIONS CENTER.—

''(A) IN GENERAL.—The term 'emergency communications center' means—

''(i) a facility that—

''(I) is designated to receive a 9–1–1 request for emergency assistance; and

''(II) performs 1 or more of the functions described in subparagraph (B); or

''(ii) a public safety answering point, as defined in section 222 of the Communications Act of 1934 (47 U.S.C. 222).

''(B) FUNCTIONS DESCRIBED.—The functions described in this subparagraph are the following:

''(i) Processing and analyzing 9–1–1 requests for emergency assistance and information and data related to such requests.

''(ii) Dispatching appropriate emergency response providers.

''(iii) Transferring or exchanging 9–1–1 requests for emergency assistance and information and data related to such requests with 1 or more other emergency communications centers and emergency response providers.

''(iv) Analyzing any communications received from emergency response providers.

''(v) Supporting incident command functions.

''(8) EMERGENCY RESPONSE PROVIDER.—The term 'emergency response provider' has the meaning given that term in section 2 of the Homeland Security Act of 2002 (6 U.S.C. 101).

''(9) FIRST RESPONDER NETWORK AUTHORITY.—The term 'First Responder Network Authority' means the authority established under 6204 of the Middle Class Tax Relief and Job Creation Act of 2012 (47 U.S.C. 1424).

''(10) INTEROPERABILITY.—The term 'interoperability' means the capability of emergency communications centers to receive 9–1–1 requests for emergency assistance and information and data related to such requests, such as location information and callback numbers from a person initiating the request, then process and share the 9–1–1 requests for emergency assistance and information and data related to such requests with other emergency communications centers and emergency response providers without the need for proprietary interfaces and regardless of jurisdiction, equipment, device, software, service provider, or other relevant factors.

''(11) NATIONWIDE PUBLIC SAFETY BROADBAND NETWORK.—The term 'nationwide public safety broadband network' has the meaning given the term in section 6001 of the Middle Class Tax Relief and Job Creation Act of 2012 (47 U.S.C. 1401).

''(12) NEXT GENERATION 9–1–1.—The term 'Next Generation 9–1–1' means an Internet Protocol-based system that—

''(A) ensures interoperability;

''(B) is secure;

''(C) employs commonly accepted standards;

''(D) enables emergency communications centers to receive, process, and analyze all types of 9–1–1 requests for emergency assistance;

''(E) acquires and integrates additional information useful to handling 9–1–1 requests for emergency assistance; and

''(F) supports sharing information related to 9–1–1 requests for emergency assistance among emergency communications centers and emergency response providers.

''(13) RELIABILITY.—The term 'reliability' means the employment of sufficient measures to ensure the ongoing operation of Next Generation 9–1–1, including through the use of geo-diverse, device- and network-agnostic elements that provide more than 1 route between end points with no common points where a single failure at that point would cause all routes to fail.

''(14) STATE.—The term 'State' means any State of the United States, the District of Columbia, Puerto Rico, American Samoa, Guam, the United States Virgin Islands, the Northern Mariana Islands, and any other territory or possession of the United States.

''(15) SUSTAINABLE FUNDING MECHANISM.—The term 'sustainable funding mechanism' means a funding mechanism that provides adequate revenues to cover ongoing expenses, including operations, maintenance, and upgrades.

''(16) TRIBE.—The term 'Tribe' has the meaning given to the term 'Indian Tribe' in section 4(e) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304(e)).

''SEC. 160. ESTABLISHMENT OF NATIONWIDE NEXT GENERATION 9–1–1 CYBERSECURITY CENTER.

''The Under Secretary, after consulting with the Administrator and the Director of the Cybersecurity and Infrastructure Security Agency of the Department of Homeland Security, shall establish a Next Generation 9–1–1 Cybersecurity Center to coordinate with State, local, and regional governments on the sharing of cybersecurity information about, the analysis of cybersecurity threats to, and guidelines for strategies to detect and prevent cybersecurity intrusions relating to Next Generation 9–1–1.

''SEC. 161. NEXT GENERATION 9–1–1 ADVISORY BOARD.

''(a) NEXT GENERATION 9–1–1 ADVISORY BOARD.—

''(1) ESTABLISHMENT.—The Under Secretary shall establish a Public Safety Next Generation 9–1–1 Advisory Board (in this section referred to as the 'Board') to provide recommendations to the Under Secretary—

''(A) with respect to carrying out the duties and responsibilities of the Under Secretary in issuing the rules required under section 159(c)(4);

''(B) as required by paragraph (7) of this subsection; and

''(C) upon request under paragraph (8) of this subsection.

''(2) MEMBERSHIP.—

''(A) APPOINTMENT.—Not later than 150 days after the date of enactment of this section, the Under Secretary shall appoint 16 members to the Board, of which—

''(i) 4 members shall represent local law enforcement officials;

''(ii) 4 members shall represent fire and rescue officials;

''(iii) 4 members shall represent emergency medical service officials; and

''(iv) 4 members shall represent 9–1–1 professionals.

''(B) DIVERSITY OF MEMBERSHIP.—Members of the Board shall be representatives of States or Tribes and local governments, chosen to reflect geographic and population density differences, as well as public safety organizations at the national level across the United States.

''(C) EXPERTISE.—Each member of the Board shall have specific expertise necessary for developing technical requirements under this section, such as technical expertise, and expertise related to public safety communications and 9–1–1 services.

''(D) RANK AND FILE MEMBERS.—In making the appointments under subparagraph (A), the Under Secretary shall appoint a rank and file member from each of the public safety disciplines listed in clauses (i) through (iv) of that subparagraph as a member of the Board and shall select the member from an organization that represents its public safety discipline at the national level.

''(3) PERIOD OF APPOINTMENT.—

''(A) IN GENERAL.—Except as provided in subparagraph (B), a member of the Board shall serve for a 3-year term.

''(B) REMOVAL FOR CAUSE.—A member of the Board may be removed for cause upon the determination of the Under Secretary.

''(4) VACANCIES.—A vacancy in the Board shall be filled in the same manner as the original appointment.

''(5) QUORUM.—A majority of the members of the Board shall constitute a quorum.

''(6) CHAIRPERSON AND VICE CHAIRPERSON.—The Board shall select a Chairperson and Vice Chairperson from among the members of the Board.

''(7) DUTY OF BOARD TO SUBMIT RECOMMENDATIONS.—Not later than 120 days after all members of the Board are appointed under paragraph (2), the Board shall submit to the Under Secretary recommendations for—

''(A) deploying Next Generation 9–1–1 in rural and urban areas;

''(B) ensuring flexibility in guidance, rules, and grant funding to allow for technology improvements;

''(C) creating efficiencies related to Next Generation 9–1–1, including cybersecurity and the virtualization and sharing of core infrastructure;

''(D) enabling effective coordination among State, local, Tribal, and territorial government entities to ensure that the needs of emergency communications centers in both rural and urban areas are taken into account in each implementation plan required under section 159(c)(3)(A)(iii); and

''(E) incorporating existing cybersecurity resources into Next Generation 9–1–1 procurement and deployment.

''(8) AUTHORITY TO PROVIDE ADDITIONAL RECOMMENDATIONS.—Except as provided in paragraphs (1) and (7), the Board may provide recommendations to the Under Secretary only upon request of the Under Secretary.

''(9) DURATION OF AUTHORITY.—The Board shall terminate on the date on which funds made available to make grants under section 159(c) are no longer available to be expended.

''(b) RULE OF CONSTRUCTION.—Nothing in this section may be construed as limiting the authority of the Under Secretary to seek comment from stakeholders and the public.''.

Subtitle I—Minority Serving Institutions Program

SEC. ___91. DEFINITIONS.

In this subtitle:

(1) BROADBAND.—The term ''broadband'' means broadband—

(A) having—

(i) a speed of not less than—

(I) 100 megabits per second for downloads; and

(II) 20 megabits per second for uploads; and

(ii) a latency sufficient to support reasonably foreseeable, real-time, interactive applications; and

(B) with respect to an eligible community, offered with a low-cost option that is affordable to low- and middle-income residents of the eligible community, including through the Affordable Connectivity Program established under section 904(b) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(b)) or any successor program, and a low-cost program available through a provider.

(2) COVERED PLANNING GRANT.—The term ''covered planning grant'' means funding made available to an eligible applicant for the purpose of developing or carrying out a local broadband plan from—

(A) an administering entity through a subgrant under section 60304(c)(3)(E) of the Infrastructure Investment and Jobs Act (47 U.S.C. 1723); or

(B) an eligible entity—

(i) carrying out pre-deployment planning activities under subparagraph (A) of section 60102(d)(2) of the Infrastructure Investment and Jobs Act (47 U.S.C. 1702(d)(2)) or carrying out the administration of the grant under subparagraph (B) of that Act; or

(ii) carrying out planning activities under section 60102(e)(1)(C)(iii) of the Infrastructure Investment and Jobs Act (47 U.S.C. 1702(e)(1)(C)(iii)).

(3) DIGITAL EQUITY.—The term ''digital equity'' has the meaning given the term in section 60302 of the Infrastructure Investment and Jobs Act (47 U.S.C. 1721).

(4) ELIGIBLE APPLICANT.—The term ''eligible applicant'' means an organization that does not receive a covered planning grant and—

(A) is described in section 501(c)(3) of the Internal Revenue Code of 1986 and is exempt from taxation under section 501(a) of that Code;

(B) has a mission that is aligned with advancing digital equity;

(C) has relevant experience and expertise supporting eligible community anchor institutions to engage in the planning for the expansion and adoption of reliable and affordable broadband and deployment of broadband, and the advancement of digital equity—

(i) on campus at those institutions; and

(ii) to low-income residents in eligible communities with respect to those institutions; and

(D) employs staff with expertise in the development of broadband plans, the construction of internet infrastructure, or the design and delivery of digital equity programs, including through the use of contractors and consultants, except that the employment of the staff does not rely solely on outsourced contracts.

(5) ELIGIBLE COMMUNITY.—The term ''eligible community'' means a community that—

(A) is located—

(i) within a census tract any portion of which is not more than 15 miles from an eligible community anchor institution; and

(ii) with respect to a Tribal College or University located on land held in trust by the United States—

(I) not more than 15 miles from the Tribal College or University; or

(II) within a maximum distance established by the Under Secretary, in consultation with the Secretary of the Interior, to ensure that the area is statistically comparable to other areas described in clause (i); and

(B) has an estimated median annual household income of not more than 250 percent of the poverty line, as defined in section 673 of the Community Services Block Grant Act (42 U.S.C. 9902).

(6) ELIGIBLE COMMUNITY ANCHOR INSTITUTION.—The term ''eligible community anchor institution'' means a historically Black college or university, a Tribal College or University, or a Minority-serving institution.

(7) ELIGIBLE ENTITY.—The term ''eligible entity'' has the meaning given the term in section 60102 of the Infrastructure Investment and Jobs Act (47 U.S.C. 1702).

(8) HISTORICALLY BLACK COLLEGE OR UNIVERSITY; TRIBAL COLLEGE OR UNIVERSITY; MINORITY-SERVING INSTITUTION.—The terms ''historically Black college or university'', ''Tribal College or University'', and ''Minority-serving institution'' have the meanings given those terms in section 902(a) of title IX of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1306(a)), and include an established fiduciary of such educational institution, such as an affiliated foundation, or a district or State system affiliated with such educational institution.

(9) IMPROPER PAYMENTS.—The term ''improper payments'' has the meaning given the term in section 3351 of title 31, United States Code.

(10) LOCAL BROADBAND PLAN.—The term ''local broadband plan'' means a plan developed pursuant to section ____92(c).

(11) PROGRAM.—The term ''Program'' means the pilot program established under section ____92(a).

SEC. ____92. PROGRAM.

(a) ESTABLISHMENT.—The Under Secretary, acting through the head of the Office of Minority Broadband Initiatives, shall use the amounts borrowed under section ____62(f) to establish within the National Telecommunications and Information Administration a pilot program for the purposes described in subsection (c) of this section, provided that not more than 6 percent of the amounts used to establish the pilot program may be used for salary, expenses, administration, and oversight with respect to the pilot program.

(b) AUTHORITY.—The Under Secretary may use funding mechanisms, including grants, cooperative agreements, and contracts, for the effective implementation of the Program.

(c) PURPOSES.—Funding made available under the Program shall enable an eligible applicant to work with an eligible community anchor institution, and each eligible community with respect to the eligible community anchor institution, to develop a local broadband plan to—

(1) identify barriers to broadband deployment and adoption in order to expand the availability and adoption of broadband at the eligible community anchor institution and within each such eligible community;

(2) advance digital equity at the eligible community anchor institution and within each such eligible community; and

(3) help each such eligible community to prepare applications for funding from multiple sources, including from—

(A) the various programs authorized under the Infrastructure Investment and Jobs Act (Public Law 117–58; 135 Stat. 429); and

(B) other Federal, State, and Tribal sources of funding for broadband deployment, affordable broadband internet service, or digital equity.

(d) CONTENTS OF LOCAL BROADBAND PLAN.—A local broadband plan shall—

(1) be developed in coordination with stakeholder representatives; and

(2) with respect to support for infrastructure funding—

(A) reflect an approach that is performance-based and does not favor any particular technology, provider, or type of provider; and

(B) include—

(i) a description of the demographic profile of each applicable eligible community;

(ii) an assessment of the needs of each applicable eligible community, including with respect to digital literacy, workforce development, and device access needs;

(iii) a summary of current (as of the date of the most current data published by the Commission) service providers operating in each applicable eligible community and the broadband offerings and related services in each applicable eligible community;

(iv) an estimate of capital and operational expenditures for the course of action recommended in the local broadband plan;

(v) a preliminary implementation schedule for the deployment of broadband required under the local broadband plan; and

(vi) a summary of the potential employment, development, and revenue creation opportunities for the eligible community anchor institution and each applicable eligible community.

(e) APPLICATION.—

(1) IN GENERAL.—To be eligible to receive funding under the Program, an applicant that is an eligible applicant shall submit to the Under Secretary, acting through the head of the Office of Minority Broadband Initiatives, an application containing—

(A) the name and mailing address of the applicant;

(B) the name and email address of the point of contact for the applicant;

(C) documentation providing evidence that the applicant is an eligible applicant;

(D) a summary description of the proposed approach that the applicant will take to expand the availability and adoption of broadband;

(E) an outline or sample of the proposed local broadband plan with respect to the funds;

(F) a draft proposal for carrying out the local broadband plan with respect to the funds, describing with specificity how funds will be used;

(G) a summary of past performance in which the applicant created plans similar to the local broadband plan for communities similar to each applicable eligible community;

(H) a description of the approach the applicant will take to engage each applicable eligible community and the applicable eligible community anchor institution and report outcomes relating to that engagement;

(I) a description of how the applicant will meet the short-term and long-term goals described in subsection (h)(2)(A); and

(J) a certification that the applicant is not a recipient of a covered planning grant.

(2) DEADLINES.—The Under Secretary, acting through the head of the Office of Minority Broadband Initiatives, shall publish a notice for the Program not later than 60 days after the date of enactment of this Act.

(f) SELECTION CRITERIA.—When selecting an eligible applicant to receive funding under the Program, the Under Secretary may give preference or priority to an eligible applicant, the application of which, if awarded, would enable a greater number of eligible communities to be served.

(g) REPORT.—

(1) IN GENERAL.—Not later than 540 days after the date of enactment of this Act, the Under Secretary, acting through the head of the Office of Minority Broadband Initiatives, shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives a report, which the Under Secretary, acting through the head of the Office of Minority Broadband Initiatives, shall make available to the public.

(2) CONTENTS.—The report described in paragraph (1) shall include, for the period covered by the report—

(A) the number of eligible applicants that submitted applications under the Program;

(B) the number of eligible applicants that received funding under the Program;

(C) a summary of the funding amounts made available to eligible applicants under the Program and the list of eligible community anchor institutions the eligible applicants propose to serve;

(D) the number of eligible communities that ultimately received funding or financing to promote broadband adoption and to deploy broadband in the eligible community under the Program;

(E) information determined necessary by the Under Secretary to measure progress toward the goals described in subsection (h)(2)(A) and assess whether the goals described in that subsection are being met; and

(F) an identification of each eligible applicant that received funds through the Program and a description of the progress each eligible applicant has made toward accomplishing the purpose of the Program, as described in subsection (c).

(h) PUBLIC NOTICE; REQUIREMENTS.—

(1) PUBLIC NOTICE.—Not later than 90 days after the date on which the Under Secretary provides public notice of the Program, the Under Secretary, in consultation with the head of the Office of Minority Broadband Initiatives, shall issue the Notice of Funding Opportunity governing the Program.

(2) REQUIREMENTS.—In the notice required under paragraph (1), the Under Secretary shall—

(A) establish short-term and long-term goals for eligible applicants that receive funds under the Program;

(B) establish performance metrics by which to evaluate whether an eligible applicant has met the goals described in subparagraph (A); and

(C) identify the selection criteria described in subsection (f) that the Under Secretary will use to award funds under the Program if demand for funds under the Program exceeds the amount appropriated for carrying out the Program.

(i) OVERSIGHT.—

(1) AUDITS.—The Inspector General of the Department of Commerce (referred to in this subsection as the ''Inspector General'') shall conduct an audit of the Program in order to—

(A) ensure that eligible applicants use funds awarded under the Program in accordance with—

(i) the requirements of this subtitle; and

(ii) the purposes of the Program, as described in subsection (c); and

(B) prevent waste, fraud, abuse, and improper payments.

(2) REVOCATION OF FUNDS.—The Under Secretary shall revoke funds awarded to an eligible applicant that is not in compliance with the requirements of this section or the purposes of the Program, as described in subsection (c).

(3) AUDIT FINDINGS.—Each finding of waste, fraud, abuse, or an improper payment by the Inspector General in an audit under paragraph (1) shall include the following:

(A) The name of the eligible applicant.

(B) The amount of funding made available under the Program to the eligible applicant.

(C) The amount of funding determined to be an improper payment made to an eligible applicant involved in the waste, fraud, abuse, or improper payment.

(4) NOTIFICATION OF AUDIT FINDINGS.—Not later than 7 days after the date of a finding described under paragraph (3), the Inspector General shall concurrently notify the Under Secretary, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Energy and Commerce of the House of Representatives of the information described in that paragraph.

(5) FRAUD RISK MANAGEMENT.—In issuing rules under this subsection, the Under Secretary shall—

(A) designate an entity within the Program office to lead fraud risk management activities;

(B) ensure the entity designated under subparagraph (A) has defined responsibilities and the necessary authority to serve its role;

(C) conduct risk-based monitoring and evaluation of fraud risk management activities with a focus on outcome measurement;

(D) collect and analyze data from reporting mechanisms and instances of detected fraud for real-time monitoring of fraud trends;

(E) use the results of the monitoring, evaluations, and investigations to improve fraud prevention, detection, and response;

(F) plan regular fraud risk assessments and assess risks to determine a fraud risk profile;

(G) develop, document, and communicate an anti-fraud strategy, focusing on preventative control activities;

(H) consider the benefits and costs of controls to prevent and detect potential fraud, and develop a fraud response plan; and

(I) establish collaborative relationships with stakeholders and create incentives to help ensure effective implementation of the anti-fraud strategy described in subparagraph (G).

Subtitle J—Modernizing the Affordable Connectivity Program

SEC. ____01A. MODERNIZING THE AFFORDABLE CONNECTIVITY PROGRAM.

(a) ELIGIBILITY.—

(1) LIMITATION ON ELIGIBILITY THROUGH THE COMMUNITY ELIGIBILITY PROVISION OF THE FREE LUNCH PROGRAM AND THE FREE SCHOOL BREAKFAST PROGRAM.—Section 904(a)(6) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(a)(6)) is amended by striking subparagraph (B) and inserting the following:

''(B) at least one member of the household—

''(i) is eligible for and receives—

''(I) a free or reduced price lunch under the school lunch program established under the Richard B. Russell National School Lunch Act (42 U.S.C. 1751 et seq.); or

''(II) a free or reduced price breakfast under the school breakfast program established under section 4 of the Child Nutrition Act of 1966 (42 U.S.C. 1773); and

''(ii) attends a school the local educational agency of which does not elect to receive special assistance payments under section 11(a)(1)(F) of the Richard B. Russell National School Lunch Act (42 U.S.C. 1759a(a)(1)(F)) with respect to the school;''.

(2) EFFECTIVE DATE.—

(A) IN GENERAL.—The amendments made by this subsection shall take effect on the date that is 180 days after the date of enactment of this Act.

(B) UPDATING RULES.—Not later than 180 days after the date of enactment of this Act, the Commission shall update the rules of the Commission relating to the program carried out under section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752) (referred to in this paragraph as the ''Affordable Connectivity Program'') to implement the amendments made by this subsection.

(C) RE-VERIFICATION.—Not later than 60 days after the date of enactment of this Act, a participating provider, as defined in section 904(a) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(a)), shall re-verify the eligibility of a household with respect to the Affordable Connectivity Program based on the amendments made by this subsection.

(b) REPEAL OF AFFORDABLE CONNECTIVITY PROGRAM DEVICE SUBSIDY.—Section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752) is amended—

(1) in subsection (a)—

(A) by striking paragraph (4); and

(B) by redesignating paragraphs (5) through (11) as paragraphs (4) through (10), respectively; and

(2) in subsection (b)—

(A) in paragraph (1), by striking '', or an affordable connectivity benefit and a connected device,'';

(B) by striking paragraph (5);

(C) by redesignating paragraphs (6) through (15) as paragraphs (5) through (14), respectively;

(D) in paragraph (5), as so redesignated—

(i) in the matter preceding subparagraph (A), by striking ''or (5)'';

(ii) by striking subparagraph (B); and

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

(E) in paragraph (11), as so redesignated—

(i) in subparagraph (D), by striking ''a connected device or a reimbursement for'';

(ii) by striking subparagraph (E); and

(iii) by redesignating subparagraphs (F) and (G) as subparagraphs (E) and (F), respectively; and

(F) in paragraph (13), as so redesignated, by striking ''paragraph (12)'' and inserting ''paragraph (11)''.

SA 2018. Ms. HIRONO (for herself, Ms. MURKOWSKI, and Mr. CASEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. EXEMPTION FROM EXCISE TAX ON ALTERNATIVE MOTORBOAT FUELS EXTENDED TO INCLUDE CERTAIN VESSELS SERVING ONLY ONE COAST.

(a) IN GENERAL.—Section 4041(g) of the Internal Revenue Code of 1986 is amended by adding at the end the following new sentence: ''For purposes of subsection (a)(2), the exemption under paragraph (1) shall also apply to fuel sold for use or used by a vessel which is both described in section 4042(c)(1) and actually engaged in trade between the Atlantic (including the Gulf of Mexico) or Pacific ports of the United States (including any territory or possession of the United States).''.

(b) EFFECTIVE DATE.—The amendment made by this section shall apply to fuel sold for use or used after December 31, 2021.

SA 2019. Ms. KLOBUCHAR submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. STOPPING HARMFUL IMAGE EXPLOITATION AND LIMITING DISTRIBUTION.

(a) IN GENERAL.—Chapter 88 of title 18, United States Code, is amended by adding at the end the following:

"§ 1802. Certain activities relating to intimate visual depictions

''(a) DEFINITIONS.—In this section:

''(1) COMMUNICATIONS SERVICE.—The term 'communications service' means—

''(A) a service provided by a person that is a common carrier, as that term is defined in section 3 of the Communications Act of 1934 (47 U.S.C. 153), insofar as the person is acting as a common carrier;

''(B) an electronic communication service, as that term is defined in section 2510;

''(C) an information service, as that term is defined in section 3 of the Communications Act of 1934 (47 U.S.C. 153); and

''(D) an interactive computer service, as that term is defined in section 230(f) of the Communications Act of 1934 (47 U.S.C. 230(f)).

''(2) INFORMATION CONTENT PROVIDER.—The term 'information content provider' has the meaning given that term in section 230(f) of the Communications Act of 1934 (47 U.S.C. 230(f)).

''(3) INTIMATE VISUAL DEPICTION.—The term 'intimate visual depiction' means any visual depiction (as that term is defined in section 2256(5)) of an individual—

''(A) who has attained 18 years of age at the time the intimate visual depiction is created;

''(B) who is recognizable to a third party from the intimate image itself or information or text displayed in connection with the intimate image itself or information or text displayed in connection with the intimate image; and

''(C)(i) who is depicted engaging in sexually explicit conduct; or

''(ii) whose genitals, anus, pubic area, or female nipple are unclothed and visible.

''(4) MINOR.—The term 'minor' has the meaning given that term in section 2256.

''(5) SEXUALLY EXPLICIT CONDUCT.—The term 'sexually explicit conduct' has the meaning given that term in section 2256(2)(A).

''(6) VISUAL DEPICTION OF A NUDE MINOR.—The term 'visual depiction of a nude minor' means any visual depiction (as that term is defined in section 2256(5)) of an individual who is recognizable by an individual other than the depicted individual from the intimate image itself or information or text displayed in connection with the intimate image who was under 18 years of age at the time the visual depiction was created in which the actual anus, genitals, or pubic area, or post-pubescent female nipple, of the minor are unclothed, visible, and displayed in a manner that does not constitute sexually explicit conduct.

''(b) OFFENSES.—

''(1) IN GENERAL.—Except as provided in subsection (d), it shall be unlawful to knowingly mail, or to knowingly distribute using any means or facility of interstate or foreign commerce or affecting interstate or foreign commerce, an intimate visual depiction of an individual—

''(A) that was obtained or created under circumstances in which the actor knew or reasonably should have known the individual depicted had a reasonable expectation of privacy;

''(B) where what is depicted was not voluntarily exposed by the individual in a public or commercial setting;

''(C) where what is depicted is not a matter of public concern; and

''(D) if the distribution—

''(i) is intended to cause harm; or

''(ii) causes harm, including psychological, financial, or reputational harm, to the individual depicted.

For purposes of this paragraph, the fact that the subject of the depiction consented to the creation of the depiction shall not establish that that person consented to its distribution.

''(2) INVOLVING MINORS.—Except as provided in subsection (d), it shall be unlawful to knowingly mail, or to knowingly distribute using any means or facility of interstate or foreign commerce or affecting interstate or foreign commerce, a visual depiction of a nude minor with intent to abuse, humiliate, harass, or degrade the minor, or to arouse or gratify the sexual desire of any person.

''(c) PENALTY.—

''(1) IN GENERAL.—

''(A) VISUAL DEPICTION OF A NUDE MINOR.—Any person who violates subsection (b)(2) shall be fined under this title, imprisoned not more than 3 years, or both.

''(B) INTIMATE VISUAL DEPICTION.—Any person who violates subsection (b)(1) shall be fined under this title, imprisoned for not more than 2 years, or both.

''(2) FORFEITURE.—

''(A) IN GENERAL.—The court, in imposing a sentence on any person convicted of a violation involving intimate visual depictions or visual depictions of a nude minor under this section, or convicted of a conspiracy of a violation involving intimate visual depictions or visual depictions of a nude minor under this section, shall order, in addition to any other sentence imposed and irrespective of any provision of State law, that such person forfeit to the United States—

''(i) any material distributed in violation of this section;

''(ii) such person's interest in property, real or personal, constituting or derived from any gross proceeds of such violation, or any property traceable to such property, obtained or retained directly or indirectly as a result of such violation; and

''(iii) any personal property of the person used, or intended to be used, in any manner or part, to commit or to facilitate the commission of such violation.

''(B) PROCEDURES.—Section 413 of the Controlled Substances Act (21 U.S.C. 853), with the exception of subsections (a) and (d), applies to the criminal forfeiture of property pursuant to subparagraph (A).

''(3) RESTITUTION.—Restitution shall be available as provided in section 2264 of this title.

''(d) EXCEPTIONS.—

''(1) LAW ENFORCEMENT, LAWFUL REPORTING, AND OTHER LEGAL PROCEEDINGS.—This section—

''(A) does not prohibit any lawfully authorized investigative, protective, or intelligence activity of a law enforcement agency of the United States, a State, or a political subdivision of a State, or of an intelligence agency of the United States; and

''(B) shall not apply to distributions that are made reasonably and in good faith—

''(i) to report unlawful or unsolicited activity or in pursuance of a legal or professional or other lawful obligation;

''(ii) to seek support or help with respect to the receipt of an unsolicited intimate visual depiction;

''(iii) relating to an individual who possesses or distributes a visual depiction of himself or herself engaged in nudity or sexually explicit conduct;

''(iv) to assist the depicted individual;

''(v) for legitimate medical, scientific, or educational purposes; or

''(vi) as part of a document production or filing associated with a legal proceeding.

''(2) SERVICE PROVIDERS.—This section shall not apply to any provider of a communications service with regard to content provided by another information content provider unless the provider of the communications service intentionally solicits, or knowingly and predominantly distributes, such content.

''(e) THREATS.—Any person who intentionally threatens to commit an offense under subsection (b) for the purpose of intimidation, coercion, extortion, or to create mental distress shall be punished as provided in subsection (c).

''(f) EXTRATERRITORIALITY.—There is extraterritorial Federal jurisdiction over an offense under this section if the defendant or the depicted individual is a citizen or permanent resident of the United States.

''(g) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to limit the application of any other relevant law, including section 2252 of this title.''.

(b) CLERICAL AMENDMENT.—The table of sections for chapter 88 of title 18, United States Code, is amended by inserting after the item relating to section 1801 the following:

''1802. Certain activities relating to intimate visual depictions.''.

(c) CONFORMING AMENDMENT.—Section 2264(a) of title 18, United States Code, is amended by inserting '', or under section 1802 of this title'' before the period.

SA 2020. Mr. KELLY (for himself and Ms. LUMMIS) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

In section 360, strike subsection (b) and insert the following:

(b) SURPLUS MILITARY AIRCRAFT.—In issuing a rule under subsection (a), the Administrator may not enable any aircraft of a type that has been 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 later modified to be used for wildfire suppression operations, unless—

(1) such aircraft is later type-rated by the Administrator;

(2) such aircraft was manufactured after 1970;

(3) such aircraft is equipped with redundant hydraulic systems (2 or more);

(4) such aircraft is equipped with 2 engines; and

(5) the engines are equipped with Full-Authority Digital Engine Control (FADEC) technology.

SA 2021. Mr. BENNET (for himself and Mrs. BLACKBURN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. IMPROVEMENTS TO MEDICARE PAYMENT SYSTEM FOR AIR AMBULANCE SERVICES.

Section 1834(l) of the Social Security Act (42 U.S.C. 1395m(l)) is amended by adding at the end the following new paragraph:

''(18) IMPROVEMENTS TO MEDICARE PAYMENT SYSTEM FOR AIR AMBULANCE SERVICES.—

''(A) IN GENERAL.—The Secretary may revise the fee schedule otherwise established under this subsection for air ambulance services based on data described in subparagraph (B) and data collected under subparagraph (C).

''(B) DATA DESCRIBED.—For purposes of subparagraph (A), the data described in this subparagraph is data collected pursuant to the provisions of, and amendments made by, section 106 of division BB of the Consolidated Appropriations Act, 2021 (Public Law 116–260).

''(C) ADDITIONAL DATA COLLECTION.—The Secretary shall require, once every 3 years, providers of services and suppliers furnishing air ambulance services to submit to the Secretary—

''(i) data relating to the fixed and operated costs per air ambulance base attributable to furnishing air ambulance services to individuals enrolled under this part and data relating to the utilization of such services by such individuals;

''(ii) data relating to the revenue obtained by such providers and suppliers under this part attributable to the furnishing of such services; and

''(iii) any other information determined appropriate by the Secretary.

''(D) CONSULTATION.—In the case that the Secretary elects to revise the fee schedule for air ambulance services under subparagraph (A), the Secretary shall consider stakeholder input in a process that is transparent and appropriately considers data described in subparagraph (B) and data collected under subparagraph (C).''.

SEC. ___. GAO STUDY ON EMERGENCY AIR AMBULANCE COSTS.

Not later than 1 year after the date on which data begins to be collected pursuant to the provisions of, and amendments made by, section 106 of division BB of the Consolidated Appropriations Act, 2021 (Public Law 116–260), the Comptroller General of the United States shall submit to the Committee on Finance of the Senate and the Committee on Ways and Means and the Committee on Energy and Commerce of the House of Representatives, a report detailing—

(1) the average annual operating costs per air ambulance base;

(2) the average cost per transport by air ambulance;

(3) the payor mix for air ambulance services;

(4) the adequacy of Medicare payments for such services;

(5) geographic variations in the cost of furnishing such services; and

(6) recommendations on improving the fee schedule under section 1834(l) of the Social Security Act (42 U.S.C. 1395m(l)) for air ambulance services.

SA 2022. Ms. KLOBUCHAR (for herself, Mr. MORAN, Mr. COONS, and Mr. CASSIDY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the end, add the following:

TITLE XIV—FULFILLING PROMISES TO AFGHAN ALLIES

SEC. 1401. DEFINITIONS.

In this title:

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

(A) the Committee on the Judiciary of the Senate;

(B) the Committee on Foreign Relations of the Senate;

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

(D) the Committee on Appropriations of the Senate;

(E) the Committee on Homeland Security and Governmental Affairs of the Senate;

(F) the Committee on the Judiciary of the House of Representatives;

(G) the Committee on Foreign Affairs of the House of Representatives;

(H) the Committee on Armed Services of the House of Representatives;

(I) the Committee on Appropriations of the House of Representatives; and

(J) the Committee on Homeland Security of the House of Representatives.

(2) IMMIGRATION LAWS.—The term ''immigration laws'' has the meaning given such term in section 101(a)(17) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(17)).

(3) SECRETARY.—The term ''Secretary'' means the Secretary of Homeland Security.

(4) SPECIAL IMMIGRANT STATUS.—The term ''special immigrant status'' means special immigrant status provided under—

(A) the Afghan Allies Protection Act of 2009 (8 U.S.C. 1101 note; Public Law 111–8);

(B) section 1059 of the National Defense Authorization Act for Fiscal Year 2006 (8 U.S.C. 1101 note; Public Law 109–163); or

(C) subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)), as added by section 1406(a).

(5) SPECIFIED APPLICATION.—The term ''specified application'' means—

(A) a pending, documentarily complete application for special immigrant status; and

(B) a case in processing in the United States Refugee Admissions Program for an individual who has received a Priority 1 or Priority 2 referral to such program.

(6) UNITED STATES REFUGEE ADMISSIONS PROGRAM.—The term ''United States Refugee Admissions Program'' means the program to resettle refugees in the United States pursuant to the authorities provided in sections 101(a)(42), 207, and 412 of the Immigration and Nationality Act (8 U.S.C. 1101(a)(42), 1157, and 1522).

SEC. 1402. SUPPORT FOR AFGHAN ALLIES OUTSIDE THE UNITED STATES.

(a) RESPONSE TO CONGRESSIONAL INQUIRIES.—The Secretary of State shall respond to inquiries by Members of Congress regarding the status of a specified application submitted by, or on behalf of, a national of Afghanistan, including any information that has been provided to the applicant, in accordance with section 222(f) of the Immigration and Nationality Act (8 U.S.C. 1202(f)).

(b) OFFICE IN LIEU OF EMBASSY.—During the period in which there is no operational United States embassy in Afghanistan, the Secretary of State shall designate an appropriate office within the Department of State—

(1) to review specified applications submitted by nationals of Afghanistan residing in Afghanistan, including by conducting any required interviews;

(2) to issue visas or other travel documents to such nationals, in accordance with the immigration laws;

(3) to provide services to such nationals, to the greatest extent practicable, that would normally be provided by an embassy; and

(4) to carry out any other function the Secretary of State considers necessary.

SEC. 1403. CONDITIONAL PERMANENT RESIDENT STATUS FOR ELIGIBLE INDIVIDUALS.

(a) DEFINITIONS.—In this section:

(1) CONDITIONAL PERMANENT RESIDENT STATUS.—The term ''conditional permanent resident status'' means conditional permanent resident status under section 216 and 216A of the Immigration and Nationality Act (8 U.S.C. 1186a, 1186b), subject to the provisions of this section.

(2) ELIGIBLE INDIVIDUAL.—The term ''eligible individual'' means an alien who—

(A) is present in the United States;

(B) is a citizen or national of Afghanistan or, in the case of an alien having no nationality, is a person who last habitually resided in Afghanistan;

(C) has not been granted permanent resident status;

(D)(i) was inspected and admitted to the United States on or before the date of the enactment of this Act; or

(ii) was paroled into the United States during the period beginning on July 30, 2021, and ending on the date of the enactment of this Act, provided that—

(I) such parole has not been terminated by the Secretary upon written notice; and

(II) the alien did not enter the United States at a location between ports of entry along the southwest land border; and

(E) is admissible to the United States as an immigrant under the applicable immigration laws, including eligibility for waivers of grounds of inadmissibility to the extent provided by the immigration laws and the terms of this section.

(b) CONDITIONAL PERMANENT RESIDENT STATUS FOR ELIGIBLE INDIVIDUALS.—

(1) ADJUSTMENT OF STATUS TO CONDITIONAL PERMANENT RESIDENT STATUS.—Beginning on the date of the enactment of this Act, the Secretary—

(A) may adjust the status of each eligible individual to that of an alien lawfully admitted for permanent residence status, subject to the procedures established by the Secretary to determine eligibility for conditional permanent resident status; and

(B) shall create for each eligible individual who is granted adjustment of status under this section a record of admission to such status as of the date on which the eligible individual was initially inspected and admitted or paroled into the United States, or July 30, 2021, whichever is later,

unless the Secretary determines, on a case-by-case basis, that such individual is inadmissible under any ground of inadmissibility under section 212 (other than subsection (a)(4)) of the Immigration and Nationality Act (8 U.S.C. 1182) and is not eligible for a waiver of such grounds of inadmissibility as provided by this title or by the immigration laws.

(2) CONDITIONAL BASIS.—An individual who obtains lawful permanent resident status under this section shall be considered, at the time of obtaining the status of an alien lawfully admitted for permanent residence, to have obtained such status on a conditional basis subject to the provisions of this section.

(c) CONDITIONAL PERMANENT RESIDENT STATUS DESCRIBED.—

(1) ASSESSMENT.—

(A) IN GENERAL.—Before granting conditional permanent resident status to an eligible individual under subsection (b)(1), the Secretary shall conduct an assessment with respect to the eligible individual, which shall

be equivalent in rigor to the assessment conducted with respect to refugees admitted to the United States through the United States Refugee Admissions Program, for the purpose of determining whether the eligible individual is inadmissible under any ground of inadmissibility under section 212 (other than subsection (a)(4)) of the Immigration and Nationality Act (8 U.S.C. 1182) and is not eligible for a waiver of such grounds of inadmissibility under paragraph (2)(C) or the immigration laws.

(B) CONSULTATION.—In conducting an assessment under subparagraph (A), the Secretary may consult with the head of any other relevant agency and review the holdings of any such agency.

(2) REMOVAL OF CONDITIONS.—

(A) IN GENERAL.—Not earlier than the date described in subparagraph (B), the Secretary may remove the conditional basis of the status of an individual granted conditional permanent resident status under this section unless the Secretary determines, on a case-by-case basis, that such individual is inadmissible under any ground of inadmissibility under paragraph (2) or (3) of section 212(a) of the Immigration and Nationality Act (8 U.S.C. 1182(a)), and is not eligible for a waiver of such grounds of inadmissibility under subparagraph (C) or the immigration laws.

(B) DATE DESCRIBED.—The date described in this subparagraph is the earlier of—

(i) the date that is 4 years after the date on which the individual was admitted or paroled into the United States; or

(ii) July 1, 2027.

(C) WAIVER.—

(i) IN GENERAL.—Except as provided in clause (ii), to determine eligibility for conditional permanent resident status under subsection (b) or removal of conditions under this paragraph, the Secretary may waive the application of the grounds of inadmissibility under 212(a) of the Immigration and Nationality Act (8 U.S.C. 1182(a)) for humanitarian purposes or to ensure family unity.

(ii) EXCEPTIONS.—The Secretary may not waive under clause (i) the application of subparagraphs (C) through (E) and (G) through (H) of paragraph (2), or paragraph (3), of section 212(a) of the Immigration and Nationality Act (8 U.S.C. 1182(a)).

(iii) RULE OF CONSTRUCTION.—Nothing in this subparagraph may be construed to expand or limit any other waiver authority applicable under the immigration laws to an individual who is otherwise eligible for adjustment of status.

(D) TIMELINE.—Not later than 180 days after the date described in subparagraph (B), the Secretary shall, to the greatest extent practicable, remove conditions as to all individuals granted conditional permanent resident status under this section who are eligible for removal of conditions.

(3) TREATMENT OF CONDITIONAL BASIS OF STATUS PERIOD FOR PURPOSES OF NATURALIZATION.—An individual in conditional permanent resident status under this section shall be considered—

(A) to have been admitted to the United States as an alien lawfully admitted for permanent residence; and

(B) to be present in the United States as an alien lawfully admitted to the United States for permanent residence, provided that, no alien granted conditional permanent resident status shall be naturalized unless the alien's conditions have been removed under this section.

(d) TERMINATION OF CONDITIONAL PERMANENT RESIDENT STATUS.—Conditional permanent resident status shall terminate on, as applicable—

(1) the date on which the Secretary removes the conditions pursuant to subsection (c)(2), on which date the alien shall be lawfully admitted for permanent residence without conditions;

(2) the date on which the Secretary determines that the alien was not an eligible individual under subsection (a)(2) as of the date that such conditional permanent resident status was granted, on which date of the Secretary's determination the alien shall no longer be an alien lawfully admitted for permanent residence; or

(3) the date on which the Secretary determines pursuant to subsection (c)(2) that the alien is not eligible for removal of conditions, on which date the alien shall no longer be an alien lawfully admitted for permanent residence.

(e) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to limit the authority of the Secretary at any time to place in removal proceedings under section 240 of the Immigration and Nationality Act (8 U.S.C. 1229a) any alien who has conditional permanent resident status under this section, if the alien is deportable under section 237 of such Act (8 U.S.C. 1227) under a ground of deportability applicable to an alien who has been lawfully admitted for permanent residence.

(f) PAROLE EXPIRATION TOLLED.—The expiration date of a period of parole shall not apply to an individual under consideration for conditional permanent resident status under this section, until such time as the Secretary has determined whether to issue conditional permanent resident status.

(g) PERIODIC NONADVERSARIAL MEETINGS.—

(1) IN GENERAL.—Not later than 180 days after the date on which an individual is conferred conditional permanent resident status under this section, and periodically thereafter, the Office of Refugee Resettlement shall make available opportunities for the individual to participate in a nonadversarial meeting, during which an official of the Office of Refugee Resettlement (or an agency funded by the Office) shall—

(A) on request by the individual, assist the individual in a referral or application for applicable benefits administered by the Department of Health and Human Services and completing any applicable paperwork; and

(B) answer any questions regarding eligibility for other benefits administered by the United States Government.

(2) NOTIFICATION OF REQUIREMENTS.—Not later than 7 days before the date on which a meeting under paragraph (1) is scheduled to occur, the Secretary of Health and Human Services shall provide notice to the individual that includes the date of the scheduled meeting and a description of the process for rescheduling the meeting.

(3) CONDUCT OF MEETING.—The Secretary of Health and Human Services shall implement practices to ensure that—

(A) meetings under paragraph (1) are conducted in a nonadversarial manner; and

(B) interpretation and translation services are provided to individuals granted conditional permanent resident status under this section who have limited English proficiency.

(4) RULES OF CONSTRUCTION.—Nothing in this subsection shall be construed—

(A) to prevent an individual from electing to have counsel present during a meeting under paragraph (1); or

(B) in the event that an individual declines to participate in such a meeting, to affect the individual's conditional permanent resident status under this section or eligibility to have conditions removed in accordance with this section.

(h) CONSIDERATION.—Except with respect to an application for naturalization and the benefits described in subsection (p), an individual in conditional permanent resident status under this section shall be considered to be an alien lawfully admitted for permanent residence for purposes of the adjudication of an application or petition for a benefit or the receipt of a benefit.

(i) NOTIFICATION OF REQUIREMENTS.—Not later than 90 days after the date on which the status of an individual is adjusted to that of conditional permanent resident status under this section, the Secretary shall provide notice to such individual with respect to the provisions of this section, including subsection (c)(1) (relating to the conduct of assessments) and subsection (g) (relating to periodic nonadversarial meetings).

(j) APPLICATION FOR NATURALIZATION.—The Secretary shall establish procedures whereby an individual who would otherwise be eligible to apply for naturalization but for having conditional permanent resident status, may be considered for naturalization coincident with removal of conditions under subsection (c)(2).

(k) ADJUSTMENT OF STATUS DATE.—

(1) IN GENERAL.—An alien described in paragraph (2) shall be regarded as lawfully admitted for permanent residence as of the date the alien was initially inspected and admitted or paroled into the United States, or July 30, 2021, whichever is later.

(2) ALIEN DESCRIBED.—An alien described in this paragraph is an alien who—

(A) is described in subparagraphs (A), (B), and (D) of subsection (a)(2), and whose status was adjusted to that of an alien lawfully admitted for permanent residence on or after July 30, 2021, but on or before the date of the enactment of this Act; or

(B) is an eligible individual whose status is then adjusted to that of an alien lawfully admitted for permanent residence after the date of the enactment of this Act under any provision of the immigration laws other than this section.

(l) PARENTS AND LEGAL GUARDIANS OF UNACCOMPANIED CHILDREN.—A parent or legal guardian of an eligible individual shall be eligible to obtain status as an alien lawfully admitted for permanent residence on a conditional basis if—

(1) the eligible individual—

(A) was under 18 years of age on the date on which the eligible individual was granted conditional permanent resident status under this section; and

(B) was not accompanied by at least one parent or guardian on the date the eligible individual was admitted or paroled into the United States; and

(2) such parent or legal guardian was admitted or paroled into the United States after the date referred to in paragraph (1)(B).

(m) GUIDANCE.—

(1) INTERIM GUIDANCE.—

(A) IN GENERAL.—Not later than 120 days after the date of the enactment of this Act, the Secretary shall issue guidance implementing this section.

(B) PUBLICATION.—Notwithstanding section 553 of title 5, United States Code, guidance issued pursuant to subparagraph (A)—

(i) may be published on the internet website of the Department of Homeland Security; and

(ii) shall be effective on an interim basis immediately upon such publication but may be subject to change and revision after notice and an opportunity for public comment.

(2) FINAL GUIDANCE.—

(A) IN GENERAL.—Not later than 180 days after the date of issuance of guidance under paragraph (1), the Secretary shall finalize the guidance implementing this section.

(B) EXEMPTION FROM THE ADMINISTRATIVE PROCEDURES ACT.—Chapter 5 of title 5, United States Code (commonly known as the ''Administrative Procedures Act''), or any other law relating to rulemaking or information collection, shall not apply to the guidance issued under this paragraph.

(n) ASYLUM CLAIMS.—

(1) IN GENERAL.—With respect to the adjudication of an application for asylum submitted by an eligible individual, section 2502(c) of the Extending Government Funding and Delivering Emergency Assistance Act (8 U.S.C. 1101 note; Public Law 117–43) shall not apply.

(2) RULE OF CONSTRUCTION.—Nothing in this section may be construed to prohibit an eligible individual from seeking or receiving asylum under section 208 of the Immigration and Nationality Act (8 U.S.C. 1158).

(o) PROHIBITION ON FEES.—The Secretary may not charge a fee to any eligible individual in connection with the initial issuance under this section of—

(1) a document evidencing status as an alien lawfully admitted for permanent residence or conditional permanent resident status; or

(2) an employment authorization document.

(p) ELIGIBILITY FOR BENEFITS.—

(1) IN GENERAL.—Notwithstanding any other provision of law—

(A) an individual described in subsection (a) of section 2502 of the Afghanistan Supplemental Appropriations Act, 2022 (8 U.S.C. 1101 note; Public Law 117–43) shall retain his or her eligibility for the benefits and services described in subsection (b) of such section if the individual is under consideration for, or is granted, adjustment of status under this section; and

(B) such benefits and services shall remain available to the individual to the same extent and for the same periods of time as such benefits and services are otherwise available to refugees who acquire such status.

(2) EXCEPTION FROM 5-YEAR LIMITED ELIGIBILITY FOR MEANS-TESTED PUBLIC BENEFITS.—Section 403(b)(1) of the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 (8 U.S.C. 1613(b)(1)) is amended by adding at the end the following:

''(F) An alien whose status is adjusted under section 1403 of the FAA Reauthorization Act of 2024 to that of an alien lawfully admitted for permanent residence or to that of an alien lawfully admitted for permanent residence on a conditional basis.''.

(q) RULE OF CONSTRUCTION.—Nothing in this section may be construed to preclude an eligible individual from applying for or receiving any immigration benefit to which the individual is otherwise entitled.

(r) EXEMPTION FROM NUMERICAL LIMITATIONS.—

(1) IN GENERAL.—Aliens granted conditional permanent resident status or lawful permanent resident status under this section shall not be subject to the numerical limitations under sections 201, 202, and 203 of the Immigration and Nationality Act (8 U.S.C. 1151, 1152, and 1153).

(2) SPOUSE AND CHILDREN BENEFICIARIES.—A spouse or child who is the beneficiary of an immigrant petition under section 204 of the Immigration and Nationality Act (8 U.S.C. 1154) filed by an alien who has been granted conditional permanent resident status or lawful permanent resident status under this section, seeking classification of the spouse or child under section 203(a)(2)(A) of that Act (8 U.S.C. 1153(a)(2)(A)) shall not be subject to the numerical limitations under sections 201, 202, and 203 of the Immigration and Nationality Act (8 U.S.C. 1151, 1152, and 1153).

(s) EFFECT ON OTHER APPLICATIONS.—Notwithstanding any other provision of law, in the interest of efficiency, the Secretary may pause consideration of any application or request for an immigration benefit pending adjudication so as to prioritize consideration of adjustment of status to an alien lawfully admitted for permanent residence on a conditional basis under this section.

(t) AUTHORIZATION FOR APPROPRIATIONS.—There is authorized to be appropriated to the Attorney General, the Secretary of Health and Human Services, the Secretary, and the Secretary of State such sums as are necessary to carry out this section.

SEC. 1404. REFUGEE PROCESSES FOR CERTAIN AT-RISK AFGHAN ALLIES.

(a) DEFINITION OF AFGHAN ALLY.—

(1) IN GENERAL.—In this section, the term ''Afghan ally'' means an alien who is a citizen or national of Afghanistan, or in the case of an alien having no nationality, an alien who last habitually resided in Afghanistan, who—

(A) was—

(i) a member of—

(I) the special operations forces of the Afghanistan National Defense and Security Forces;

(II) the Afghanistan National Army Special Operations Command;

(III) the Afghan Air Force; or

(IV) the Special Mission Wing of Afghanistan;

(ii) a female member of any other entity of the Afghanistan National Defense and Security Forces, including—

(I) a cadet or instructor at the Afghanistan National Defense University; and

(II) a civilian employee of the Ministry of Defense or the Ministry of Interior Affairs;

(iii) an individual associated with former Afghan military and police human intelligence activities, including operators and Department of Defense sources;

(iv) an individual associated with former Afghan military counterintelligence, counterterrorism, or counternarcotics;

(v) an individual associated with the former Afghan Ministry of Defense, Ministry of Interior Affairs, or court system, and who was involved in the investigation, prosecution or detention of combatants or members of the Taliban or criminal networks affiliated with the Taliban;

(vi) an individual employed in the former justice sector in Afghanistan as a judge, prosecutor, or investigator who was engaged in rule of law activities for which the United States provided funding or training; or

(vii) a senior military officer, senior enlisted personnel, or civilian official who served on the staff of the former Ministry of Defense or the former Ministry of Interior Affairs of Afghanistan; or

(B) provided service to an entity or organization described in subparagraph (A) for not less than 1 year during the period beginning on December 22, 2001, and ending on September 1, 2021, and did so in support of the United States mission in Afghanistan.

(2) INCLUSIONS.—For purposes of this section, the Afghanistan National Defense and Security Forces includes members of the security forces under the Ministry of Defense and the Ministry of Interior Affairs of the Islamic Republic of Afghanistan, including the Afghanistan National Army, the Afghan Air Force, the Afghanistan National Police, and any other entity designated by the Secretary of Defense as part of the Afghanistan National Defense and Security Forces during the relevant period of service of the applicant concerned.

(b) REFUGEE STATUS FOR AFGHAN ALLIES.—

(1) DESIGNATION AS REFUGEES OF SPECIAL HUMANITARIAN CONCERN.—Afghan allies shall be considered refugees of special humanitarian concern under section 207 of the Immigration and Nationality Act (8 U.S.C. 1157), until the later of 10 years after the date of enactment of this Act or upon determination by the Secretary of State, in consultation with the Secretary of Defense and the Secretary, that such designation is no longer in the interest of the United States.

(2) THIRD COUNTRY PRESENCE NOT REQUIRED.—Notwithstanding section 101(a)(42) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(42)), the Secretary of State and the Secretary shall, to the greatest extent possible, conduct remote refugee processing for an Afghan ally located in Afghanistan.

(c) AFGHAN ALLIES REFERRAL PROGRAM.—

(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act—

(A) the Secretary of Defense, in consultation with the Secretary of State, shall establish a process by which an individual may apply to the Secretary of Defense for classification as an Afghan ally and request a referral to the United States Refugee Admissions Program; and

(B) the head of any appropriate department or agency that conducted operations in Afghanistan during the period beginning on December 22, 2001, and ending on September 1, 2021, in consultation with the Secretary of State, may establish a process by which an individual may apply to the head of the appropriate department or agency for classification as an Afghan ally and request a referral to the United States Refugee Admissions Program.

(2) APPLICATION SYSTEM.—

(A) IN GENERAL.—The process established under paragraph (1) shall—

(i) include the development and maintenance of a secure online portal through which applicants may provide information verifying their status as Afghan allies and upload supporting documentation; and

(ii) allow—

(I) an applicant to submit his or her own application;

(II) a designee of an applicant to submit an application on behalf of the applicant; and

(III) in the case of an applicant who is outside the United States, the submission of an application regardless of where the applicant is located.

(B) USE BY OTHER AGENCIES.—The Secretary of Defense—

(i) may enter into arrangements with the head of any other appropriate department or agency so as to allow the application system established under subparagraph (A) to be used by such department or agency; and

(ii) shall notify the Secretary of State of any such arrangement.

(3) REVIEW PROCESS.—As soon as practicable after receiving a request for classification and referral described in paragraph (1), the head of the appropriate department or agency shall—

(A) review—

(i) the service record of the applicant, if available;

(ii) if the applicant provides a service record or other supporting documentation, any information that helps verify the service record concerned, including information or an attestation provided by any current or former official of the department or agency who has personal knowledge of the eligibility of the applicant for such classification and referral; and

(iii) the data holdings of the department or agency and other cooperating interagency partners, including as applicable biographic and biometric records, iris scans, fingerprints, voice biometric information, hand geometry biometrics, other identifiable information, and any other information related to the applicant, including relevant derogatory information; and

(B)(i) in a case in which the head of the department or agency determines that the applicant is an Afghan ally without significant derogatory information, refer the Afghan ally to the United States Refugee Admissions Program as a refugee; and

(ii) include with such referral—

(I) any service record concerned, if available;

(II) if the applicant provides a service record, any information that helps verify the service record concerned; and

(III) any biometrics for the applicant.

(4) REVIEW PROCESS FOR DENIAL OF REQUEST FOR REFERRAL.—

(A) IN GENERAL.—In the case of an applicant with respect to whom the head of the appropriate department or agency denies a request for classification and referral based on a determination that the applicant is not an Afghan ally or based on derogatory information—

(i) the head of the department or agency shall provide the applicant with a written notice of the denial that provides, to the maximum extent practicable, a description of the basis for the denial, including the facts and inferences, or evidentiary gaps, underlying the individual determination; and

(ii) the applicant shall be provided an opportunity to submit not more than 1 written appeal to the head of the department or agency for each such denial.

(B) DEADLINE FOR APPEAL.—An appeal under clause (ii) of subparagraph (A) shall be submitted—

(i) not more than 120 days after the date on which the applicant concerned receives notice under clause (i) of that subparagraph; or

(ii) on any date thereafter, at the discretion of the head of the appropriate department or agency.

(C) REQUEST TO REOPEN.—

(i) IN GENERAL.—An applicant who receives a denial under subparagraph (A) may submit a request to reopen a request for classification and referral under the process established under paragraph (1) so that the applicant may provide additional information, clarify existing information, or explain any unfavorable information.

(ii) LIMITATION.—After considering 1 such request to reopen from an applicant, the head of the appropriate department or agency may deny subsequent requests to reopen submitted by the same applicant.

(5) FORM AND CONTENT OF REFERRAL.—To the extent practicable, the head of the appropriate department or agency shall ensure that referrals made under this subsection—

(A) conform to requirements established by the Secretary of State for form and content; and

(B) are complete and include sufficient contact information, supporting documentation, and any other material the Secretary of State or the Secretary consider necessary or helpful in determining whether an applicant is entitled to refugee status.

(6) TERMINATION.—The application process and referral system under this subsection shall terminate upon the later of 1 year before the termination of the designation under subsection (b)(1) or on the date of a joint determination by the Secretary of State and the Secretary of Defense, in consultation with the Secretary, that such termination is in the national interest of the United States.

(d) GENERAL PROVISIONS.—

(1) PROHIBITION ON FEES.—The Secretary, the Secretary of Defense, the Secretary of State, or the head of any appropriate department or agency referring Afghan allies under this section may not charge any fee in connection with a request for a classification and referral as a refugee under this section.

(2) DEFENSE PERSONNEL.—Any limitation in law with respect to the number of personnel within the Office of the Secretary of Defense, the military departments, or a Defense Agency (as defined in section 101(a) of title 10, United States Code) shall not apply to personnel employed for the primary purpose of carrying out this section.

(3) REPRESENTATION.—An alien applying for admission to the United States under this section may be represented during the application process, including at relevant interviews and examinations, by an attorney or other accredited representative. Such representation shall not be at the expense of the United States Government.

(4) PROTECTION OF ALIENS.—The Secretary of State, in consultation with the head of any other appropriate Federal agency, shall make a reasonable effort to provide an alien who has been classified as an Afghan ally and has been referred as a refugee under this section protection or to immediately remove such alien from Afghanistan, if possible.

(5) OTHER ELIGIBILITY FOR IMMIGRANT STATUS.—No alien shall be denied the opportunity to apply for admission under this section solely because the alien qualifies as an immediate relative or is eligible for any other immigrant classification.

(6) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated such sums as necessary for each of fiscal years 2024 through 2034 to carry out this section.

(e) RULE OF CONSTRUCTION.—Nothing in this section may be construed to inhibit the Secretary of State from accepting refugee referrals from any entity.

SEC. 1405. IMPROVING EFFICIENCY AND OVERSIGHT OF REFUGEE AND SPECIAL IMMIGRANT PROCESSING.

(a) ACCEPTANCE OF FINGERPRINT CARDS AND SUBMISSIONS OF BIOMETRICS.—In addition to the methods authorized under the heading relating to the Immigration and Naturalization Service under title I of the Departments of Commerce, Justice, and State, the Judiciary, and Related Agencies Appropriations Act of 1998 (Public Law 105–119, 111 Stat. 2448; 8 U.S.C. 1103 note), and other applicable law, and subject to such safeguards as the Secretary, in consultation with the Secretary of State or the Secretary of Defense, as appropriate, shall prescribe to ensure the integrity of the biometric collection (which shall include verification of identity by comparison of such fingerprints with fingerprints taken by or under the direct supervision of the Secretary prior to or at the time of the individual's application for admission to the United States), the Secretary may, in the case of any application for any benefit under the Immigration and Nationality Act (8 U.S.C. 1101 et seq.), accept fingerprint cards or any other submission of biometrics—

(1) prepared by international or nongovernmental organizations under an appropriate agreement with the Secretary or the Secretary of State;

(2) prepared by employees or contractors of the Department of Homeland Security or the Department of State; or

(3) provided by an agency (as defined under section 3502 of title 44, United States Code).

(b) STAFFING.—

(1) VETTING.—The Secretary of State, the Secretary, the Secretary of Defense, and any other agency authorized to carry out the vetting process under this title, shall each ensure sufficient staffing, and request the resources necessary, to efficiently and adequately carry out the vetting of applicants for—

(A) referral to the United States Refugee Admissions Program, consistent with the determinations established under section 207 of the Immigration and Nationality Act (8 U.S.C. 1157); and

(B) special immigrant status.

(2) REFUGEE RESETTLEMENT.—The Secretary of Health and Human Services shall ensure sufficient staffing to efficiently provide assistance under chapter 2 of title IV of the Immigration and Nationality Act (8 U.S.C. 1521 et seq.) to refugees resettled in the United States.

(c) REMOTE PROCESSING.—Notwithstanding any other provision of law, the Secretary of State and the Secretary shall employ remote processing capabilities for refugee processing under section 207 of the Immigration and Nationality Act (8 U.S.C. 1157), including secure digital file transfers, videoconferencing and teleconferencing capabilities, remote review of applications, remote interviews, remote collection of signatures, waiver of the applicant's appearance or signature (other than a final appearance and verification by the oath of the applicant prior to or at the time of the individual's application for admission to the United States), waiver of signature for individuals under 5 years old, and any other capability the Secretary of State and the Secretary consider appropriate, secure, and likely to reduce processing wait times at particular facilities.

(d) MONTHLY ARRIVAL REPORTS.—With respect to monthly reports issued by the Secretary of State relating to United States Refugee Admissions Program arrivals, the Secretary of State shall report—

(1) the number of monthly admissions of refugees, disaggregated by priorities; and

(2) the number of Afghan allies admitted as refugees.

(e) INTERAGENCY TASK FORCE ON AFGHAN ALLY STRATEGY.—

(1) ESTABLISHMENT.—Not later than 180 days after the date of the enactment of this Act, the President shall establish an Interagency Task Force on Afghan Ally Strategy (referred to in this section as the ''Task Force'')—

(A) to develop and oversee the implementation of the strategy and contingency plan described in subparagraph (A)(i) of paragraph (4); and

(B) to submit the report, and provide a briefing on the report, as described in subparagraphs (A) and (B) of paragraph (4).

(2) MEMBERSHIP.—

(A) IN GENERAL.—The Task Force shall include—

(i) 1 or more representatives from each relevant Federal agency, as designated by the head of the applicable relevant Federal agency; and

(ii) any other Federal Government official designated by the President.

(B) RELEVANT FEDERAL AGENCY DEFINED.—In this paragraph, the term ''relevant Federal agency'' means—

(i) the Department of State;

(ii) the Department Homeland Security;

(iii) the Department of Defense;

(iv) the Department of Health and Human Services;

(v) the Department of Justice; and

(vi) the Office of the Director of National Intelligence.

(3) CHAIR.—The Task Force shall be chaired by the Secretary of State.

(4) DUTIES.—

(A) REPORT.—

(i) IN GENERAL.—Not later than 180 days after the date on which the Task Force is established, the Task Force, acting through the chair of the Task Force, shall submit a report to the appropriate committees of Congress that includes—

(I) a strategy for facilitating the resettlement of nationals of Afghanistan outside the United States who, during the period beginning on October 1, 2001, and ending on September 1, 2021, directly and personally supported the United States mission in Afghanistan, as determined by the Secretary of State in consultation with the Secretary of Defense; and

(II) a contingency plan for future emergency operations in foreign countries involving foreign nationals who have worked directly with the United States Government, including the Armed Forces of the United

States and United States intelligence agencies.

(ii) ELEMENTS.—The report required under clause (i) shall include—

(I) the total number of nationals of Afghanistan who have pending specified applications, disaggregated by—

(aa) such nationals in Afghanistan and such nationals in a third country;

(bb) type of specified application; and

(cc) applications that are documentarily complete and applications that are not documentarily complete;

(II) an estimate of the number of nationals of Afghanistan who may be eligible for special immigrant status or classification as an Afghan ally;

(III) with respect to the strategy required under subparagraph (A)(i)(I)—

(aa) the estimated number of nationals of Afghanistan described in such subparagraph;

(bb) a description of the process for safely resettling such nationals of Afghanistan;

(cc) a plan for processing such nationals of Afghanistan for admission to the United States that—

(AA) discusses the feasibility of remote processing for such nationals of Afghanistan residing in Afghanistan;

(BB) includes any strategy for facilitating refugee and consular processing for such nationals of Afghanistan in third countries, and the timelines for such processing;

(CC) includes a plan for conducting rigorous and efficient vetting of all such nationals of Afghanistan for processing;

(DD) discusses the availability and capacity of sites in third countries to process applications and conduct any required vetting for such nationals of Afghanistan, including the potential to establish additional sites; and

(EE) includes a plan for providing updates and necessary information to affected individuals and relevant nongovernmental organizations;

(dd) a description of considerations, including resource constraints, security concerns, missing or inaccurate information, and diplomatic considerations, that limit the ability of the Secretary of State or the Secretary to increase the number of such nationals of Afghanistan who can be safely processed or resettled;

(ee) an identification of any resource or additional authority necessary to increase the number of such nationals of Afghanistan who can be processed or resettled;

(ff) an estimate of the cost to fully implement the strategy; and

(gg) any other matter the Task Force considers relevant to the implementation of the strategy;

(IV) with respect to the contingency plan required by clause (i)(II)—

(aa) a description of the standard practices for screening and vetting foreign nationals considered to be eligible for resettlement in the United States, including a strategy for vetting, and maintaining the records of, such foreign nationals who are unable to provide identification documents or biographic details due to emergency circumstances;

(bb) a strategy for facilitating refugee or consular processing for such foreign nationals in third countries;

(cc) clear guidance with respect to which Federal agency has the authority and responsibility to coordinate Federal resettlement efforts;

(dd) a description of any resource or additional authority necessary to coordinate Federal resettlement efforts, including the need for a contingency fund;

(ee) any other matter the Task Force considers relevant to the implementation of the contingency plan; and

(V) a strategy for the efficient processing of all Afghan special immigrant visa applications and appeals, including—

(aa) a review of current staffing levels and needs across all interagency offices and officials engaged in the special immigrant visa process;

(bb) an analysis of the expected Chief of Mission approvals and denials of applications in the pipeline in order to project the expected number of visas necessary to provide special immigrant status to all approved applicants under this title during the several years after the date of the enactment of this Act;

(cc) an assessment as to whether adequate guidelines exist for reconsidering or reopening applications for special immigrant visas in appropriate circumstances and consistent with applicable laws; and

(dd) an assessment of the procedures throughout the special immigrant visa application process, including at the Portsmouth Consular Center, and the effectiveness of communication between the Portsmouth Consular Center and applicants, including an identification of any area in which improvements to the efficiency of such procedures and communication may be made.

(iii) FORM.—The report required under clause (i) shall be submitted in unclassified form but may include a classified annex.

(B) BRIEFING.—Not later than 60 days after submitting the report required by clause (i), the Task Force shall brief the appropriate committees of Congress on the contents of the report.

(5) TERMINATION.—The Task Force shall remain in effect until the later of—

(A) the date on which the strategy required under paragraph (4)(A)(i)(I) has been fully implemented;

(B) the date of a determination by the Secretary of State, in consultation with the Secretary of Defense and the Secretary, that a task force is no longer necessary for the implementation of subparagraphs (A) and (B) of paragraph (1); or

(C) the date that is 10 years after the date of the enactment of this Act.

(f) IMPROVING CONSULTATION WITH CONGRESS.—Section 207 of the Immigration and Nationality Act (8 U.S.C. 1157) is amended—

(1) in subsection (a), by amending paragraph (4) to read as follows:

''(4)(A) In the determination made under this subsection for each fiscal year (beginning with fiscal year 1992), the President shall enumerate, with the respective number of refugees so determined, the number of aliens who were granted asylum in the previous year.

''(B) In making a determination under paragraph (1), the President shall consider the information in the most recently published projected global resettlement needs report published by the United Nations High Commissioner for Refugees.'';

(2) in subsection (e), by amending paragraph (2) to read as follows:

''(2) A description of the number and allocation of the refugees to be admitted, including the expected allocation by region, and an analysis of the conditions within the countries from which they came.''; and

(3) by adding at the end the following—

''(g) QUARTERLY REPORTS ON ADMISSIONS.—Not later than 30 days after the last day of each quarter beginning the fourth quarter of fiscal year 2024, the President shall submit to the Committee on Homeland Security and Governmental Affairs, the Committee on the Judiciary, and the Committee on Foreign Relations of the Senate and the Committee on Homeland Security, the Committee on the Judiciary, and the Committee on Foreign Affairs of the House of Representatives a report that includes the following:

''(1) REFUGEES ADMITTED.—

''(A) The number of refugees admitted to the United States during the preceding quarter.

''(B) The cumulative number of refugees admitted to the United States during the applicable fiscal year, as of the last day of the preceding quarter.

''(C) The number of refugees expected to be admitted to the United States during the remainder of the applicable fiscal year.

''(D) The number of refugees from each region admitted to the United States during the preceding quarter.

''(2) REFUGEE APPLICANTS WITH PENDING SECURITY CHECKS.—

''(A) The number of aliens, by nationality, security check, and responsible vetting agency, for whom a National Vetting Center or other security check has been requested during the preceding quarter, and the number of aliens, by nationality, for whom the check was pending beyond 30 days.

''(B) The number of aliens, by nationality, security check, and responsible vetting agency, for whom a National Vetting Center or other security check has been pending for more than 180 days.

''(3) CIRCUIT RIDES.—

''(A) For the preceding quarter—

''(i) the number of Refugee Corps officers deployed on circuit rides and the overall number of Refugee Corps officers;

''(ii) the number of individuals interviewed—

''(I) on each circuit ride; and

''(II) at each circuit ride location;

''(iii) the number of circuit rides; and

''(iv) for each circuit ride, the duration of the circuit ride.

''(B) For the subsequent 2 quarters—

''(i) the number of circuit rides planned; and

''(ii) the number of individuals planned to be interviewed.

''(4) PROCESSING.—

''(A) For refugees admitted to the United States during the preceding quarter, the average number of days between—

''(i) the date on which an individual referred to the United States Government as a refugee applicant is interviewed by the Secretary of Homeland Security; and

''(ii) the date on which such individual is admitted to the United States.

''(B) For refugee applicants interviewed by the Secretary of Homeland Security in the preceding quarter, the approval, denial, recommended approval, recommended denial, and hold rates for the applications for admission of such individuals, disaggregated by nationality.''.

SEC. 1406. SUPPORT FOR CERTAIN VULNERABLE AFGHANS RELATING TO EMPLOYMENT BY OR ON BEHALF OF THE UNITED STATES.

(a) SPECIAL IMMIGRANT VISAS FOR CERTAIN RELATIVES OF CERTAIN MEMBERS OF THE ARMED FORCES.—

(1) IN GENERAL.—Section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)) is amended—

(A) in subparagraph (L)(iii), by adding a semicolon at the end;

(B) in subparagraph (M), by striking the period at the end and inserting ''; and''; and

(C) by adding at the end the following:

''(N) a citizen or national of Afghanistan who is the parent or brother or sister of—

''(i) a member of the armed forces (as defined in section 101(a) of title 10, United States Code); or

''(ii) a veteran (as defined in section 101 of title 38, United States Code).''.

(2) NUMERICAL LIMITATIONS.—

(A) IN GENERAL.—Subject to subparagraph (C), the total number of principal aliens who may be provided special immigrant visas

under subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)), as added by paragraph (1), may not exceed 2,500 each fiscal year.

(B) CARRYOVER.—If the numerical limitation specified in subparagraph (A) is not reached during a given fiscal year, the numerical limitation specified in such subparagraph for the following fiscal year shall be increased by a number equal to the difference between—

(i) the numerical limitation specified in subparagraph (A) for the given fiscal year; and

(ii) the number of principal aliens provided special immigrant visas under subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)) during the given fiscal year.

(C) MAXIMUM NUMBER OF VISAS.—The total number of aliens who may be provided special immigrant visas under subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)) shall not exceed 10,000.

(D) DURATION OF AUTHORITY.—The authority to issue visas under subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)) shall—

(i) commence on the date of the enactment of this Act; and

(ii) terminate on the date on which all such visas are exhausted.

(b) CERTAIN AFGHANS INJURED OR KILLED IN THE COURSE OF EMPLOYMENT.—Section 602(b) of the Afghan Allies Protection Act of 2009 (8 U.S.C. 1101 note; Public Law 111–8) is amended—

(1) in paragraph (2)(A)—

(A) by amending clause (ii) to read as follows:

''(ii)(I) was or is employed in Afghanistan on or after October 7, 2001, for not less than 1 year—

''(aa) by, or on behalf of, the United States Government; or

''(bb) by the International Security Assistance Force (or any successor name for such Force) in a capacity that required the alien—

''(AA) while traveling off-base with United States military personnel stationed at the International Security Assistance Force (or any successor name for such Force), to serve as an interpreter or translator for such United States military personnel; or

''(BB) to perform activities for the United States military personnel stationed at International Security Assistance Force (or any successor name for such Force); or

''(II) in the case of an alien who was wounded or seriously injured in connection with employment described in subclause (I), was employed for any period until the date on which such wound or injury occurred, if the wound or injury prevented the alien from continuing such employment;''; and

(B) in clause (iii), by striking ''clause (ii)'' and inserting ''clause (ii)(I)'';

(2) in paragraph (13)(A)(i), by striking ''subclause (I) or (II)(bb) of paragraph (2)(A)(ii)'' and inserting ''item (aa) or (bb)(BB) of paragraph (2)(A)(ii)(I)'';

(3) in paragraph (14)(C), by striking ''paragraph (2)(A)(ii)'' and inserting ''paragraph (2)(A)(ii)(I)''; and

(4) in paragraph (15), by striking ''paragraph (2)(A)(ii)'' and inserting ''paragraph (2)(A)(ii)(I)''.

(c) EXTENSION OF SPECIAL IMMIGRANT VISA PROGRAM UNDER AFGHAN ALLIES PROTECTION ACT OF 2009.—Section 602(b) of the Afghan Allies Protection Act of 2009 (8 U.S.C. 1101 note; Public Law 111–8) is amended—

(1) in paragraph (3)(F)—

(A) in the subparagraph heading, by striking ''FISCAL YEARS 2015 THROUGH 2022'' and inserting ''FISCAL YEARS 2015 THROUGH 2029''; and

(B) in clause (i), by striking ''December 31, 2024'' and inserting ''December 31, 2029''; and

(C) in clause (ii), by striking ''December 31, 2024'' and inserting ''December 31, 2029''; and

(2) in paragraph (13), in the matter preceding subparagraph (A), by striking ''January 31, 2024'' and inserting ''January 31, 2030''.

(d) AUTHORIZATION OF VIRTUAL INTERVIEWS.—Section 602(b)(4) of the Afghan Allies Protection Act of 2009 (8 U.S.C. 1101 note; Public Law 111–8;) is amended by adding at the end the following:

''(D) VIRTUAL INTERVIEWS.—Notwithstanding section 222(e) of the Immigration and Nationality Act (8 U.S.C. 1202(e)), an application for an immigrant visa under this section may be signed by the applicant through a virtual video meeting before a consular officer and verified by the oath of the applicant administered by the consular officer during a virtual video meeting.''.

(e) QUARTERLY REPORTS.—Paragraph (12) of section 602(b) of the Afghan Allies Protection Act of 2009 (8 U.S.C. 1101 note; Public Law 111–8) is amended is amended to read as follows:

''(12) QUARTERLY REPORTS.—

''(A) REPORT TO CONGRESS.—Not later than 120 days after the date of enactment of the FAA Reauthorization Act of 2024 and every 90 days thereafter, the Secretary of State and the Secretary of Homeland Security, in consultation with the Secretary of Defense, shall submit to the appropriate committees of Congress a report that includes the following:

''(i) For the preceding quarter—

''(I) a description of improvements made to the processing of special immigrant visas and refugee processing for citizens and nationals of Afghanistan;

''(II) the number of new Afghan referrals to the United States Refugee Admissions Program, disaggregated by referring entity;

''(III) the number of interviews of Afghans conducted by U.S. Citizenship and Immigration Services, disaggregated by the country in which such interviews took place;

''(IV) the number of approvals and the number of denials of refugee status requests for Afghans;

''(V) the number of total admissions to the United States of Afghan refugees;

''(VI) number of such admissions, disaggregated by whether the refugees come from within, or outside of, Afghanistan;

''(VII) the average processing time for citizens and nationals of Afghanistan who are applicants;

''(VIII) the number of such cases processed within such average processing time; and

''(IX) the number of denials issued with respect to applications by citizens and nationals of Afghanistan.

''(ii) The number of applications by citizens and nationals of Afghanistan for refugee referrals pending as of the date of submission of the report.

''(iii) A description of the efficiency improvements made in the process by which applications for special immigrant visas under this subsection are processed, including information described in clauses (iii) through (viii) of paragraph (11)(B).

''(B) FORM OF REPORT.—Each report required by subparagraph (A) shall be submitted in unclassified form but may contain a classified annex.

''(C) PUBLIC POSTING.—The Secretary of State shall publish on the website of the Department of State the unclassified portion of each report submitted under subparagraph (A).''.

(f) GENERAL PROVISIONS.—

(1) PROHIBITION ON FEES.—The Secretary, the Secretary of Defense, or the Secretary of State may not charge any fee in connection with an application for, or issuance of, a special immigrant visa or special immigrant status under—

(A) section 602 of the Afghan Allies Protection Act of 2009 (8 U.S.C. 1101 note; Public Law 111–8);

(B) section 1059 of the National Defense Authorization Act for Fiscal Year 2006 (8 U.S.C. 1101 note; Public Law 109–163); or

(C) subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)), as added by subsection (a)(1).

(2) DEFENSE PERSONNEL.—Any limitation in law with respect to the number of personnel within the Office of the Secretary of Defense, the military departments, or a Defense Agency (as defined in section 101(a) of title 10, United States Code) shall not apply to personnel employed for the primary purpose of carrying out this section.

(3) PROTECTION OF ALIENS.—The Secretary of State, in consultation with the head of any other appropriate Federal agency, shall make a reasonable effort to provide an alien who is seeking status as a special immigrant under subparagraph (N) of section 101(a)(27) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(27)), as added by subsection (a)(1), protection or to immediately remove such alien from Afghanistan, if possible.

(4) RESETTLEMENT SUPPORT.—A citizen or national of Afghanistan who is admitted to the United States under this section or an amendment made by this section shall be eligible for resettlement assistance, entitlement programs, and other benefits available to refugees admitted under section 207 of the Immigration and Nationality Act (8 U.S.C. 1157) to the same extent, and for the same periods of time, as such refugees.

SEC. 1407. SUPPORT FOR ALLIES SEEKING RESETTLEMENT IN THE UNITED STATES.

Notwithstanding any other provision of law, during the period beginning on the date of the enactment of this Act and ending on the date that is 10 years thereafter, the Secretary and the Secretary of State may waive any fee or surcharge or exempt individuals from the payment of any fee or surcharge collected by the Department of Homeland Security and the Department of State, respectively, in connection with a petition or application for, or issuance of, an immigrant visa to a national of Afghanistan under section 201(b)(2)(A)(i) or 203(a) of the Immigration and Nationality Act (8 U.S.C. 1151(b)(2)(A)(i) and 1153(a)), respectively.

SEC. 1408. REPORTING.

(a) QUARTERLY REPORTS.—Beginning on January 1, 2028, not less frequently than quarterly, the Secretary shall submit to the Committee on the Judiciary of the Senate and the Committee on the Judiciary of the House of Representatives a report that includes, for the preceding quarter—

(1) the number of individuals granted conditional permanent resident status under section 1403, disaggregated by the number of such individuals for whom conditions have been removed;

(2) the number of individuals granted conditional permanent resident status under section 1403 who have been determined to be ineligible for removal of conditions (and the reasons for such determination); and

(3) the number of individuals granted conditional permanent resident status under section 1403 for whom no such determination has been made (and the reasons for the lack of such determination).

(b) ANNUAL REPORTS.—Not less frequently than annually, the Secretary, in consultation with the Attorney General, shall submit to the appropriate committees of Congress a report that includes for the preceding year,

with respect to individuals granted conditional permanent resident status under section 1403—

(1) the number of such individuals who are placed in removal proceedings under section 240 of the Immigration and Nationality Act (8 U.S.C. 1229a) charged with a ground of deportability under subsection (a)(2) of section 237 of that Act (8 U.S.C. 1227), disaggregated by each applicable ground under that subsection;

(2) the number of such individuals who are placed in removal proceedings under section 240 of the Immigration and Nationality Act (8 U.S.C. 1229a) charged with a ground of deportability under subsection (a)(3) of section 237 of that Act (8 U.S.C. 1227), disaggregated by each applicable ground under that subsection;

(3) the number of final orders of removal issued pursuant to proceedings described in paragraphs (1) and (2), disaggregated by each applicable ground of deportability;

(4) the number of such individuals for whom such proceedings are pending, disaggregated by each applicable ground of deportability; and

(5) a review of the available options for removal from the United States, including any changes in the feasibility of such options during the preceding year.

SEC. 1409. RULE OF CONSTRUCTION.

Except as expressly described in this title or an amendment made by this title, nothing in this title or an amendment made by this title may be construed to modify, expand, or limit any law or authority to process or admit refugees under section 207 of the Immigration and Nationality Act (8 U.S.C. 1157) or applicants for an immigrant visa under the immigration laws.

SA 2023. Mr. SCHATZ (for himself, Mr. VAN HOLLEN, Mr. WELCH, Mr. PADILLA, Mr. SANDERS, Ms. HIRONO, Mr. WARNOCK, and Mr. OSSOFF) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the end, add the following:

DIVISION B—SUPPLEMENTAL DISASTER APPROPRIATIONS

The following sums are hereby are appropriated, out of any money in the Treasury not otherwise appropriated, for the fiscal year ending September 30, 2024, and for other purposes, namely:

TITLE I

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

COMMUNITY PLANNING AND DEVELOPMENT

COMMUNITY DEVELOPMENT FUND

For an additional amount for ''Community Development Fund'', $3,500,000,000, to remain available until expended, for the same purposes and under the same terms and conditions as funds appropriated under such heading in title VIII of the Disaster Relief Supplemental Appropriations Act, 2022 (division B of Public Law 117–43; 135 Stat. 369), except that such amounts shall be for major disasters that occurred in 2023 or 2024 and the fourth, 20th, and 21st provisos under such heading in such Act shall not apply: *Provided*, That of the amounts made available under this heading in this Act, $5,000,000 shall be made available for capacity building and technical assistance, including assistance on contracting and procurement processes, to support States, units of general local government, or Indian tribes, and subrecipients that receive allocations related to major disasters under this heading in this Act and allocations for disaster recovery in any prior or future Acts: *Provided further*, That of the amounts made available under this heading in this Act, $10,000,000 shall be transferred to ''Department of Housing and Urban Development—Program Office Salaries and Expenses—Community Planning and Development'' for necessary costs, including information technology costs, of administering and overseeing the obligation and expenditure of amounts made available under the heading ''Community Development Fund'' in this Act or any prior or future Act that makes amounts available for purposes related to major disasters under such heading: *Provided further*, That of the amounts made available under this heading in this Act, $3,000,000 shall be transferred to ''Department of Housing and Urban Development—Office of Inspector General'' for necessary costs of overseeing and auditing funds amounts made available under the heading ''Community Development Fund'' in this Act or any prior or future Act that makes amounts available for purposes related to major disasters under such heading: *Provided further*, That amounts made available under this heading in this Act may be used by a grantee to assist utilities as part of a disaster-related eligible activity under section 105(a) of the Housing and Community Development Act of 1974 (42 U.S.C. 5305(a)): *Provided further*, That such amount is designated by the Congress as being for an emergency requirement pursuant to section 251(b)(2)(A)(i) of the Balanced Budget and Emergency Deficit Control Act of 1985.

TITLE II

BUDGETARY EFFECTS

BUDGETARY EFFECT

SEC. 2001. (a) STATUTORY PAYGO SCORECARDS.—The budgetary effects of this division shall not be entered on either PAYGO scorecard maintained pursuant to section 4(d) of the Statutory Pay As-You-Go Act of 2010.

(b) SENATE PAYGO SCORECARDS.—The budgetary effects of this division shall not be entered on any PAYGO scorecard maintained for purposes of section 4106 of H. Con. Res. 71 (115th Congress).

(c) CLASSIFICATION OF BUDGETARY EFFECTS.—Notwithstanding Rule 3 of the Budget Scorekeeping Guidelines set forth in the joint explanatory statement of the committee of conference accompanying Conference Report 105-217 and section 250(c)(7) and (c)(8) of the Balanced Budget and Emergency Deficit Control Act of 1985, the budgetary effects of this division shall be estimated for purposes of section 251 of such Act.

SA 2024. Mr. LUJÁN (for himself, Mr. WELCH, Mr. VANCE, Mr. WICKER, Mr. DAINES, and Ms. ROSEN) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the end, add the following:

TITLE XIV—COMMUNICATIONS MATTERS

SEC. 1401. ADDITIONAL "RIP AND REPLACE" FUNDING.

(a) INCREASE IN EXPENDITURE LIMIT.—Section 4(k) of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1603(k)) is amended by striking ''$1,900,000,000'' and inserting ''$4,980,000,000''.

(b) APPROPRIATION OF FUNDS.—There is appropriated to the Federal Communications Commission for fiscal year 2024, out of amounts in the Treasury not otherwise appropriated, $3,080,000,000, to remain available until expended, to carry out section 4 of the Secure and Trusted Communications Networks Act of 2019 (47 U.S.C. 1603).

SEC. 1402. IMPROVING THE AFFORDABLE CONNECTIVITY PROGRAM.

(a) IMPROVING VERIFICATION OF ELIGIBILITY.—

(1) REQUIRED USE OF NATIONAL VERIFIER TO DETERMINE ELIGIBILITY.—Section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752) is amended—

(A) in subsection (a)(6)(C), by striking ''or the participating provider verifies eligibility under subsection (a)(2)(B)''; and

(B) in subsection (b)(2), by striking ''shall'' and all that follows and inserting the following: ''shall use the National Verifier or National Lifeline Accountability Database.''.

(2) REPEAL OF ELIGIBILITY THROUGH A PROVIDER'S EXISTING LOW-INCOME PROGRAM.—Section 904(a)(6) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(a)(6)) is amended—

(A) in subparagraph (C), by adding ''or'' at the end;

(B) by striking subparagraph (D); and

(C) by redesignating subparagraph (E) as subparagraph (D).

(3) LIMITATION ON ELIGIBILITY THROUGH THE COMMUNITY ELIGIBILITY PROVISION OF THE FREE LUNCH PROGRAM AND THE FREE SCHOOL BREAKFAST PROGRAM.—Section 904(a)(6) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(a)(6)) is amended by striking subparagraph (B) and inserting the following:

''(B) at least 1 member of the household—

''(i) is eligible for and receives—

''(I) free or reduced price lunch under the school lunch program school established under the Richard B. Russell National School Lunch Act (42 U.S.C. 1751 et seq.); or

''(II) free or reduced price breakfast under the school breakfast program established under section 4 of the Child Nutrition Act of 1966 (42 U.S.C. 1773); and

''(ii) attends a school the local educational agency of which does not elect to receive special assistance payments under section 11(a)(1)(F) of the Richard B. Russell National School Lunch Act (42 U.S.C. 1759a(a)(1)(F)).''.

(4) REDUCTION OF ELIGIBLE HOUSEHOLDS.—Section 904(a)(6)(A) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(a)(6)(A)) is amended by striking ''except that'' and all that follows and inserting a semicolon.

(5) EFFECTIVE DATE; RULES.—

(A) DEFINITIONS.—In this paragraph—

(i) the terms ''affordable connectivity benefit'', ''Commission'', ''eligible household'', and ''participating provider'' have the meanings given those terms in section 904(a) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(a)), as amended by this subsection; and

(ii) the term ''Affordable Connectivity Program'' means the program established under section 904(b)(1) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(b)(1)).

(B) EFFECTIVE DATE.—Except as provided in subparagraph (C), the amendments made by this subsection shall take effect on the date of enactment of this Act.

(C) ENROLLED HOUSEHOLDS.—A household that received the affordable connectivity benefit as of April 30, 2024, but is no longer an eligible household by reason of the amendments made by this subsection shall nonetheless be treated an eligible household until the date that is 180 days after the date of enactment of this Act.

(D) UPDATING RULES.—Not later than 180 days after the date of enactment of this Act, the Commission shall update the rules of the Commission relating to the Affordable Connectivity Program to implement the amendments made by this subsection.

(E) RE-CERTIFICATION.—During the period beginning on the date on which the Commission updates the rules under subparagraph (D) and ending on the date that is 240 days after the date of enactment of this Act, a participating provider or the Administrator of the Universal Service Administrative Company, as applicable, shall re-certify the eligibility of a household for the Affordable Connectivity Program in accordance with section 54.1806(f) of title 47, Code of Federal Regulations, or any successor regulation, based on the amendments made by this subsection.

(b) REPEAL OF AFFORDABLE CONNECTIVITY PROGRAM DEVICE SUBSIDY.—Section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752) is amended—

(1) in subsection (a)—

(A) by striking paragraph (4); and

(B) by redesignating paragraphs (5) through (11) as paragraphs (4) through (10), respectively; and

(2) in subsection (b)—

(A) in paragraph (1), by striking '', or an affordable connectivity benefit and a connected device,'';

(B) in paragraph (2), by striking ''subsection (b)(6)(C)'' and inserting ''subsection (b)(5)(C)'';

(C) by striking paragraph (5);

(D) by redesignating paragraphs (6) through (15) as paragraphs (5) through (14), respectively;

(E) by amending paragraph (5), as so redesignated, to read as follows:

''(5) CERTIFICATION REQUIRED.—To receive a reimbursement under paragraph (4), a participating provider shall certify to the Commission that each eligible household for which the participating provider is seeking reimbursement for providing an internet service offering discounted by the affordable connectivity benefit—

''(A) will not be required to pay an early termination fee if such eligible household elects to enter into a contract to receive such internet service offering if such household later terminates such contract;

''(B) was not, after December 27, 2020, subject to a mandatory waiting period for such internet service offering based on having previously received broadband internet access service from such participating provider; and

''(C) will otherwise be subject to the participating provider's generally applicable terms and conditions as applied to other customers.'';

(F) in paragraph (11), as so redesignated—

(i) in subparagraph (D), by striking ''a connected device or a reimbursement for'';

(ii) by striking subparagraph (E);

(iii) by redesignating subparagraphs (F) and (G) as subparagraphs (E) and (F), respectively; and

(iv) in subparagraph (F), as so redesignated, by striking ''subsection (a)(6)'' and inserting ''subsection (a)(5)''; and

(G) in paragraph (13), as so redesignated, by striking ''paragraph (12)'' and inserting ''paragraph (11)''.

(c) ANTIFRAUD CONTROLS, PERFORMANCE GOALS, AND MEASURES.—Section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752) is amended by adding at the end the following:

''(k) ANTIFRAUD CONTROLS, PERFORMANCE GOALS, AND MEASURES.—

''(1) IN GENERAL.—Not later than 180 days after the date of enactment of this subsection, the Commission shall develop and implement antifraud controls, performance goals, and performance measures for the Affordable Connectivity Program, and in doing so, shall consider the recommendations submitted by the Comptroller General of the United States to the Commission in the report entitled 'Affordable Broadband: FCC Could Improve Performance Goals and Measures, Consumer Outreach, and Fraud Risk Management', publicly released January 25, 2023 (GAO–23–105399).''.

(d) REPORT ON EFFECTIVENESS.—Not later than 1 year after the date of enactment of this Act, the Inspector General of the Federal Communications Commission shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives a report analyzing the effects of this section, including the amendments made by this section, with respect to improving the efficiency and quality of the Affordable Connectivity Program established under section 904 of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752).

(e) APPROPRIATION OF FUNDS.—Section 904(i)(2) of division N of the Consolidated Appropriations Act, 2021 (47 U.S.C. 1752(i)(2)) is amended—

(1) in the paragraph heading, by striking ''APPROPRIATION'' and inserting ''APPROPRIATIONS'';

(2) by striking ''There is'' and inserting the following:

''(A) FISCAL YEAR 2021.—There is''; and

(3) by adding at the end the following:

''(B) FISCAL YEAR 2024.—There is appropriated to the Affordable Connectivity Fund, out of any money in the Treasury not otherwise appropriated, $6,000,000,000 for fiscal year 2024, to remain available until expended.''.

SEC. 1403. REAUCTION OF CERTAIN LICENSES.

(a) FCC REAUCTION AUTHORITY.—Not later than 2 years after the date of enactment of this Act, the Federal Communications Commission, without regard to whether the authority of the Commission under paragraph (11) of section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)) has expired—

(1) shall initiate 1 or more systems of competitive bidding under that section to grant licenses for—

(A) the bands referred to by the Commission as the ''AWS–3 bands''; and

(B) any other unassigned spectrum bands with respect to which the Commission previously offered licenses in competitive bidding, as determined appropriate by the Commission; and

(2) shall initiate 1 or more systems of competitive bidding under that section to grant licenses for any unassigned spectrum bands, other than the bands auctioned under paragraph (1), with respect to which the Commission—

(A) previously offered licenses in competitive bidding; and

(B) determines there is sufficient current demand.

(b) COMPLETION OF REAUCTION.—The Federal Communications Commission shall complete each system of competitive bidding described in subsection (a), including receiving payments, processing applications, and granting licenses, without regard to whether the authority of the Commission under paragraph (11) of section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)) has expired.

SA 2025. Mr. YOUNG submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ____. GPS MONITORING PILOT PROGRAM.

(a) ESTABLISHMENT.—The Administrator shall conduct a pilot program to evaluate technologies to detect, measure, and locate disrupting sources of interference to the GPS Standard Positioning Service in order to mitigate the impacts on air commerce and other related government and civilian functions within the air traffic management ecosystem.

(b) EVALUATION OF TECHNOLOGIES.—

(1) TYPES OF TECHNOLOGIES.—The pilot program shall evaluate commercially available technologies, as well as technologies under development by the FAA, the Department of Transportation, the Department of Defense, the Department of Homeland Security, and the National Aeronautics and Space Administration.

(2) SCOPE.—The pilot program shall consider technologies that have both physical electronics equipment and software components, as well as technologies with only software components.

(c) NUMBER OF EVALUATION SITES.—The pilot program shall evaluate technologies for the purposes described in subsection (a) at not less than 5, and not more than 7, airports unless the Administrator determines that additional evaluation sites are needed to carry out the pilot program.

(d) LOCATION OF EVALUATION SITES.—

(1) IN GENERAL.—The pilot program shall be conducted at each of the following types of airports:

(A) A primary airport in Class B airspace.

(B) A primary airport in Class C airspace.

(C) A primary airport in Class D airspace.

(D) An airport in Class E airspace.

(E) A Joint-Use Airport.

(2) DOCUMENTED INTERFERENCE.—In determining whether an airport should be an evaluation site for the pilot program, the Administrator shall consider airports described in paragraph (1) that have experienced documented instances of interference to the GPS Standard Positioning Service during the 5-year period ending with the date of enactment of this section.

(e) PRIVATE SECTOR PARTICIPATION.—The Administrator shall collaborate with the private sector, including providers of technology that can cost-effectively implement a capability to potentially mitigate the impacts of GPS Standard Positioning Service interference on air commerce.

(f) CONGRESSIONAL BRIEFINGS.—Beginning 12 months after the date of enactment of this section, and annually thereafter until the date on which the report required by subsection (g) is submitted, the Administrator shall provide the appropriate committees of Congress with a briefing summarizing the status of, and findings from, the pilot program.

(g) REPORT.—Not later than 180 days after the date on which the pilot program is terminated, the Administrator shall provide a report to the appropriate committees of Congress on the results of the pilot program.

(h) GPS STANDARD POSITIONING SERVICE DEFINED.—In this section, the term ''GPS Standard Positioning Service'' has the meaning given such term in section 2281(d)(2) of title 10, United States Code.

SA 2026. Mr. SCHUMER proposed an amendment to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; as follows:

At the end add the following:

SEC. EFFECTIVE DATE.

This Act shall take effect on the date that is 1 day after the date of enactment of this Act.

SA 2027. Mr. SCHUMER proposed an 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; as follows:

At the end add the following:

SEC. EFFECTIVE DATE.

This Act shall take effect on the date that is 3 days after the date of enactment of this Act.

SA 2028. Mr. SCHUMER proposed an amendment to amendment SA 2027 proposed by Mr. SCHUMER 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; as follows:

On page 1, line 3, strike ''3 days'' and insert ''4 days''.

SA 2029. Mr. SCHUMER proposed an amendment to amendment SA 2028 proposed by Mr. SCHUMER to the amendment SA 2027 proposed by Mr. SCHUMER 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; as follows:

On page 1, line 1, strike ''4 days'' and insert ''5 days''.

SA 2030. Mr. VAN HOLLEN submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. _____. FEDERAL PAYMENT TO THE DISTRICT OF COLUMBIA PUBLIC DEFENDER SERVICE.

The matter preceding the first proviso under the heading ''FEDERAL PAYMENT TO THE DISTRICT OF COLUMBIA PUBLIC DEFENDER SERVICE'' under the heading ''FEDERAL FUNDS'' in title IV of division B of the Further Consolidated Appropriations Act, 2024 (Public Law 118–47; 138 Stat. 460) is amended by striking '', of which $3,000,000 shall remain available until September 30, 2026, for costs associated with relocation under a replacement lease for headquarters offices, field offices, and related facilities''.

SA 2031. Mr. BENNET (for himself and Mr. HICKENLOOPER) submitted an amendment intended to be proposed by him 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

SEC. ___. NATIONAL ACADEMIES STUDY AND REPORT ON EXTENT AND EFFECTS OF MEGATRENDS IN AVIATION.

(a) STUDY.— The Administrator of the Federal Aviation Administration shall enter into an arrangement with the National Academies of Sciences, Engineering, and Medicine to conduct a study to identify megatrends in aviation and how such megatrends impact aviation safety and freedom of movement, including—

(1) extreme weather;
(2) rapid urbanization;
(3) demographic shifts;
(4) technological and aerospace innovations;
(5) international geopolitical challenges;
(6) infrastructure resiliency;
(7) digital security;
(8) increased passenger traffic;
(9) fuel sources and types; and
(10) rural access to aviation.

(b) REPORT.—Not later than 12 months after the date of enactment of this Act, the Administrator shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate and the Committee on Transportation and Infrastructure , the Committee on Science, Space, and Technology, and the Committee on Appropriations of the House of Representatives a report containing the results of the study conducted under subsection (a), together with a plan for responding to the results and recommendations of the study.

SA 2032. Mr. MARSHALL (for himself, Mrs. SHAHEEN, and Mr. GRASSLEY) submitted an amendment intended to be proposed to amendment SA 1911 proposed by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) 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; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

TITLE ____—COOPER DAVIS ACT

SEC. ___01. SHORT TITLE.

This title may be cited as the ''Cooper Davis Act''.

SEC. ___02. REPORTING REQUIREMENTS OF ELECTRONIC COMMUNICATION SERVICE PROVIDERS AND REMOTE COMPUTING SERVICES FOR CERTAIN CONTROLLED SUBSTANCES VIOLATIONS.

(a) AMENDMENTS TO CONTROLLED SUBSTANCES ACT.—

(1) IN GENERAL.—Part E of the Controlled Substances Act (21 U.S.C. 871 et seq.) is amended by adding at the end the following:

''REPORTING REQUIREMENTS OF ELECTRONIC COMMUNICATION SERVICE PROVIDERS AND REMOTE COMPUTING SERVICES FOR CERTAIN CONTROLLED SUBSTANCES VIOLATIONS

''SEC. 521. (a) DEFINITIONS.—In this section—

''(1) the term 'electronic communication service' has the meaning given that term in section 2510 of title 18, United States Code;

''(2) the term 'electronic mail address' has the meaning given that term in section 3 of the CAN-SPAM Act of 2003 (15 U.S.C. 7702);

''(3) the term 'Internet' has the meaning given that term in section 1101 of the Internet Tax Freedom Act (47 U.S.C. 151 note);

''(4) the term 'provider' means an electronic communication service provider or remote computing service;

''(5) the term 'remote computing service' has the meaning given that term in section 2711 of title 18, United States Code; and

''(6) the term 'website' means any collection of material placed in a computer server-based file archive so that it is publicly accessible, over the Internet, using hypertext transfer protocol or any successor protocol.

''(b) DUTY TO REPORT.—

''(1) GENERAL DUTY.—In order to reduce the proliferation of the unlawful sale, distribution, or manufacture (as applicable) of counterfeit substances and certain controlled substances, a provider shall, as soon as reasonably possible after obtaining actual knowledge of any facts or circumstances described in paragraph (2), and in any event not later than 60 days after obtaining such knowledge, submit to the Drug Enforcement Administration a report containing—

''(A) the mailing address, telephone number, facsimile number, and electronic mailing address of, and individual point of contact for, such provider;

''(B) information described in subsection (c) concerning such facts or circumstances; and

''(C) for purposes of subsection (j), information indicating whether the facts or circumstances were discovered through content moderation conducted by a human or via a non-human method, including use of an algorithm, machine learning, or other means.

''(2) FACTS OR CIRCUMSTANCES.—The facts or circumstances described in this paragraph are any facts or circumstances establishing that a crime is being or has already been committed involving—

''(A) creating, manufacturing, distributing, dispensing, or possession with intent to manufacture, distribute, or dispense—

''(i) fentanyl; or

''(ii) methamphetamine;

''(B) creating, manufacturing, distributing, dispensing, or possession with intent to manufacture, distribute, or dispense a counterfeit substance, including a counterfeit substance purporting to be a prescription drug; or

''(C) offering, dispensing, or administering an actual or purported prescription pain medication or prescription stimulant by any individual or entity that is not a practitioner or online pharmacy, including an individual or entity that falsely claims to be a practitioner or online pharmacy.

''(3) PERMITTED ACTIONS BASED ON REASONABLE BELIEF.—In order to reduce the proliferation of the unlawful sale, distribution, or manufacture (as applicable) of counterfeit substances and certain controlled substances, if a provider has a reasonable belief that facts or circumstances described in paragraph (2) exist, the provider may submit to the Drug Enforcement Administration a report described in paragraph (1).

''(c) CONTENTS OF REPORT.—

''(1) IN GENERAL.—To the extent the information is within the custody or control of a provider, the facts or circumstances included in each report under subsection (b)(1)—

''(A) shall include, to the extent that it is applicable and reasonably available, information relating to the account involved in the commission of a crime described in subsection (b)(2), such as the name, address, electronic mail address, user or account identification, Internet Protocol address, uniform resource locator, screen names or monikers for the account used or any other accounts associated with the account user, or any other identifying information, including self-reported identifying information, but not including the contents of a wire communication or electronic communication, as those terms are defined in section 2510 of title 18, United States Code, except as provided in subparagraph (B) of this paragraph; and

''(B) may, at the sole discretion of the provider, include the information described in paragraph (2) of this subsection.

''(2) OTHER INFORMATION.—The information referred to in paragraph (1)(B) is the following:

''(A) HISTORICAL REFERENCE.—Information relating to when and how a user, subscriber, or customer of a provider uploaded, transmitted, or received content relating to the report or when and how content relating to the report was reported to or discovered by the provider, including a date and time stamp and time zone.

''(B) GEOGRAPHIC LOCATION INFORMATION.—Information relating to the geographic location of the involved individual or website, which may include the Internet Protocol address or verified address, or, if not reasonably available, at least one form of geographic identifying information, including area code or ZIP Code, provided by the user, subscriber, or customer, or stored or obtained by the provider, and any information as to whether a virtual private network was used.

''(C) DATA RELATING TO FACTS OR CIRCUMSTANCES.—Any data, including symbols, photos, video, icons, or direct messages, relating to activity involving the facts or circumstances described in subsection (b)(2) or other content relating to the crime.

''(D) COMPLETE COMMUNICATION.—The complete communication containing the information of the crime described in subsection (b)(2), including—

''(i) any data or information regarding the transmission of the communication; and

''(ii) any data or other digital files contained in, or attached to, the communication.

''(3) USER, SUBSCRIBER, OR CUSTOMER SUBMITTED REPORTS.—In the case of a report under subsection (b)(3), the provider may, at its sole discretion, include in the report information submitted to the provider by a user, subscriber, or customer alleging facts or circumstances described in subsection (b)(2) if the provider, upon review, has a reasonable belief that the alleged facts or circumstances exist.

''(d) HANDLING OF REPORTS.—Upon receipt of a report submitted under subsection (b), the Drug Enforcement Administration—

''(1) shall conduct a preliminary review of such report; and

''(2) after completing the preliminary review, shall—

''(A) conduct further investigation of the report, which may include making the report available to other Federal, State, or local law enforcement agencies involved in the investigation of crimes described in subsection (b)(2), if the Drug Enforcement Administration determines that the report facially contains sufficient information to warrant and permit further investigation; or

''(B) conclude that no further investigative steps are warranted or possible, or that insufficient evidence exists to make a determination, and close the report.

''(e) ATTORNEY GENERAL RESPONSIBILITIES.—

''(1) IN GENERAL.—The Attorney General shall enforce this section.

''(2) DESIGNATION OF FEDERAL AGENCIES.—The Attorney General may designate a Federal law enforcement agency or agencies to which the Drug Enforcement Administration may forward a report under subsection (d).

''(3) DATA MINIMIZATION REQUIREMENTS.—The Attorney General shall take reasonable measures to—

''(A) limit the storage of a report submitted under subsection (b) and its contents to the amount that is necessary to carry out the investigation of crimes described in subsection (b)(2); and

''(B) store a report submitted under subsection (b) and its contents only as long as is reasonably necessary to carry out an investigation of crimes described in subsection (b)(2) or make the report available to other agencies under subsection (d)(2)(A), after which time the report and its contents shall be deleted unless the preservation of a report has future evidentiary value.

''(f) FAILURE TO COMPLY WITH REQUIREMENTS.—

''(1) CRIMINAL PENALTY.—

''(A) OFFENSE.—It shall be unlawful for a provider to knowingly fail to submit a report required under subsection (b)(1).

''(B) PENALTY.—A provider that violates subparagraph (A) shall be fined—

''(i) in the case of an initial violation, not more than $190,000; and

''(ii) in the case of any second or subsequent violation, not more than $380,000.

''(2) CIVIL PENALTY.—In addition to any other available civil or criminal penalty, a provider shall be liable to the United States Government for a civil penalty in an amount not less than $50,000 and not more than $100,000 if the provider knowingly submits a report under subsection (b) that—

''(A) contains materially false or fraudulent information; or

''(B) omits information described in subsection (c)(1)(A) that is reasonably available.

''(g) PROTECTION OF PRIVACY.—Nothing in this section shall be construed to—

''(1) require a provider to monitor any user, subscriber, or customer of that provider;

''(2) require a provider to monitor the content of any communication of any person described in paragraph (1);

''(3) require a provider to affirmatively search, screen, or scan for facts or circumstances described in subsection (b)(2); or

''(4) permit actual knowledge to be proven based solely on a provider's decision not to engage in additional verification or investigation to discover facts and circumstances that are not readily apparent, so long as the provider does not deliberately blind itself to those violations.

''(h) CONDITIONS OF DISCLOSURE OF INFORMATION CONTAINED WITHIN REPORT.—

''(1) IN GENERAL.—Except as provided in paragraph (2), a law enforcement agency that receives a report under subsection (d) shall not disclose any information contained in that report.

''(2) PERMITTED DISCLOSURES BY LAW ENFORCEMENT.—A law enforcement agency may disclose information in a report received under subsection (d)—

''(A) to an attorney for the government for use in the performance of the official duties of that attorney, including providing discovery to a defendant;

''(B) to such officers and employees of that law enforcement agency, as may be necessary in the performance of their investigative and recordkeeping functions;

''(C) to such other government personnel (including personnel of a State or subdivision of a State) as are determined to be necessary by an attorney for the government to assist the attorney in the performance of the official duties of the attorney in enforcing Federal criminal law;

''(D) if the report discloses an apparent violation of State criminal law, to an appropriate official of a State or subdivision of a State for the purpose of enforcing such State law;

''(E) to a defendant in a criminal case or the attorney for that defendant to the extent the information relates to a criminal charge pending against that defendant;

''(F) to a provider if necessary to facilitate response to legal process issued in connection to a criminal investigation, prosecution, or post-conviction remedy relating to that report;

''(G) as ordered by a court upon a showing of good cause and pursuant to any protective orders or other conditions that the court may impose; and

''(H) in order to facilitate the enforcement of the penalties authorized under subsection (f).

''(i) PRESERVATION.—

''(1) IN GENERAL.—

''(A) REQUEST TO PRESERVE CONTENTS.—

''(i) IN GENERAL.—Subject to clause (ii), for the purposes of this section, a completed submission by a provider of a report to the Drug Enforcement Administration under subsection (b)(1) shall be treated as a request to preserve the contents provided in the report, and any data or other digital files that are reasonably accessible and may provide context or additional information about the reported material or person, for 90 days after the submission to the Drug Enforcement Administration.

''(ii) LIMITATIONS ON EXTENSION OF PRESERVATION PERIOD.—

''(I) STORED COMMUNICATIONS ACT.—The Drug Enforcement Administration may not submit a request to a provider to continue preservation of the contents of a report or other data described in clause (i) under section 2703(f) of title 18, United States Code, beyond the required period of preservation under clause (i) of this subparagraph unless the Drug Enforcement Administration has an active or pending investigation involving the user, subscriber, or customer account at issue in the report.

''(II) RULE OF CONSTRUCTION.—Nothing in subclause (I) shall preclude another Federal, State, or local law enforcement agency from seeking continued preservation of the contents of a report or other data described in clause (i) under section 2703(f) of title 18, United States Code.

''(B) NOTIFICATION TO USER.—A provider may not notify a user, subscriber, or customer of the provider of a preservation request described in subparagraph (A) unless—

''(i) the provider has notified the Drug Enforcement Administration of its intent to provide that notice; and

''(ii) 45 business days have elapsed since the notification under clause (i).

''(2) PROTECTION OF PRESERVED MATERIALS.—A provider preserving materials under this section shall maintain the materials in a secure location and take appropriate steps to limit access to the materials by agents or employees of the service to that access necessary to comply with the requirements of this subsection.

''(3) AUTHORITIES AND DUTIES NOT AFFECTED.—Nothing in this section shall be

construed as replacing, amending, or otherwise interfering with the authorities and duties under section 2703 of title 18, United States Code.

''(4) RELATION TO REPORTING REQUIREMENT.—Submission of a report as required by subsection (b)(1) does not satisfy the obligations under this subsection.

''(j) ANNUAL REPORT.—Not later than 1 year after the date of enactment of the Cooper Davis Act, and annually thereafter, the Drug Enforcement Administration shall publish a report that includes, for the reporting period—

''(1) the total number of reports received from providers under subsection (b)(1);

''(2) the number of reports received under subsection (b)(1) disaggregated by—

''(A) the provider on whose electronic communication service or remote computing service the crime for which there are facts or circumstances occurred; and

''(B) the subsidiary of a provider, if any, on whose electronic communication service or remote computing service the crime for which there are facts or circumstances occurred;

''(3) the number of reports received under subsection (b)(1) that led to convictions in cases investigated by the Drug Enforcement Administration;

''(4) the number of reports received under subsection (b)(1) that lacked actionable information;

''(5) the number of reports received under subsection (b)(1) where the facts or circumstances of a crime were discovered through—

''(A) content moderation conducted by a human; or

''(B) a non-human method including use of an algorithm, machine learning, or other means;

''(6) the number of reports received under subsection (b)(1) that were made available to other law enforcement agencies, disaggregated by—

''(A) the number of reports made available to Federal law enforcement agencies;

''(B) the number of reports made available to State law enforcement agencies; and

''(C) the number of reports made available to local law enforcement agencies; and

''(7) the number of requests to providers to continue preservation of the contents of a report or other data described in subsection (i)(1)(A)(i) submitted by the Drug Enforcement Administration under section 2703(f) of title 18, United States Code.

''(k) PROHIBITION ON SUBMISSION OF USER, SUBSCRIBER, CUSTOMER, OR ANONYMOUS REPORTS BY LAW ENFORCEMENT.—

''(1) IN GENERAL.—No Federal, Tribal, State, or local law enforcement officer acting in an official capacity may submit a report to a provider or arrange for another individual to submit a report to a provider on behalf of the officer under this section.

''(2) REMEDY FOR VIOLATION.—No part of the contents of a provider's report made under subsection (b)(1) or (b)(3) and no evidence derived therefrom may be received in evidence in any trial, hearing, or other proceeding in or before any court, department, officer, agency, regulatory body, legislative committee, or other authority of the United States, a State, or a political subdivision thereof if that provider report resulted from an action prohibited by paragraph (1) of this subsection.

''(l) EXEMPTIONS.—Subsections (b) through (k) shall not apply to a provider of broadband internet access service, as that term is defined in section 8.1(b) of title 47, Code of Federal Regulations (or any successor regulation), or a provider of a text messaging service, as that term is defined in section 227 of the Communications Act of 1934 (47 U.S.C. 227), insofar as the provider is acting as a provider of such service.''.

(2) TECHNICAL AND CONFORMING AMENDMENT.—The table of contents for the Controlled Substances Act (21 U.S.C. 801 et seq.) is amended by inserting after the item relating to section 520 the following:

''Sec. 521. Reporting requirements of electronic communication service providers and remote computing services for certain controlled substances violations.''.

(b) CONFORMING AMENDMENTS TO STORED COMMUNICATIONS ACT.—

(1) IN GENERAL.—Section 2702 of title 18, United States Code, is amended—

(A) in subsection (b)—

(i) in paragraph (8), by striking ''or'' at the end;

(ii) in paragraph (9), by striking the period at the end and inserting ''; or''; and

(iii) by adding at the end the following:

''(10) to the Drug Enforcement Administration, in connection with a report submitted thereto under section 521 of the Controlled Substances Act.''; and

(B) in subsection (c)—

(i) in paragraph (6), by striking ''or'' at the end;

(ii) in paragraph (7), by striking the period at the end and inserting ''; or''; and

(iii) by adding at the end the following:

''(8) to the Drug Enforcement Administration, in connection with a report submitted thereto under section 521 of the Controlled Substances Act.''.

(2) TECHNICAL AMENDMENT.—Paragraph (7) of section 2702(b) of title 18, United States Code, is amended to read as follows:

''(7) to a law enforcement agency if the contents—

''(A) were inadvertently obtained by the service provider; and

''(B) appear to pertain to the commission of a crime;''.

SEC. ___03. SEVERABILITY.

If any provision of this Act or amendment made by this Act, or the application of such a provision or amendment to any person or circumstance, is held to be unconstitutional, the remaining provisions of this Act and amendments made by this Act, and the application of such provision or amendment to any other person or circumstance, shall not be affected thereby.

ORDERS FOR WEDNESDAY, MAY 8, 2024

Mr. SCHUMER. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand adjourned until 10 a.m. on Wednesday, May 8; that following the prayer and pledge, the morning hour be deemed expired, the Journal of proceedings be approved to date, the time for the two leaders be reserved for their use later in the day and morning business be closed; that upon the conclusion of morning business, the Senate resume consideration of Calendar No. 211, H.R. 3935; further, that the Senate recess from 1 p.m. until 2:15 to allow for the weekly caucus meetings.

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

ADJOURNMENT UNTIL 10 A.M. TOMORROW

Mr. SCHUMER. Mr. President, if there is no further business to come before the Senate, I ask that it stand adjourned under the previous order.

There being no objection, the Senate, at 7:34 p.m., stands adjourned until Wednesday, May 8, 2024, at 10 a.m.

NOMINATIONS

Executive nominations received by the Senate:

IN THE ARMY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

MAJ. GEN. JERED P. HELWIG

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES ARMY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

MAJ. GEN. GREGORY K. ANDERSON

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT IN THE UNITED STATES ARMY JUDGE ADVOCATE GENERAL'S CORPS TO THE GRADE INDICATED UNDER TITLE 10, U.S.C., SECTIONS 624, 7037, AND 7064:

To be brigadier general

COL. TERRI J. ERISMAN
COL. CHRISTOPHER A. KENNEBECK
COL. STEVEN M. RANIERI

IN THE MARINE CORPS

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES MARINE CORPS TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

LT. GEN. STEPHEN D. SKLENKA

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES MARINE CORPS TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be lieutenant general

MAJ. GEN. CALVERT L. WORTH, JR.

IN THE NAVY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES NAVY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be vice admiral

REAR ADM. MICHAEL J. VERNAZZA

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT IN THE UNITED STATES NAVY TO THE GRADE INDICATED WHILE ASSIGNED TO A POSITION OF IMPORTANCE AND RESPONSIBILITY UNDER TITLE 10, U.S.C., SECTION 601:

To be vice admiral

VICE ADM. JOHN F. WADE

IN THE AIR FORCE

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES AIR FORCE UNDER TITLE 10, U.S.C., SECTION 624:

To be colonel

PAULA M. CHAVIS

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES AIR FORCE UNDER TITLE 10, U.S.C., SECTION 624:

To be lieutenant colonel

FRANK J. PANEBIANCO
ANDREW W. WASHER

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES AIR FORCE UNDER TITLE 10, U.S.C., SECTION 624:

To be lieutenant colonel

JAMES L. SCHNEIDER III

THE FOLLOWING NAMED INDIVIDUAL FOR APPOINTMENT TO THE GRADE INDICATED IN THE REGULAR AIR FORCE UNDER TITLE 10, U.S.C., SECTION 531:

To be lieutenant colonel

ZHIBIN JIANG

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES AIR FORCE UNDER TITLE 10, U.S.C., SECTION 624:

To be major

BENNET D. KRAWCHUK

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES AIR FORCE UNDER TITLE 10, U.S.C., SECTION 624:

To be major

DARIUSZ P. BARNA

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES AIR FORCE UNDER TITLE 10, U.S.C., SECTION 624:

To be major

SALLY L. CRAMER
NICHOLAS J. HAMM
CHARLES T. HEISLER
JONATHAN A. MONSALVE

IN THE ARMY

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY UNDER TITLE 10, U.S.C., SECTION 624:

To be colonel

BARBARA A. BERNINGER

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY MEDICAL CORPS UNDER TITLE 10, U.S.C., SECTIONS 624 AND 7064:

To be colonel

CAROLINE M. KOLB

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY DENTAL CORPS UNDER TITLE 10, U.S.C. , SECTIONS 624 AND 7064:

To be colonel

MICHAEL J. BROWNING
JENNIFER B. HAWIE
HAE J. HONG
MIN C. KIM
JOHN D. KING
TUNG V. LE
MATTHEW A. MEYER
CLAUDIA P. MILLAN
HEATHER R. OLMO
DANIEL R. PERRINGTON
PIERRE R. PIERCE
DAVID L. REDMOND
MARC M. SERRA
MICHAEL R. VILLACARLOS
JAYLON L. WAITE
0002686492

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY MEDICAL CORPS UNDER TITLE 10, U.S. C., SECTIONS 624 AND 7064:

To be colonel

TODD M. ANTON
JOHN S. BERRY IV
LUKE R. BLOOMQUIST
SARAH BOLDT
NICOLAS R. CAHANDING
TATJANA P. CALVANO
MACARIO CAMACHO, JR.
JOHN D. CAMPAGNA
DEREK M. CARLSON
MARLIN CAUSEY
YINTING CHEN
GEOFFREY C. CHIN
KATHERINE E. COCKER
JASON I. DAILEY
MATTHEW R. DEBIEC
RICHARD R. DELANEY
JOHN T. DISTELHORST
PETER D. EVERSON
SHANNON C. FORD
CHRISTOPHER J. FORSTER
NATHAN K. FRIEDLINE
NICOLE M. GIAMANCO
LINDSEY J. GRAHAM
ERIC S. GRENIER
DANIEL C. HAGEN
CHELSEA D. HAMILTON
DANIEL C. HART
JENNIFER H. HEPPS
JOHN E. HOUK
JEANNIE HUH
CHAD D. HULSOPPLE
BENJAMIN L. JONES
BONNIE J. JORDAN
JENNIFER N. KENNEDY
KIMBERLY M. KENNEY
ERIN A. KEYSER
KELLY G. KILCOYNE
BRYAN D. LALIBERTE
MARY T. LEWIS
SHAUN A. MARTINHO
KIRK D. MCBRIDE
BRENDAN J. MCCRISKIN
OWEN MCGRANE
LUKE E. MEASE
CHRISTOPHER A. MITCHELL
DEANNA M. MUSFELDT
DOMENICK P. NARDI
THOMAS G. NESSLER III
CHARLES T. NGUYEN
PHUOC T. NGUYEN
PAUL E. PATTERSON
ANGELLETTA N. PAYNE
TERESA D. PEARCE
DAVID J. PETERSON
BENJAMIN F. PLATT
SARAH J. RABIE
ANTHONY J. RECUPERO
JEFFREY L. REHA
JOHN D. RITCHIE
SAMANTHA B. RODGERS
CHRISTINA B. RUMAYOR
KATHLEEN C. RYAN
JOSEPH T. SCHOLZ
CHRISTIAN C. SCHRADER
MELISSA B. SCORZA
RENEE M. SERRA
JOSHUA R. SIMMONS
NIKOLAUS T. SNESHKOFF
DANIEL J. SONG
ALYSSA A. SOUMOFF
KAREN S. STRENGE
JONATHAN M. STROBEL
JOHN SYMONS
JOHN J. VENEZIA
BIN WANG
EZELLA N. WASHINGTON
DANIEL WEINSTEIN
AIMEE WILSON
ERIC D. WIRTZ
MARIUSZ WOJNARSKI
CHRISTINE L. WOLFE
LAURI M. ZIKE
0002545372
0002726248
0002951212

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY UNDER TITLE 10, U.S.C., SECTION 624:

To be colonel

DANIELLE N. GONZALEZ
JUSTIN B. GORKOWSKI
BRENT A. HAMILTON
DANIEL D. HICKEY
FRANCISCO J. JAUME
BENJAMIN H. KLIMKOWSKI
MARK B. MCCOOL
KURT J. MCDOWELL
THOMAS M. NELSON
JULIANNA M. RODRIGUEZ
JEREMY R. SCHUNKE
DONALD E. SEDIVY
PATRICK S. SOUTHERLAND
KENNETH S. TAKEHANA
CHRISTOPHER A. WILSON

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY UNDER TITLE 10, U.S.C., SECTION 624:

To be colonel

JOHN R. ABELLA
MELINDA J. ACUNA
BRIAN J. ADKINS
DESHAUNDA R. ALLEN
XAVIER C. ALLEN
MIGUEL A. AQUINO
DAVID L. ARMESON
MICHAEL E. ASHTON
FREDERICK J. BABAUTA
KYLE P. BAIR
DAVID H. BERGMANN
CURTIS E. BROOKER
AARON S. BROWN
CHRISTOPHER A. BROWN
DAVID L. BROWN
JONATHAN L. BROWN
MORRIS A. BROWN, JR.
LEE M. BRUNER III
ALICIA M. BURROWS
KEVIN D. CAESAR
ANDREW S. CARPENTER
FRANK A. CENKNER
THOMAS A. CHO
ANTONIO C. COFFEY
BRICE A. COOPER
CORBIN E. COPELAND
AMY M. CORY
REBECCA J. COZAD
CHRISTEE S. CUTTINO
REBECCA A. DANGELO
OCTAVIA L. DAVIS
SCOTT M. DAVIS
CARTER G. DEEKENS
ANGELA C. DEQUASIE
JERRY A. DEQUASIE
LATIKA S. DIXON
DENNY D. DRESCH
NKECHUKWUKU U. ENWEFA
CHRISTOPHER L. FLORES
BENVERREN H. FORTUNE
MATTHEW F. FURTADO
JEFFREY R. GAMBLE
MARIA M. GREGORY
MICHAEL A. HALLINAN
DENNIS L. HAN
CHRISTOPHER G. HARRIS
JOSHUA L. HEADLEY
PADRAIC T. HEILIGER
GREGORY HOWARD, JR.
MARIO M. IGLESIAS
ALLAN S. JACKMAN
MELISSA E. JOHNSON
STACY L. KING
BONNIE S. KOVATCH
KELLI J. KULHANEK
JOHN M. LANCASTER, JR.
MELINDA LATTING
KATHERINE A. LEIDENBERG
JOSHUA H. LUNSFORD
JOEL M. MACHAK
HARRY MARS
CHRISTOPHER J. MASSON
ERIC S. MCCALL
JAMES S. MCKENZIE
JEANNETTE M. MOLINA
BERNARD K. MONROE
CARL M. MOSES
JONATHAN R. MULDER
KELLEY A. NALLEY
ANTHONY P. NEWMAN
CHRISTIAN S. NEWTON
TYLER D. OLSEN
TIMOTHY N. PAGE
NICHOLAS P. PANEPINTO
ERNESTO PEREZ
RYAN D. PERUSICH
ADRIAN L. PLATER
TINA L. RAMIREZ
ADRIANA R. RAMIREZSCOTT
WILLIE R. RAMSEY
KALIN M. REARDON
MICHAEL J. RIGNEY
MATTHEW C. RIVERA
DANIEL RODRIGUEZ, JR.
JEREMY J. ROGERS
CHRISTOPHER J. RONALD
RAUL SANDOVAL
PAUL F. SANTAMARIA
JOHN D. SHORT
JOEL D. SMITH
BRADLEY B. SON
GRANT T. THIMSEN
CHRISTOPHER D. THOMAS
JERMON D. TILLMAN
KEITH O. TONEY
CHRISTOPHER J. URYNOWICZ
IAN J. VARGAS
CARLOS G. WANDEMBERGH
CAREY E. WAY
JOHN D. WEISSENBORN
ALLEN S. WELLMAN
AMBER R. WHITE
MARK J. WINKER
RAYMOND K. YU
0002564985

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY UNDER TITLE 10, U.S.C., SECTION 624:

To be colonel

RONALD P. ALCALA
NATHANIEL A. ALLEN
HUMBERTO A. ALVAREZ
TODD W. ARNOLD
DALLEN R. ARNY
MARK J. BALBONI
AARON D. BEAM
RICHARD D. BECKER
BENJAMIN K. BENNETT
KEVIN E. BLAINE
JAMES M. BLUE
JENNIFER J. BOCANEGRA
ROBERT H. BOTSFORD IV
DAVID H. BRADLEY
CHRISTOPHER J. BRAUNSTEIN
JEFFREY J. BRIZEK
THOMAS V. BROOKS IV
CARRIE A. BRUNNER
JOSHUA P. CAMARA
ANDREW D. CHAFFEE
TIMYIAN CHEUNG
YOUNG H. CHUN
ANTHONY W. CLARK
KEDRIC M. CLARK
ROBERT N. COLLIER
IRA L. CROFFORD, JR.
AMANDA C. CURRENT
JOSEPH H. DAVIS
NATHANIEL B. DAVIS
DAVID E. DEHART
MICHAEL T. DENISON
CHRISTOPHER W. DISTIFENO, JR.
BERNHARD J. DOBNER
JAMIE D. DOBSON
TIMOTHY M. DOLL
KENNETH H. DONNOLLY
NICKOLAS A. DUNCAN
MICHAEL A. DUVAL
CRYSTAL D. ERNST
JORDON T. EWERS
CHRISTINA A. FANITZI
NATHAN K. FINNEY
IAN W. FLEISCHMANN
CHARLES M. FLORES
MATTHEW E. FONTAINE
ADAM FORREST
WILLIAM P. FREDERICK
COLIN J. GANDY
TRENT D. GEISLER
JAMES H. GIFFORD
DERRICK L. GOODWIN
MICHAEL D. GORE
CHRISTOPHER R. GREEN
REGINALD GUILLET
RICHARD E. HAGNER
LUCAS J. HARAVITCH
NANCY K. HARRIS
ROBBY A. HAUGH
JONATHAN M. HEIST
BENJAMIN R. HOPPER
GEORGE W. HUGHBANKS
MARGARET D. HUGHES
SHANNON I. JOHNSON
SETH A. JOHNSTON
STUART W. JONES
JOSEPH M. KAMINSKI
ANDREW R. KICK
WESLEY N. KNIGHT
WILLIAM L. KOCH

JARED K. KOELLING
STEVE S. KWON
CLAUDE A. LAMBERT
CHRISTY A. LICKLIDER
JASON O. LUCKEY
LAUREN R. MALONEY
HOLLY Y. MANESS
GERALD A. MATHIS
KEVIN W. MATTHEWS
DANIEL P. MAYEDA
JOHN J. MCALLISTER
CHRISTOPHER B. MCCARVER
JASON J. MCCUNE
MARTIN J. MEINERS
EDWARD MIKKELSEN, JR.
ERIC A. MILLER
JASON C. MILLER
EDWARD J. MINOR
MARISA P. MORAND
GEORGE D. MORRISON
NADIA L. MOSS
CHRISTOPHER U. MUNAR
KEVIN C. MURNYACK
SEAN P. NEWCOMB
JACQUELINE M. NEWELL
VINH Q. NGUYEN
MICHAEL C. OBAL
KATHERINE M. OGLETREE
JOHN M. OLIVER
MARK F. ORLANDI
STUART H. PEEBLES
EDWARD T. PESKIE
JOSIAH D. PICKETT
ANDREW B. POKORA
BENJAMIN POLANCO, JR.
MICHAEL A. POWELL
LUIS E. PRECIADO
MICHAEL A. RANADO
KETTY N. REED
CHRISTOPHER P. REILLY
CORY S. REITER
BRADLEY R. RITZEL
OMAR M. ROBERTOCAEZ
KENNETH W. ROEDL
PETE ROONGSANG
KYLE SALTZMAN
IREKA R. SANDERS
STEPHEN J. SAPOL
KALE D. SAWYER
KEVIN P. SCHIEMAN
STEVEN L. SCHMIDT
BENJAMIN A. SCHNELLER
BLAKE E. SCHWARTZ
OCTAVIA R. SCOTT
NICHOLAS J. SHALLCROSS
RYAN C. SHEERAN
CHRISTOPHER T. SHERBERT
THOMAS J. SILIO
JEREMY J. SIMMERMAN
MICHAEL SMITH
LARON C. SOMERVILLE
DARRELL V. STEPTER
PAUL A. THOMAS
TRAVIS S. TILMAN
FELIX TORRES
FELIX G. TORRES
KEVIN J. TOTH
AARON S. TURNER
BRYAN M. VADEN
AARON T. VEVASIS
JOHN R. VOS
RICHARD M. WATT
MICHAEL J. WEISMAN
AMANDA M. WILSON
SETH M. WOMACK
ALVIN WORD IV
YONG YI
VICTOR M. YINH
DANIEL N. ZISA
0002911466
0002244463
0003667735
0003676474
0003795734
0003686260
0003599469
0003565984

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY UNDER TITLE 10, U.S.C., SECTION 624:

To be colonel

NATHAN T. ADKINS
DAVID J. AHERN
WALTER T. ALLARD
LUCAS R. ANDERSON
RICHARD S. ANDERSON
ERIK A. ANDREASEN
SHANNON P. ASERON
BEAU J. ASHLEY
BOWE T. AVERILL
STEWART D. BAILEY
MICAH I. BAKER
STEVEN W. BEARD
AARON L. BILLINGSLEY
NICHOLAS J. BILOTTA
JAMES C. BITHORN
JARROD R. BLAISDELL
JOHN M. BOEHNERT
STEPHAN R. BOLTON
ROBERT M. BRANDSTETTER
JAMES E. BRANT
ERIN E. BRASWELL
CODY H. BROWN
DAVID A. BRUNAIS
JEFFERSON D. BURGES
NATHANAEL O. BURNORE
PHILLIP B. CAIN
RICARLOS M. CALDWELL
DANIEL B. CANNON
JACOB T. CARLISLE
THOMAS F. CARROLL
PATRICK W. CAUKIN
JESUS CEJA, JR.
THOMAS CHAE
NICHOLAS B. CHALLEN
JONATHAN M. CHAVOUS
STEVEN C. CHETCUTI
DAVID M. CHICHETTI
CHRIS C. CHOI
JOSHUA T. CHRISTY
SCOTT D. CLARE
JOHN T. COLLINS
CHARLES W. COMFORT, JR.
MICHAEL D. COOKEY
KEVIN E. CRONIN
JACOB M. CROSS
RUSSELL O. CUMMINGS
ZACHARY L. DADISMAN
JUSTIN E. DAUBERT
TIMOTHY W. DECKER
DERRICK S. DRAPER
DEREK G. DROUIN
BRYAN G. FANNING
ROBERT A. FERRYMAN
MICHAEL FILANOWSKI
CANDACE N. FISHER
BRENDAN D. FITZGERALD
ANTHONY E. FREUDE
ANTHONY FUSCELLARO
THOMAS N. GARNER
BRADLEY C. GATES
DEMETRIOS A. GHIKAS
KRISTOPHER T. GILLETT
IAN M. GINTY
CHRISTOPHER M. GREEN
EDMUND A. GUY
JOHN C. GWINN
CHARLES W. HALL
MICHAEL A. HAMILTON
JASON R. HANSON
ANDREW J. HARRIS
DANIEL R. HAYES
ROBERT D. HEFFNER
ANTHONY F. HEISLER
BRAD R. HENRY
DAVID W. HENSEL
BROCKTON L. HERSHBERGER
DANIEL G. HODERMARSKY
NEIL A. HOLLENBECK
DOUGLAS N. HOLT
RONALD J. HUDAK
MICHAEL B. HULTQUIST
JUSTIN P. HURT
TREVIS C. ISENBERG
BENJAMIN E. JACKMAN
ERICA D. JACKSON
MATTHEW L. JAMISON
ANDREW C. JOHANNES
ADRIAN H. JONES
RUSSELL A. JONES
JEFFREY M. KAIN
KEVIN P. KANE
SEAN H. KARRELS
EMIL J. KESSELRING
MICHEAL D. KIESER
EDWARD M. KIM
ROBERT M. KINNEY
ANDREW M. KLIPPEL
KLINT E. KUHLMAN
DANIEL R. LEARD
ALPHONSE J. LEMAIRE
RUSSELL P. LEMLER
TIMOTHY J. LEONE
WILLIAM H. LOVE
GRADY D. LOWE
DAVID M. LUCAS
RICHMOND R. LUCE
DYLAN W. MALCOMB
ANDREW W. MARSH
ANTHONY L. MARSTON
ARI M. MARTYN
ANDREW L. MCCOLLUM
NATHAN E. MCCORMACK
BRENDAN J. MCEVOY
SEAN L. MCEWEN
JAMES K. MCKITTRICK
ODELLE J. MEANS
RAUL M. MEDRANO
BRIAN M. MERKL
JOSEPH R. MICKLEY
BRIAN R. MILETICH
TRENT D. MILLER
EDWIN L. MINGES
RICHARD A. MONTCALM, JR.
LEE D. MONZON
CHARLES MOORES
JOHN R. MORAN
JOHN A. MORGAN
DANIEL C. MORRIS
GEORGE M. MORRIS
AARON E. MORRISON
JOSEPH R. MUKES
TIMOTHY J. MURPHY
JASON A. MURRAY
JOSEPH E. ORR, JR.
AARON G. PARKS
JAMES B. PENCE
KRISTOPHER S. PERRIN
ZACHARY J. PETERSON
JAMES B. POLK
STONEY L. PORTIS
TIMOTHY A. PRICE
JEREMY D. PRINCE
KURT A. PRYOR
JOSHUA A. PUSILLO
STEVEN M. RACHAMIM
JOSEPH A. REAGAN
ANDREW M. RHODES
ADAM T. ROPELEWSKI
JACOB E. ROPER
MARK V. ROSS
JOSEPH M. SAHL
STEVEN M. SANTUCCI
MOSEPH A. SAUDA
ANDREW L. SERGENT
JASON M. SHICK
BENJAMIN L. SHUMAKER
KATHERINE J. SLINGERLAND
DANIEL P. SNOW
ERIC Y. SOLER
TERRENCE L. SOULE
BRENNAN M. SPEAKES
DAVID J. STALKER
SCOTT J. STEPHENS
LARRY STEWARD
MATTHEW A. STRAND
DANIEL R. STUEWE
JOSEPH D. SWINNEY
BARTON L. TATE
DANIELLE C. TAYLOR
PATRICK J. TAYLOR
EMILIANO TELLADO
JACOB M. TEPLESKY
MARLON A. THOMAS
MICHAEL A. THURMAN
ANDREW R. TILL
STEVEN W. TIPA
MATTHEW W. TODD
VICTOR E. TRUJILLO II
JEFFREY A. UHERKA
ELIZABETH N. WALGREN
CHARLES E. WALKER
KEVIN M. WARD
JOSEPH Z. WELLS
DOUGLAS M. WILLIG
PETER J. YOUNG
0002318081

THE FOLLOWING NAMED OFFICERS FOR TEMPORARY APPOINTMENT TO THE GRADES INDICATED IN THE UNITED STATES ARMY UNDER TITLE 10, U.S.C., SECTION 605:

To be colonel

BRADY R. CLARK
JEFFREY R. FULLER
BENJAMIN R. HOPPER
SHANNON I. JOHNSON
DANIEL R. LEARD

To be lieutenant colonel

SCOTT W. BOURNE
ROSS E. DALY
SCOTT A. DARHOWER
MICHAEL C. FITZGERALD
RAYMOND G. FLETCHER
CARVER M. FRISHMAN
BRIAN T. GULLEY
GEORGE L. GURROLA
LEROY WEYRICK IV
ROBERT H. WILSON
MARK T. WITTE

To be major

JOSEPH M. DAVEY
JUAN C. GONGORA
ANGELINA K. MATHERLY

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY DENTAL CORPS UNDER TITLE 10, U.S.C., SECTIONS 624 AND 7064:

To be lieutenant colonel

RYAN H. ALLRED
JORDAN L. BELL
GEORGE A. BITAR
SCOTT T. BROWN
ANDREW J. CALLAHAN
NATALIE A. CAMPBELL
JAI I. CHO
DEAN CHUENKLUNG
BARRON N. DAVIS
RIAZ J. DINI
DAVID J. GASPER
KIRK C. GOEBEL
TINA L. GRAYDELGADO
GEORGE L. HAUSER
JASMINE Y. IM
AUJIN KIM
PETER M. KIM
JAMES L. KOEHLER, JR.
JOHN K. KREIDER
IN H. KWON
ALYSON N. LASATER
KEVIN M. LASSITER
RACHEL E. LEWIN
RYAN N. MALAN
ROLAND O. MIGUEL
THOMAS K. MILLSTEAD
MICHAEL A. MOONEY
NISHA S. PATEL
JUSTIN PEEPLES
JAMES L. PHILLIPS
CAITLIN M. REDDY
CHRISTOPHER J. ROHE
ZACHARY D. RUSSELL
SLAVA SHAPIRO
MATTHEW E. TICICH

JAKE T. WILDING
ADRIENNE R. WILLIAMS
BRANDON J. WOLF

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY VETERINARY CORPS UNDER TITLE 10, U.S.C., SECTIONS 624 AND 7064:

To be lieutenant colonel

EMILY R. BINGHAM
RICHARD T. BROOKSBY
JULIE P. BROWN
CRAIG M. CALKINS
ANDREW J. CHAMBERS
JAMES S. CORRIGAN
JENNIFER D. CWIKLA
BRIAN D. FARR
CASSANDRA M. FRAMSTAD
CRYSTAL LINDABERRY GONZALEZ
LYNN J. MILLER
EMILY K. PURSWELL
ELLIOT RAMOSRIVERA
TERESA V. SCHLANSER
LAUREN M. SEAL
SARAH T. WATKINS
LAUREN E. WHITE
0002855239

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY MEDICAL SERVICE CORPS UNDER TITLE 10, U.S.C., SECTIONS 624 AND 7064:

To be lieutenant colonel

AHMAD B. ALEXANDER
JAMIE R. ARRUIZA
BRUCE W. BARNES III
MATTHEW L. BARRETT
ERICKA BERGMAN
ANDREW J. BODWELL
DANIEL M. BOUDREAUX
TOSHA M. BOYLES
LACHARLES M. BROWN
MEREDITH A. BROWN
JENNA M. BURNESKIS
CARLOS O. BUSTAMANTE
ELISA M. CALACE
ROMMEL B. CAMANGEG
JOSE A. CAPELLAN
KEYIA N. CARLTON
MAXWELL G. CARROLL
ADRIANA F. CASTRO
MICHAEL C. CHASE
AMANDA A. CLINE
MATTHEW A. COOLEY
MICHAEL L. COOPER
DAVID W. DRAPER
ASHLEY H. FAIR
MIGUEL A. FRAGUEIRO
BRANDY GAINSLEY
LOTISHA E. GARVIN
THOMAS M. GILBREATH
JINA A. GILMORE
RAQUEL L. GIUNTA
FABIA M. GOMEZSALAS
KENNETH R. GONZALES
BRADLEY J. GREGORY
HELEN L. HAMPTON
FRANCIS J. HEREL III
ROBERT N. HJULER
THOMAS J. HOLMES
HEATHER L. HOLUB
TIMOTHY J. HOPPER
THOMAS J. HORAL
CHIH C. HUANG
ERIKA G. HUERTA
MATTHEW S. JEWETT
GARRETT E. JOHN
JEFF A. JOHNSON
WAYNE D. JOHNSON
SEUNGHO KANG
BRIAN D. KNOTT
JOSHUA D. KUPER
MARCUS H. LAI
ERICA J. LINDROTH
DAVID M. MARSHALL
MATTHEW N. MASCITELLI
MATTHEW P. MCCREERY
MARK J. MEDLEY II
JONATHAN D. METCALF
ZACHARY R. MITCHELL
ANDREA MOUNTNEY
JANESSA R. MOYER
FERNANDO NAJERA
ERIC M. NEUTKENS
TIFFANY T. NGUYEN
JENNIFER M. NOETZEL
ADAM J. OBREGON
SAMUEL P. OCHINANG
AZUWUIKE N. OHUKA
ELBERT T. OSBORNE, JR.
KIRSTEN B. OUIMETTE
JAMES J. PAK
JUSTIN C. PAO
DENISE L. QUINTANA
LUKE A. RANDALL
DREW D. REINBOLDWASSON
BRANDON C. RITCHEY
EDWARD R. ROACH
GILBERTO RODRIGUEZ
PRESTON D. ROY
SHARLEEN M. RUPP
RENATA M. RUSSO
ERNEST A. SEVERE
JOSHUA T. SINGLETON
MATTHEW D. SLYKHUIS
JASON R. SMEDBERG
AMBER L. SMITH
CARL D. SMITH
MARIETTA M. SQUIRE
ALLISON S. STERNBERG
MATTHEW B. STOKLEY
MICHAEL E. SUDWEEKS
RAJINDER N. SUMAIR
CHRISTIAAN D. TAYLOR
NICHOLAS K. TONEY
DANIEL TORRES
NICHOLAS M. TRICHE
TOAN M. TRINH
KARL V. UMBRASAS
CASSANDRA O. WEBB
TRAVIS E. WHITESIDE
CHARLES R. WILLIAMS
WILLIAM J. WILTBANK
RONALD L. WOODBURY
CHRISTOPHER S. WOODSON
MATTHEW P. YOUNG
RONALD O. YOUNG, JR.
STEVEN D. ZUMBRUN
0002911221
0002740003
0003027977
0002829341
0002757200
0004136628

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY MEDICAL SPECIALIST CORPS UNDER TITLE 10, U.S.C., SECTIONS 624 AND 7064:

To be lieutenant colonel

VANESSA E. BONNER
DONALD W. CHASE
WILLIAM R. CONKRIGHT
CARLY R. COOPER
PATRICK T. DEPRIEST
ADRIAN DONIAS
ABE R. DUMMAR
BRIAN G. GOMEZ
DONNA P. GOODSON
DANNY L. HARRIS
STEVEN D. HURTLE, JR.
CYRUS H. KARDOUNI
CHRISTINA M. KOREERAT
NICHOLAS R. KOREERAT
FRANCES P. LANG
KAREN M. LONG
PRESTON E. LOPEZ
MAYA L. LOWELL
MARK R. MATEJA
KEVIN E. MAYBERRY
JACOB A. NAYLOR
CHRISTOPHER P. ROGERS
CHRISTOPHER R. SMITH
MALLORY A. VALVERDE
ASHLEY M. WELSH
ANGELA R. WESTON
0002485564

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY NURSE CORPS UNDER TITLE 10, U.S.C., SECTIONS 624 AND 7064:

To be lieutenant colonel

ELIZABETH A. AGUIRRE
ASHLEY K. AITON
CYNTHIA A. ANDERSON
LEROY A. BARBOUR
MARIE A. BAUTISTA
MARKO P. BENITO
MOLLY M. BLACK
ERICA L. BLOCK
TANYA L. BOLDEN
DAVID G. BOWEN
MYLINH P. BRUHN
MARCUS R. BURGESS
RUBY L. CANNON
IVONNE E. CARTAGENA
MARIACRISTINA CARUSO
JESSICA M. CASSIDY
JENNIFER E. CHAMBERS
KIRT D. CLINE
LUANE D. COVINGTON
LUTISHA T. CRAWFORD
SHAYNA L. DEBARROS
JARRETT M. EDWARDS
GLORIA J. ERNEST
DANIEL J. FEDDERSON
GHARIWAYNE A. FORNILLOS
STEPHANIE FOSCANTEBOWLING
CHANTRA C. FRAZIER
KIMBERLY A. GENKOV
MARSHALL P. GLENISTER
MARIA L. GONZALEZ
TRAVIS J. GRAHAM
ERIC S. GRAYBILL
JASMIN A. GREGORY
ANDREA R. HALL
STEPHEN C. HARMON
JESSE M. HARTMANN
GILBERT C. JARAMILLO
CATHERINE T. JENNINGS
MATTHEW A. KALIS
BENJAMIN M. KAUFMAN
STEPHANIE K. KESSINGER
MYRA D. KINCAID
ELAINE B. KIRISH
CHRISTIE M. LANG
KRISTINE D. LEE
MEGAN E. LUCCIOLA
TODD B. MALONE
MARIMON I. MASKELL
MAYA A. MATTHEWS
PATRICIA MAUVAIS
TIERRA L. MCDEARMON
CODY J. MCDONALD
PAUL D. MCLEMORE
JASON MILLER
JENNIFER A. MILLER
BRENDA F. MITCHELL
SUNNIE R. MURRAY
JUNE E. OSAVIO
ALEX J. PASSMORE
MELISSA A. PERKINS
DONALD W. PITCOCK
JEFFREY C. RANSOM
ASHLEA RICHMOND
KENNETH J. ROMITO
JASON F. RYNCARZ
CARMEN Y. SALCEDO
SABAS SALGADO
DALE R. SCOTT, JR.
JENNIFER L. SIEGERT
JESSIE M. SMITH
MICHAEL D. SMITHERS
RYAN L. STAAB
SERENA K. STAPLES
CYNTHIA L. STYNER
SAMUEL G. TEAGUE
JULLIET A. THOMAS
TERRI C. VILLAS
GERALDINE M. WATERS
LAURENCE B. WEBB
BRETT S. WEIR
ANNETTE E. WICKETT
ANGELA N. WILHOIT
FELICIA M. WILLIAMS
MARC R. WONG
KEVIN M. WOODSON
0002916740
0002517801

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES ARMY MEDICAL CORPS UNDER TITLE 10, U.S. C., SECTIONS 624 AND 7064:

To be lieutenant colonel

CHAD C. ADAMS
TYLER A. ANDEREGG
SARAH K. ANISOWICZ
JASON A. ANTHES
TAKOR B. ARREYMBI
DANIEL W. BESS
ZACHARY J. BEVIS
SHAWN E. BOOMSMA
CRYSTAL M. BREIGHNER
DEREK J. BROWN
TIFFANY A. BUJAK
REBECCA J. CARO
PRISCILLA K. CHA
CHRISTOPHER S. CHEN
SEAN P. CHISLETT
RENFORD CINDASS, JR.
EDGIE M. CO
SALLY A. COREY
STEPHANIE A. COUCH
DAVID W. COWART
ERIK T. CRIMAN
STEPHEN E. CURTIS
AARON C. DAHLIN
CHRISTOPHER M. DANIELS
NATHAN L. DAVIDSON
PANFILO C. DELACRUZ
TIMOTHY B. DINH
MEGAN L. DONAHUE
GUY S. DOOLEY IV
JAMES L. DUNGCA
EVAN C. EWERS
JOSHUA L. FENDERSON
EAMON L. FILAN
SCOTT A. FLEMING
JOHN L. FLETCHER
ROBERT M. GAETA
JACK C. GALAGAN
SHAWN M. GEE
ELIZABETH J. GELNER
THOMAS S. GERALD
ASHLEY D. GETTEMY
SARAH E. GOSS
JASON A. GREGORY
MATTHEW J. GREVE
JORDAN L. GUICE
RYAN D. HALEY
JAMES D. HAMM
MICHAEL P. HAWKINSON
DAVID C. HENLEY
DANIEL J. HILES
ARTHUR W. HOLTZCLAW
COLLIN G. HU
IAN L. HUDSON
MIN J. HWANG
JOEL A. HYDUKE
AMANDA M. JACKSON
KAYLA M. JAEGER
KARMON M. JANSSEN
RYAN M. JONES
KEVIN M. JORDAN
NATHAN A. JORDAN
ANDREW S. KAUFMAN
MATTHEW C. KELLY
SEAN P. KELLY
JOHN L. KILEY
NOAH S. KIM
RILEY M. KONARA
BENJAMIN M. KRAININ
KATHRYN J. LAGO
MICHAEL S. LALLEMAND

JORDAN D. LANE
ILYA V. LATYSHENKO
JESSICA A. LENTSCHER
MARK S. LINCOLN
DEREK D. MAI
BRYAN MALAVE
ALEXANDER D. MALLOY
ERIC J. MARPLE
ROGELIO MARTINEZ II
MARIAMA MASSAQUOIGARTMANN
JASON C. MCCARTT
IAN C. MCINNIS
MICHAEL J. MCMAHON
ROBERT C. MCMURRAY
RICHARD S. MCNUTT
HECTOR A. MEDINA
STEPHEN M. MELNYK
VLADIMIR MEZHIRITSKY
LISA MITCHELL
DONALD M. MOE
CLINT J. MOORE
ZORANA MRSIC
KATIE NEUMAYER
HEUNG R. NOH
DAVID Y. ONG
HEMANT PAL
ADAM R. PATTYN
ROSS C. PUFFER
LAUREN A. RABY
ERIC T. RASCHKE
ROBERT J. REYES
CARLY R. RICHARDS
CHARLES A. RILEY
DAVID L. ROBINSON
MARK S. ROBINSON
MATTHEW J. ROBLES
NINA RODRIGUEZ
KRISTEN A. ROMANELLI
ANDREW N. SALOMON
DAVID P. SCHMITT
LISA SHAW
ANDREW T. SLYE
CHARLTON A. SMITH
JOSHUA P. SMITH
SAVANNAH W. SMITH
SUNGJIN A. SONG
ANDREW J. SOOHOO
JASON A. SORELL
BENJAMIN F. STORK
GERALD R. STROUD, JR.
JEFFREY C. TEIXEIRA
MATTHEW R. TIMLIN
CRAIG A. TORK
CECILY K. VANDERSPURT
AURORA G. VINCENT
JESSICA A. WARNEKE
NATHANIEL R. WATTS
JARED A. WOLFE
SHANNON M. WOOD
JEFFREY T. WOODS
WILLIAM C. WYATT
THOMAS J. YI
BRIAN J. YOUNG
NICHOLAS J. ZARKADIS
0002374957

IN THE NAVY

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

SCOTT F. ALDRIDGE
MICHAEL P. SMITH

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

KYLE L. ANDERSON
ALLISON M. BERGQUIST
JOHN M. BRITTINGHAM
JAMES B. COLE
GREG A. CRAWFORD
GAUTAM R. KHARKAR
DANIELLE H. KIERSZTYN
CLIFFORD A. LINHARDT
ANDREW R. MCGUIRE
JOHN C. WALTON
CRAIG A. ZECCHIN

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

DANIEL W. BERGER
JEREMY R. SILVERSTEIN
JARED M. STIMSON

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

MICHAEL R. BASSO
ADAM Q. COLLINS
STEPHEN D. FULKERSON
AARON D. PICKETT

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

CATHERINE E. WILLIAMS

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

SUNGHWAN T. CHOE
MELANIE A. DRIVER

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

WILLIAM L. ADKINS
TIMOTHY W. ANDERSON
MAILE Y. BACA
BONNIE R. BAUER
MICAH P. BEHRENS
MICHAEL A. BOCCHINO
JOSIP I. BRKIC
KEVIN J. BUREL
CORY W. COLE
MARK D. COLLINS
SHANNON E. CONKLIN
JONATHAN K. CORRADO
KATHLEEN E. CRAIG
KELLEIGH A. CUNNINGHAM
DARREN E. DENYER
TAYLOR B. DEWEY
JOSEPH DIEKEMPER
CHRISTOPHER P. DONABELLA
EDWARD H. L. FONG
IRENE L. FRAMPTON
KATHLEEN M. GILPIN
JOEL A. GOW
DARBY R. GRAY
JORDAN N. HANS
JOHN W. HARRINGTON
ANDREW G. HEMMINGER
STEVEN P. HICKMAN
NATHANIEL D. HOLMES
ERICK R. JOHNSON
JACQUELINE M. KETCHUM
PATRICK T. KING
RYAN M. KING
WILLIAM R. LAFLEUR II
JASON M. LEWIS
JOSHUA J. LOSTETTER
BRIAN K. LUCAS
AMANDA J. MAHONEY
RYAN W. MEEUF
JAMES M. MISSLER, JR.
MICHAEL P. MONAGHAN
LAURA M. NEVEL
ANVY NGUYEN
LONG T. NGUYEN
JOSEPH A. I. PETRUCELLI
WILLIAM F. POLLAK IV
JOHNATHAN D. PORCO
MICHAEL A. PORFIRIO
JUSTIN K. QUINN
ROBERT C. REYES
PHILLIP D. RITCHIE
MATTHEW J. ROMERO
MELISSA A. SEITZ
GREGORY E. SORENSON
BRIAN K. TABINGA
DANIEL B. TRUESDELL
KATHLEEN N. TURNER
ANDREW C. VANDERLINDE
KATHRYN D. WALKER
MARILYN A. WALSH
DAVID J. WILLARD

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

ROBERT A. BOGAN
MATTHEW M. BUSSE
THOMAS S. HORTON
KYLE J. JOHNSON
CHRISTOPHER LABISSIERE
HEATH C. LEGGETT
MELISSA A. A. MORAVAN
ANNIE J. OTTEN
BRIAN S. SAGONA
JAMIS M. SEALS
EDWIN S. SELLERS
BRIAN P. SPARKS
JOHN M. STUMP
JAMES D. TILDEN
ROBERT D. WOODWARD

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

RONALD L. JAMES
REID H. NAGAO
CHUONG T. NGUYEN
ERIN K. PAVLOVIC
NOEL A. PEREZSANFELIZ
DANIEL J. WOODARD

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

MICHAEL A. CHINN
ASA D. KIM
KYLE B. THOMAS
SHANE D. UHLIR

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

RYAN T. BANGHAM

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

AARON J. BEDY
THOMAS S. CREGAN
NICOLAS A. MELENDEZ

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

VINCENT DEUSANIO, JR.
ERIC T. HAHN
JOHN T. WRIGHT
STEFAN C. YESKO

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

ROBERT J. FLEMING
JOSEPH J. STEWART

THE FOLLOWING NAMED OFFICERS FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

NOREEN P. KIRBY
PATRICK D. TACKITT

THE FOLLOWING NAMED OFFICER FOR APPOINTMENT TO THE GRADE INDICATED IN THE UNITED STATES NAVY RESERVE UNDER TITLE 10, U.S.C., SECTION 12203:

To be captain

BRYON M. LEE

CONFIRMATION

Executive nomination confirmed by the Senate May 7, 2024:

DEPARTMENT OF STATE

DONNA ANN WELTON, OF NEW YORK, A CAREER MEMBER OF THE SENIOR FOREIGN SERVICE, CLASS OF MINISTER–COUNSELOR, TO BE AMBASSADOR EXTRAORDINARY AND PLENIPOTENTIARY OF THE UNITED STATES OF AMERICA TO THE DEMOCRATIC REPUBLIC OF TIMOR–LESTE.

EXTENSIONS OF REMARKS

RECOGNIZING DANNA OROZCO HERNANDEZ

HON. BRITTANY PETTERSEN
OF COLORADO
IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Danna Orozco Hernandez for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Danna has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Danna, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Danna's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Danna Orozco Hernandez on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING SHERBURNE COUNTY VETERANS SERVICE OFFICER BRUCE PRICE

HON. TOM EMMER
OF MINNESOTA
IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. EMMER. Mr. Speaker, I rise today to honor the exceptional service and dedication of Sherburne County Veterans Service Officer, Bruce Price.

Throughout his career, Bruce has exemplified the highest levels of selflessness and commitment when working with our veterans. His 24 years of active-duty service in the U.S. Army, combined with his years of service at the county, state, and federal level, demonstrates his true dedication to our country.

Over the past 9 years, Bruce has served as the Veterans Service Officer for Sherburne. In this role, he has worked tirelessly on behalf of our veterans and their families, helping to ensure they receive the benefits and care they have earned. Through this role, Bruce worked with my office to participate in our Veterans' Resource Fair in Elk River in March 2024. Despite it being the worst day of winter in 2024, Bruce showed up to support the 20 veterans who attended. His compassion and advocacy have made a lasting impact on the lives of countless veterans in our community.

Bruce and his team go above and beyond for our veterans. Every year, see 3,000 individuals and field more than 20,000 calls from veterans having trouble or seeking resources. Bruce is a hero, thankfully that fact was recognized by the International City/County Management with the Life, Well Run Community Hero Award for his outstanding service to others.

He has been an incredible friend to the veterans and military families of Sherburne County and to our office. While his service will be missed by all of us, we are deeply grateful for his contributions to our Nation and our veteran community.

I thank Bruce for his service to his fellow veterans and their families, the State of Minnesota, and our Nation. We wish him the best in his retirement.

HONORING HIGH SCHOOL ART TEACHERS IN THE CONGRESSIONAL ART COMPETITION

HON. LISA C. McCLAIN
OF MICHIGAN
IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mrs. McCLAIN. Mr. Speaker, I rise to recognize the dedicated high school art teachers across Michigan's 9th Congressional District for their invaluable contributions of time and resources to the Congressional Art Competition. These educators not only nurture the creative talents of our youth but also play a pivotal role in enriching our community through their commitment to arts education.

Our district's art teachers have consistently demonstrated excellence in their field, fostering environments where students can explore their artistic abilities. Their efforts culminate each year in the participation of their students in the Congressional Art Competition, an event that showcases the exceptional talent and creativity of our young artists. This competition not only highlights the artistic talents of our students, but also underscores the critical role that art teachers play in developing these skills.

Through their dedication, these educators inspire a love of art that goes beyond the classroom, instilling in their students a lifelong appreciation for the arts and encouraging them to contribute creatively to their community.

Mr. Speaker, I am proud to honor the high school art teachers of Michigan's 9th Congressional District. Their selfless commitment to dedicate time, resources, and energy to the success of this annual competition is something to be proud of. I am deeply grateful for the leadership and inspiration they display to these outstanding young adults.

TRIBUTE TO GAIL CRAWFORD—CALIFORNIA'S 24TH CONGRESSIONAL WOMAN OF THE YEAR

HON. SALUD O. CARBAJAL
OF CALIFORNIA
IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CARBAJAL. Mr. Speaker, each year, through the Women of the Year Award, my office extends special recognition to women on the Central Coast who have made a difference in our community. I would like to recognize one outstanding Women of the Year Award recipient, Gail Crawford of San Luis Obispo, California.

For Gail, service to others is not just a profession—it's a way of life. Not only has she spent over two decades valuing our beloved veterans as a Commander in the United States Navy Nurse Corps, she's also successfully raised two children as a single mother while serving non-profits caring for homeless dogs and cats. As evidence of the profound impact on those she's cared for, many families have named their babies after her.

One of her most enduring moments was when she served Brigham and Women's Hospital in Boston, a renowned Level I Trauma Center. Gail's expertise spanned critical care units such as burn and trauma, neuro, thoracic ICU, and the Emergency Department. She was notably on duty during the Boston Marathon bombing, when her unwavering courage and compassion healed the course of many lives for the better.

Now residing in San Luis Obispo, Gail continues her legacy of service with unyielding devotion. In her role at the San Luis Obispo Veterans Services Collaborative and the Central Coast Veterans Memorial Museum, Gail's expertise and tireless work ethic are invaluable assets. Her vigorous efforts have transformed the landscape of veteran support in our community. At the San Luis Obispo Elks Lodge, she orchestrates a multitude of veteran dinners, fundraisers, and events. Gail consistently draws widespread participation and support. Her visionary leadership led to the creation of the Veterans Services Collaborative, a pivotal hub of over 60 agencies providing essential assistance to more than 1,000 veterans. Gail's commitment to veterans also extends to supporting the Para Olympic Surfing Championship in Pismo Beach demonstrating inclusivity for all. Her instrumental role in major projects, including "The Wall That Heals" and Anglers' Anonymous fishing trips for veterans, further exemplifies her profound impact on the veteran community.

Gail's belief in serving everyone extends to animals, as she volunteers at Woods Humane Society, a local nonprofit dedicated to the human care of homeless dogs and cats. Their work relies on the dedication of volunteers such as Gail. Amongst her peers, she is often referred to as a "humble servant" whose devotion transcends all boundaries. Gail's relentless commitment and tireless efforts exemplify the qualities of a true Woman of the Year.

In honoring Gail Crawford's remarkable achievements, we celebrate her enduring legacy of service, which continues to uplift and inspire lives in the 24th District and beyond.

RECOGNIZING THE 86TH BIRTHDAY OF DOROTHY SANDERS KENDRICK

HON. MIKE ROGERS

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. ROGERS of Alabama. Mr. Speaker, I rise today to recognize the 86th birthday of Dorothy Sanders Kendrick.

Dorothy was born on April 24, 1938, and was the second child of 10 children born to George and Eugenia Sanders.

Dorothy was married to the late William Earl Kendrick. They were blessed with six children: Leonard Kendrick, Barbara Scott, Valerie Cousin, Charles Kendrick, Anthony Kendrick and Sonya Kirk.

Dorothy has 11 grandchildren and 22 great-grandchildren. Dorothy loves the Lord and is a member of Greenbrier Baptist Church in Anniston, Alabama.

She will be celebrated by family and friends on July 20, 2024.

Mr. Speaker, please join me in recognizing Dorothy Sanders Kendrick and wishing her a very happy birthday.

RECOGNIZING GABRIEL PRICE

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Gabriel Price for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Gabriel has overcome many challenges along his journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Gabriel, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Gabriel's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Gabriel Price on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

TRIBUTE TO ROSALYN RIVERA—CALIFORNIA'S 24TH CONGRESSIONAL WOMAN OF THE YEAR

HON. SALUD O. CARBAJAL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CARBAJAL. Mr. Speaker, each year, through the Women of the Year Award, my office extends special recognition to women on the Central Coast who have made a difference in our community. I would like to recognize one outstanding Women of the Year Award recipient, Rosalyn Rivera of Santa Maria, California.

Rosalyn Rivera is an amazingly compassionate, positive, and resilient volunteer. She also acts as a long-distance caregiver for her father, Hector in Puerto Rico, who was diagnosed with Early-Onset Alzheimer's Disease at fifty-eight years old. She knows well the journey of a caregiving daughter and has made it her mission to assist others as they care for their loved ones.

Rosalyn is a champion in the community, a role model for those living with Alzheimer's and other forms of dementia. She has been a volunteer and an advocate for the Alzheimer's Association for many years. On top of that, she has led efforts to bring awareness and education on Alzheimer's to Santa Maria, as well as the broader Central Coast area. She not only leads our advocacy efforts in the district, but volunteers with every aspect of the Alzheimer's Association.

Currently, Rosalyn is training as a community educator with an interest in outreach, especially within Spanish-speaking communities. In this role, she plans to assist with education on dementia—what it is, what it isn't, and how to communicate about it more effectively. She will show people where to find resources and how to better understand those who are dealing with the disease.

With her dedication and passion, Rosalyn has improved every community she has lived in. In fact, everything she works on and learns at the Alzheimer's Association, Central Coast Chapter, she takes back to her home community in Puerto Rico to raise awareness among those impacted by the disease.

Rosalyn is guided by a true and humble desire to make a positive impact on the world around her. She impressively juggles being a mother, a daughter, a caregiver, an employee, and a volunteer all in one day. She performs every one of those roles exceptionally and gives her one hundred percent to everything.

Rosalyn is a shining example of perseverance through deep personal and familial struggle. She models compassion, care, and dedication for all those in her community. Even more, she has committed to reaching beyond her community to benefit others.

I am honored to recognize Rosalyn Rivera, for her exemplary leadership and volunteerism in ensuring the resources and information are available to everyone in the Central Coast. I ask all Members to join me today in honoring an exceptional woman of California's 24th Congressional District, Rosalyn Rivera.

RECOGNIZING PERMIAN RESOURCES

HON. AUGUST PFLUGER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. PFLUGER. Mr. Speaker, today, I am proud to recognize and honor Permian Resources, one of the largest exploration and production companies in the Permian Basin. Our Nation is blessed with an abundance of natural resources and a strong innovative spirit that encapsulates the American character. Nowhere is more evident than right here in the Permian Basin, where we lead the Nation in affordable, reliable, and clean energy production that has revitalized our economy and fundamentally changed the global energy landscape.

Among the trailblazers is the team at Permian Resources—including Will Hickey, James Walter, Guy Oliphint, John Bell, Brandon Gaynor, and Robert Shannon, along with their many employees who work tirelessly to provide the country, and the world, with the energy it needs. Permian Resources' commitment to their employees, partners, communities, and environment showcases their operational excellence. There is no question that this organization is greatly admired by those in their community and beyond.

The impact that this company produces extends far beyond the Permian Basin and the state of Texas—it is felt throughout the entire world. Along with providing substantial job growth to the Permian Basin region, Permian Resources has proven its dedication to guiding us in restoring American energy dominance from the ground up. These individuals carry the entrepreneurial spirit our state is so well-known for, which has helped us unleash the massive energy potential of this region.

I am proud to honor the contributions of Permian Resources to our community. While we strive in the United States Congress to enact pro-energy policies, I am proud to represent these individuals who will help deliver this promise.

RECOGNIZING THE 80TH BIRTHDAY OF WILLIAM CLAUDE FINLEY

HON. MIKE ROGERS

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. ROGERS of Alabama. Mr. Speaker, I rise today to recognize the 80th birthday of William Claude "Bud" Finley.

Bud was born on May 1, 1944, in rural Jacksonville, Alabama. He was the fifth child and the only son born to William Lee Claude Finley and Nile Borden Finley.

Bud was married to the late Barbara "Bob" Lipham Finley and was blessed with one daughter, Kristi. He also has a son-in-law, Danny Smith, two grandchildren and three great-grandchildren.

Bud worked for years in parts management at Ft. McClellan in Anniston, Alabama. He also served as a volunteer fireman for the Weaver Fire Department and a councilman for the City of Weaver.

Bud was a longtime member of Weaver First United Methodist Church and is an avid University of Alabama football fan.

Mr. Speaker, please join me in recognizing Bud Finley and thanking him for his service to his community and wishing him a happy 80th birthday.

PERSONAL EXPLANATION

HON. JIMMY GOMEZ

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. GOMEZ. Mr. Speaker, on May 6, 2024, I was not recorded on Roll Call vote No. 177 and No. 178.

Had I been present, I would have voted AYE on both Roll Call No. 177 and No. 178.

TRIBUTE TO KAREN FLOCK—CALIFORNIA'S 24TH CONGRESSIONAL WOMAN OF THE YEAR

HON. SALUD O. CARBAJAL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CARBAJAL. Mr. Speaker, each year, through the Women of the Year Award, my office extends special recognition to women on the Central Coast who have made a difference in our community. I would like to recognize one outstanding Women of the Year Award recipient, Karen Flock of Ventura, California.

Karen Flock epitomizes a life of advocacy and service to marginalized people in our region. Her first exposure to advocacy was as a volunteer with the United Farm Workers Union (UFW) in 1973 and 1974, while she was a college student. Armed with a B.A. in Economics from Reed College in 1975, the UFW enlisted Karen to help Ventura County farm workers negotiate their collective bargaining agreements after they voted for UFW representation in elections conducted by the Agricultural Labor Relations Board.

Karen dedicated five years to the UFW farm worker movement in Ventura County, then joined Channel Counties Legal Services to stand up for Rancho Sespe farm workers who were being evicted from their homes. These efforts to stop the evictions eventually led Karen to join Rodney Fernandez, who she worked with to create the Rancho Sespe Housing Complex on Highway 126 in Fillmore.

Fernandez recruited Karen to work with him at Cabrillo Economic Development Corporation (CEDC), the purpose of developing homes for farm workers, low wage workers, seniors and the disabled. Karen rose from Project Manager to Real Estate Development Director, and her work with CEDC over the next thirty-five years fueled her passion and honed her affordable housing development skills into a lifelong career. In 1986, Karen completed a National Internship in Community Economic Development, and in 2006–2008 she was recognized by NeighborWorks with America's Harvard Award for excellence in Community Development.

In 2016, Karen took her skills to the San Buenaventura Housing Authority, and is currently the Real Estate Development Director, where she leads the agency's efforts to create new affordable housing developments. In this role, she has been a tireless activist and a major player in protecting the homeless population of Ventura. She believes that homelessness must be addressed by providing housing for people.

On October 18, 2023, Karen received the 1st Annual Carmen Ramirez Housing Advocacy Award from H.O.M.E (Housing Opportunities Made Easier). She also received the El Concilio del Condado de Ventura 16th Annual Latino Leadership Award for Community Service.

I am honored to recognize Karen Flock for her continued commitment and tireless efforts to provide affordable housing on the Central Coast. I ask all Members to join me today in honoring an exceptional woman of California's 24th Congressional District, Karen Flock, for her incredible service to her community.

RECOGNIZING ELIANA ROMERO-YEATTS

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Eliana Romero-Yeatts for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Eliana has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Eliana, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Eliana's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Eliana Romero-Yeatts on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

RECOGNIZING JACKSONVILLE STATE UNIVERSITY WOMEN'S BOWLING TEAM WINNING THE NCAA DIVISION I NATIONAL TITLE

HON. MIKE ROGERS

OF ALABAMA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. ROGERS of Alabama. Mr. Speaker, I rise today to recognize the Jacksonville State University Women's Bowling Team for winning the NCAA Division I National Title in the program's first season.

On April 13th, The Jacksonville State Gamecocks beat Arkansas State in a best-of-seven match to secure their title win. The game was played at Thunderbowl Lanes in Alley Park, Michigan.

Impressively, the Gamecocks completed this accomplishment in the program's first year. This is the first national championship for Jacksonville State in over thirty years and the first ever at the Division I level.

Mr. Speaker, please join me in congratulating Coach Shannon O'Keefe, the Jacksonville State University Women's Bowling team, students, faculty, and all the fans. Go Gamecocks.

HONORING MR. JOHN F. SARGENT, JR.

HON. DONALD S. BEYER, JR.

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. BEYER. Mr. Speaker, I rise to recognize Mr. John F. Sargent, Jr. for his dedicated service to the U.S. Congress and the American people with over three decades of federal service while working at the Department of Commerce and at the Congressional Research Service (CRS). Mr. Sargent recently retired from CRS as a specialist in science and technology policy. During his time at the agency, Mr. Sargent made invaluable contributions to Congress with his expertise to national security and economic competitiveness, defense research and development policy; and federal support for manufacturing in high-technology industries.

Mr. Sargent was born in Newport News, VA and raised in Alexandria, VA where he attended Bishop Ireton High School captaining the football team his senior year and serving as the president of the Model United Nations club. He graduated from the University of Virginia with a degree in systems engineering and earned a commission in the United States Army. Mr. Sargent served in the Army Reserve where he rose to the rank of Captain.

Mr. Sargent begun his career in the private sector with a small publishing company that focused on government publications and then entered federal service at the Department of Commerce, serving as the first public affairs director of the Technology Administration. Mr. Sargent subsequently served as a senior policy advisor to the Under Secretary for Technology and the Assistant Secretary for Technology Policy where he coauthored many influential reports on the role of technology in national competitiveness, the information technology workforce, and biotechnology, among other topics.

Eventually, Mr. Sargent joined CRS and was instrumental in the Service's coverage of federal research and development programs and activities that contributed to national security and economic competitiveness. He led the agency's analysis of the implementation of the America COMPETES Act as well as its reauthorization. Mr. Sargent took over leadership of CRS' flagship federal research and development funding report and led its annual development for many years. He was recognized in Congress for his expertise on the operations and policies of the White House Office of Science and Technology Policy, National Science and Technology Council, and coverage of technology assessment and science and technology advice to Congress. Mr. Sargent served as a senior reviewer for CRS' written products and as a mentor to new analysts. Throughout his career at CRS, he embodied the agency's mission values of providing authoritative, objective, non-partisan, and timely service to Congress.

On behalf of the American people, I thank Mr. Sargent for his decades of service to the country.

TRIBUTE TO MARIAN SHAPIRO—CALIFORNIA'S 24TH CONGRESSIONAL WOMAN OF THE YEAR

HON. SALUD O. CARBAJAL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CARBAJAL. Mr. Speaker, each year, through the Women of the Year Award, my office extends special recognition to women on the Central Coast who have made a difference in our community. I would like to recognize one outstanding Women of the Year Award recipient, Marian Shapiro of Goleta, California.

Marian Shapiro grew up in Berkeley, and first arrived in the district in 1960 as a UCSB freshman. She returned in 1968, when her husband was in a doctoral program at UCSB. Her husband's job took them to a small university town in rural Kansas, where Marian

raised her two kids while advocating for women's reproductive rights and LGBTQ rights. She fought against hatred and led the way in human rights efforts.

In 1980, she traveled from Kansas to D.C. as a delegate to the National League of Women Voters conference. In her televised meeting with President Jimmy Carter, she spoke on behalf of the Floridian delegation asking President Carter to address the immigration crisis in Florida. A woman of many talents, she lobbied legislators while singing and playing the guitar at many women's movement events.

Marian designed and led a number of workshops in conservative towns for Parents & Daughters and Parents & Sons, teaching them how to talk about puberty, dating, emotional management, and consent.

In retirement, the Shapiros were thrilled to return to Goleta, where Marian taught for 11 years at Santa Barbara City College. She served on several boards, including Democratic Women of Santa Barbara County as well as the Democratic Service Club, and always volunteered to elect candidates for public office. One of her proudest accomplishments has been organizing her Big List of individuals who share her views on caring for the planet and human rights, and who respond to her Shapiro Action Alerts. The group has grown to include 650 recipients who appreciate her calls to action and her notices of important events or protest demonstrations they may not know about.

At 81 years old, Marian enjoys making pottery and has become an excellent photographer. She adores her children and relatives. You will often see Marian lending her photography skills to events for political candidates and non-profits alike. Her captures continue to be featured in publications like Noozhawk, Montecito Journal and the Santa Barbara Independent, often depicting the ongoing social and political movements of our district and has contributed many letters to our local publications.

I am honored to recognize Marian Shapiro. Throughout the Central Coast and, indeed, across the Nation, countless people know Marian Shapiro for her tireless service to a multitude of causes. I ask all Members to join me today in honoring an exceptional woman of California's 24th Congressional District, Marian Shapiro, for her incredible service to her community.

RECOGNIZING KAYRA RODAS

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Kayra Rodas for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Kayra has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Kayra, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Kayra's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Kayra Rodas on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

PAYING TRIBUTE TO THE HONORABLE DONALD M. PAYNE, JR.

SPEECH OF

HON. ROBERT C. "BOBBY" SCOTT

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, April 30, 2024

Mr. SCOTT of Virginia. Mr. Speaker, I rise today to honor my friend, Congressman Donald M. Payne, Jr. Don tragically passed away on April 24th. His passing is a loss for New Jersey and this entire chamber.

Don will be missed, not only by family and friends, but also by his constituents. He came from a family of committed public servants. I also had the pleasure of serving with his father, Congressman Donald Payne, Sr., for many years on the Committee on Education and the Workforce.

Like his father, Don was steadfast in his service to his constituents and the entire state of New Jersey. During his public service career, he was a passionate advocate for fair housing, for unfettered access to healthcare, and for those who were often forgotten by people in powerful positions. The Tenth District of New Jersey has lost a dedicated and effective public servant. He will be sorely missed.

I send my condolences to his wife Beatrice, their children, and his staff during this difficult time.

"VALDEZ FIMBRES FAMILY DAY" NOVEMBER 24, 2023

HON. RAÚL M. GRIJALVA

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. GRIJALVA. Mr. Speaker, I rise today in recognition of the Valdez Fimbres family who have been members of the Tucson community for generations. They held a family reunion on November 23, 2023 at the KayCee Club in Tucson, Arizona to celebrate their shared heritage, strengthen family ties, recognize marriages, and births, and honor those who have passed on.

The Valdez Fimbres family currently enjoys nine generations, many living across the country, but most of them reside in Tucson, Arizona.

Feliciano Fimbres, born in 1895, and Aurelia Valdez, born in 1899, were both first generation U.S. Citizens. They married on May 20, 1921, in Tucson, AZ and raised their eight children, Ernesto, Gilberto, Manuel, Carlos, Rudolfo, Maria del Carmen, Federico, and Gloria in Tucson, Arizona.

The Historic American Buildings Survey of the U.S. Interior Department conducted two studies in 1980 which are registered with the Library of Congress as Fimbres House No. 1 and Fimbres House No. 2. The summary states: "The name Fimbres has been associated with this section of South Meyer Avenue since 1881, when the City Directory lists a Santos Fimbres. The builder of this house, Feliciano Fimbres, Sr., (probably related to Santos), lived here with his family until the late 1930's Fimbres, a laborer and wagon driver, lived across the street until he built this dwelling (Fimbres House No. 1), around 1905. Feliciano and Julia Fimbres had seven children. Two of them, Julia and Gabriel, lived in the apartments that Feliciano added at Meyer Avenue in Barrio Historico/Barrio Libre."

Julia Fimbres (the daughter), married Jesus Sanchez and lived next door at Meyer Avenue, also constructed by Feliciano Fimbres, Sr. in 1926. Jesus and Julia Sanchez died in 1959 and 1974, but their daughter, Evangelina Cota, still occupies that space with her family. The property at Meyer passed out of the Fimbres family in 1939, and has been rented by a succession of short-term tenants since that time. The dwellings were converted for commercial use after 1974 by a service agency for the handicapped.

TRIBUTE TO DR ELAINE YIN—CALIFORNIA'S 24TH CONGRESSIONAL WOMAN OF THE YEAR

HON. SALUD O. CARBAJAL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CARBAJAL. Mr. Speaker, each year, through the Women of the Year Award, my office extends special recognition to women on the Central Coast who have made a difference in our community. I would like to recognize one outstanding Women of the Year Award recipient, Dr. Elaine Yin of Santa Maria, California.

Dr. Elaine Yin is a dedicated obstetrician-gynecologist based in Santa Maria, California. She embodies the essence of compassionate care and service to California's 24th District, where she's resided for over two decades. Dr. Yin has a strong commitment to women's health, practicing at the Santa Maria Women's Health Center and collaborating on research with researchers at California Polytechnic State University in San Luis Obispo while maintaining affiliations with Marian Regional Medical Center and French Hospital Medical Center.

Dr. Yin obtained her medical degree at Lewis Katz School of Medicine at Temple, where she laid the foundation for her expertise in robotic surgery and high-risk obstetrics. She utilizes her knowledge in collaboration with researchers at California Polytechnic State University in San Luis Obispo, making significant contributions to important studies examining the relationship between nutrition and outcomes for mothers and newborns in patients with obesity-related conditions. Through this research, Dr. Yin seeks to improve clinical outcomes and empower women with knowledge and resources to make informed decisions about their health and well-being.

One of the main highlights of Dr. Yin's career was establishing the obstetrics-gynecology residency program at Marian Regional Medical Center six years ago Her spearheading of this program marked a monumental milestone in medical education for the region, producing highly skilled professionals who have filled the gap for obstetrics-gynecology professionals in Santa Barbara County.

Dr. Yin's impact on our community goes beyond her professional career. A patron of the

arts, she generously supports the Cal Poly Performing Arts Center, recognizing the importance of cultural enrichment in fostering the vibrant community of San Luis Obispo. Additionally, Dr. Yin's advocacy extends to underserved populations, including the Mixteco community, where she tirelessly works to bridge cultural and linguistic gaps and dismantle barriers to healthcare access.

Dr. Elaine Yin's nomination for Central Coast Woman of the Year for the 24th Congressional District is a testament to her remarkable contributions as a healthcare professional, community leader, and advocate for underserved populations. Her dedication, compassion, and unwavering service make her an inspiration to all.

RECOGNIZING FAITH PEREZ

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Faith Perez for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Faith has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Faith, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Faith's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Faith Perez on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

PERSONAL EXPLANATION

HON. DAVID J. TRONE

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. TRONE. Mr. Speaker, on May 1, 2024, I was unable to cast my vote. Had I been present, I would have voted YEA on Roll Call No. 172.

As a supporter of all faith-based communities, I became a cosponsor of this bill and was pleased to see it pass the House.

HONORING CAPTAIN HAROLD M. ANDERSON AS VETERAN OF THE MONTH FOR MICHIGAN'S 9TH DISTRICT

HON. LISA C. McCLAIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mrs. MCCLAIN. Mr. Speaker, I rise today with profound respect to recognize the remarkable valor and contributions of Captain Harold M. Anderson, U.S. Navy (Ret), our esteemed Veteran of the Month for May 2024 from Michigan's 9th Congressional District. It is with great honor that I highlight the exemplary service and dedication of a true American hero whose courage has left an indelible mark on our Nation's history

Captain Anderson was born on a small farm in Ontario, Canada, and raised in Detroit, where he graduated from Southeastern High School alongside his future wife, Sandra Page, in 1960. His distinguished military career began with a congressional appointment to the U.S. Naval Academy, graduating in 1964. Over the next 18 years, he served on five submarines, including four years in command of the nuclear attack submarine USS *Shark* (SSN 591). His naval journey continued with notable assignments, including attendance at the Naval War College and earning a master's degree in international relations from Salve Regina University

After retiring from active duty, Captain Anderson's commitment to serving others persisted. He continued to serve as Naval Science Instructor at Whitney Young Magnet High School in Chicago, sharing his knowledge and shaping the future of young minds. In 1998, Captain Anderson faced a personal battle when diagnosed with multiple myeloma. Despite an initial prognosis of 2–3 years, he achieved two years of remission and has since managed his condition with innovative treatments.

Captain Anderson's resilience extends beyond his personal challenges; he has been a beacon of hope for others, actively participating in annual 5K walks to raise funds for the Multiple Myeloma Research Foundation. His efforts have remarkably contributed over $300,000 towards research for better treatments and a potential cure.

Mr. Speaker, Captain Harold M. Anderson's life story is a testament to heroism, sacrifice, and unwavering dedication to our country. His military service during pivotal moments in history, combined with his ongoing contributions to medical research and education, exemplifies a legacy of valor and service that continues to inspire us all.

I ask my colleagues to join me in expressing our deepest gratitude and respect for Captain Anderson. His legacy is a powerful reminder of the sacrifices made by our service members and their families, and his life inspires future generations to uphold the values of freedom, resilience, and dedication that define our great Nation.

RECOGNIZING MISSOURI STATE UNIVERSITY PRESIDENT CLIF SMART ON HIS RETIREMENT

HON. ERIC BURLISON

OF MISSOURI

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. BURLISON. Mr. Speaker, I rise today to recognize President Clif Smart of Missouri State University in Springfield, Missouri, as he retires following an outstanding career as the university's longest serving president dating back to 1961.

President Smart is the university's 11th president, and he is retiring after 13 years as the top official. During that time, the university achieved many notable milestones such as setting enrollment, retention, and graduation records, expanding academic offerings, raising more than $440 million in donations, and constructing or renovating dozens of buildings. More importantly, he accomplished all of this while raising tuition by less than inflation, allowing the university to be among the most affordable in the country.

President Smart graduated from Tulane University with a Bachelor of Arts Degree in political science, and from the University of Arkansas School of Law with his Juris Doctorate Degree. He served his country in the U.S. Army before joining the private sector as an attorney. He subsequently became Missouri State's General Counsel, and then was appointed the university's interim president before receiving the nod to take over as president.

President Smart's visionary development of IDEA Commons transformed an abandoned industrial area into a thriving hub for economic development, innovation, and community engagement. His collaboration with the University of Missouri to offer engineering and pharmacy programs significantly addressed workforce shortages and strengthened the state's economic and educational landscapes. He also facilitated the university's recognition as a doctoral-granting institution. These are just a few of his many, many accomplishments.

I want to express my deepest gratitude to President Smart for his outstanding leadership at Missouri State University and his profound effect on the broader community. I also want to extend my best wishes for his retirement and future endeavors. I am proud that he is one of my constituents.

RECOGNIZING ITZELTH ROBLES

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Itzelth Robles for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Itzelth has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Itzelth, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Itzelth's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Itzelth Robles on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

SUPPORTING THE REPORT ACT

HON. LUCY McBATH

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mrs. MCBATH. Mr. Speaker, as a mother in Congress, one of my top priorities is protecting children. I know the incomparable love that a person can feel for their child and the horrors of losing a child. I set out to pass a bill that will protect our children and help law enforcement in their efforts to find those who wish to prey on the vulnerabilities of kids across the globe.

That is why I am so proud to support the REPORT Act which includes my bill, the END Child Exploitation Act. As a provision in the REPORT Act, the END Child Exploitation Act will empower law enforcement to conduct comprehensive, thorough investigations without their evidence being prematurely thrown out after 90 days and instead extends evidence preservation to one year.

Technology is making advancements every day and while that means progress for many of us, that also means new avenues for predators to gain access to our young. These predators have gotten creative with their exploitative means, and it is our job to get even more creative so that law enforcement has the tools and support to track these horrible individuals.

I have heard far too many stories of young children and teens being targeted by those wishing to spread child sexual abuse material. Our children are our future and as parents and loved ones of these children, it is our job to go the extra mile to protect them.

PERSONAL EXPLANATION

HON. PATRICK T. McHENRY

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. McHENRY. Mr. Speaker, due to unforeseen circumstances, I was unable to cast my votes for H.R. 7219 and H.R. 7525.

Had I been present, I would have voted YEA on Roll Call No. 177, and YEA on Roll Call No. 178.

HONORING MARIA JAYA'S RETIREMENT AND PUBLIC SERVICE

HON. NYDIA M. VELÁZQUEZ

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. VELÁZQUEZ. Mr. Speaker, I rise today to honor Maria Jaya's retirement and public service. Maria is a dedicated parent and community activist whose tireless efforts have profoundly impacted Cypress Hills, Brooklyn, and beyond. For nearly 30 years, Maria has been a driving force behind educational initiatives and community advocacy, leaving an unparalleled mark on the landscape of her neighborhood.

Maria Jaya's journey as an activist began with a simple goal: to improve the educational opportunities for her children and those in her community. Unsatisfied with the status quo, Maria started organizing with fellow parents to address issues such as academic achievement, school safety, and overcrowding in local schools. Her early efforts laid the groundwork for lasting change and set her on a path of advocacy that would define her legacy.

One of Maria's crowning achievements is the establishment of the Cypress Hills Community School/P.S. 89, a beacon of bilingual education and community engagement. Maria's vision and relentless advocacy were instrumental in creating this innovative dual-language public school in 1997. Her work culminated in constructing a new school building, which opened its doors in 2010. The new building, equipped with state-of-the-art facilities and a 50-50 Spanish/English dual language model, stands as a testament to Maria's unwavering dedication to educational excellence and community engagement. Through her leadership as Parent Co-Director for over 27 years, Maria cultivated a culture of collaboration and empowerment, ensuring that the voices of parents, educators, and students were heard and valued.

Maria's advocacy extends beyond the classroom walls, encompassing broader community issues such as housing justice and immigrant rights. She mobilized her neighbors and fellow parents to demand better living conditions and to defend the rights of immigrants in Cypress Hills. Maria's commitment to social justice and equity was a guiding light for her community, inspiring others to join her in the fight for a better future for all.

I ask my colleagues to join me in honoring Maria Jaya, a visionary leader, tireless advocate, and a devoted parent whose legacy will endure for generations to come. May she have a wonderful and fruitful retirement. She can now take a step back and admire the decades of work she leaves behind that has undoubtedly elevated the quality of life and education in Cypress Hills.

RECOGNIZING SERAPHINE PASARIBU

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Seraphine Pasaribu for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Seraphine has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Seraphine, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Seraphine's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Seraphine Pasaribu on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

RECOGNIZING SHERBURNE COUNTY AUDITOR-TREASURER DIANE ARNOLD

HON. TOM EMMER

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. EMMER. Mr. Speaker, I rise today to honor a dedicated public servant, Sherburne County Auditor-Treasurer Diane Arnold. After 34 years of service to the county, the last 17 of which as Auditor-Teasurer, Diane is retiring this July.

Throughout her tenure as Auditor-Treasurer, Diane has overseen financial operations in Sherburne County, ensuring the responsible and efficient management of taxpayer funds. Diane's dedication to transparency and accountability has earned her the respect and trust of her coworkers and constituents.

In her role as County Auditor/Treasurer, Diane managed the county's investments and checking account, administered elections, issued driver's licenses and collected and computed taxes for individuals throughout Sherburne County.

Her achievements extend beyond her official role as Sherburne County Auditor-Treasurer. Diane is a World Champion and Reserve World Champion with her horses and is an active member of the Sherburne County community.

We would like to thank Diane for the profound impact she has had on Sherburne County and hope she enjoys her well-deserved retirement.

HONORING THE LIFE AND SERVICE OF GEORGE ''LUM'' ATKINSON

HON. ANNA PAULINA LUNA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mrs. LUNA. Mr Speaker, I rise today to honor George ''Lum'' Atkinson, a veteran and dedicated community leader from Gulfport, Florida.

George was born on June 23, 1926, in Birmingham, Alabama, right before the Great Depression. As Tom Brokaw once said, ''the greatest generation that ever lived.'' The oldest of 4 boys, he had only one pair of shoes. They were for school, Church, and any other fancy occasion. This meant basketball in the school gym was played barefoot or in socks. When he was nine years old, he was hit in the head with a baseball bat and had to stay in bed for six months. He would spend his days in bed shooting bbs into a metal tin with wax. Every evening, his father would melt the wax, pick out the bbs, and hang it back up in the morning.

In the mid-1940s, Lum and his family had to leave the cold of Alabama for the warmth of Arizona or Florida due to his brother's asthma. They had been to Florida before to visit family, so they landed in Treasure Island and began their lives on the Gulf Coast. He and his family became a part of the community and became the first six members of Church by the Sea in Madeira Beach, Florida. Lum was a student in high school when World War II began. As a senior at St. Petersburg High School, Lum decided to drop out of school and enlist in the Marines to defend our country. Since he was only 17, his parents had to give their permission. His mother was against his early enlistment, wanting him to get his diploma before enlisting. She made him promise that he would get his diploma when he returned after the war was over. So, after the war, he returned to St. Petersburg High School to get his degree. When you make a promise to Momma, you keep it.

Lum was an excellent marksman during World War II. He went to Hawaii in the 2nd Division, then transferred to the 6th Division to participate in the Battle of Okinawa. On April 1, 1945, the invasion of Okinawa began. Lum was a member of the main landing force in northern Okinawa. By April 20th, the northern portion of the island was under the control of the 6th Division. With the northern portion secured, Lum's unit took on new duties critical to

the war effort. Lum assisted in maintaining the airstrip during the day, guarding the airstrip from snipers and sabotage while in a foxhole at night, and getting supplies to the southern portion of the island where the Japanese had a stronghold.

When the war ended, Lum's unit was sent to China to guard Japanese prisoners and help the Chinese repair their country. For their service in the Battle of Okinawa, the 6th Marine Division was awarded the Presidential Unit Citation, the highest division award possible.

Corporal George ''Lum'' Atkinson was awarded the World War II Combat Action Ribbon, the Asiatic Pacific Theater Ribbon, and the Good Conduct Medal.

When he returned from World War II, he met and married the love of his life, Mary. They settled down in the small town of Gulfport, Florida, where they raised three girls. During this time, he joined the Marine Corps Reserve. He was called up for the Korean War and was stationed at Camp Lejeune. Always willing to serve his country and community, Lum worked for 38 years at Florida Power as a lineman, foreman, and switchman. While at Florida Power, he played on the company softball team. Knowing his love for the game, one of his coworkers asked him to help with Gulfport Little League around 1957. He started coaching and remained active on and off for almost 50 years, serving as President, Secretary, Umpire, Scorekeeper, Manager, Coach, and Groundskeeper. He is still in touch with many of his players. In fact, at his 95th birthday party, about 30 of his former ballplayers came to celebrate him.

In 2002, the City of Gulfport renovated the baseball fields at Tomlinson Park, and because of his dedication and loyalty, they named the new park ''Lum Atkinson Ball Fields.'' Caring about the City of Gulfport, Lum was also a member of the Gulfport Volunteer Fire Department. He retired with the rank of lieutenant when the city changed to a Fire Department with full-time firefighters. When his wife Mary and her sister, Catherine Hickman, founded the Gulfport Community Players and the Gulfport Historical Society, Lum became a member of both organizations. Just as he was a dedicated member of the Gulfport Little League, Lum was an active supporter and volunteer of those two organizations Gulfport Community Players, Gulfport Historical Society, and the Gulfport Little League continue to flourish today, contributing to the vibrant community of Gulfport, thanks in no small measure to the dedication of Lum Atkinson.

Please join me in appreciation for Lum Atkinson and all the men like him, who selflessly defended our freedoms abroad and then came home to build strong families and strong communities. I thank Lum. May God Bless him and the United States of America.

PERSONAL EXPLANATION

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. WILSON of South Carolina. Mr. Speaker, yesterday I was delayed in traveling to Washington, D.C. from South Carolina, and missed votes.

Had I been present, I would have voted: YEA on Roll Call No. 177 (H.R. 7219), and YEA on Roll Call No. 178 (H.R. 7525).

RECOGNIZING JOELYS RIVERA

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Joelys Rivera for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Joelys has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Joelys, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Joelys's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Joelys Rivera on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

CELEBRATING THE 40TH ANNIVERSARY OF DELL COMPUTERS

HON. JOHN R. CARTER

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CARTER of Texas. Mr. Speaker, I am proud to honor and celebrate Dell Technologies' 40 years of remarkable service. Founded on May 3, 1984, by Michael Dell in a dorm room at the University of Texas, the company has made a monumental and lasting impression toward making Central Texas a great place to call home. The impacts Dell Technologies has made not only on the region by also the state are impeccable and I am honored Dell Technologies calls Round Rock home.

Throughout their years of service, Dell Technologies has become a global leader in innovation and a critical economic engine for Central Texas. During their many years they have remained devoted to their mission of making technologies that drive human progress. While having their headquarters in Central Texas, Dell Technologies has been able to provide high paying jobs, make economic opportunities, and support our district's growth. Dell Technologies has made enormous contributions to the technology revolution that has defined our changing times, bringing growth and prosperity to Central Texas.

Dell Technologies has touched countless lives for the better and continues to make a positive impact on those it is dedicated to serve. I am proud to help celebrate 40 years of this incredible organization, and to join Central Texas in wishing this amazing company nothing but the best in the decades to come.

RECOGNIZING THE CAREER OF KELLY LUNGREN MCCOLLUM

HON. H. MORGAN GRIFFITH

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. GRIFFITH. Mr. Speaker, I rise in recognition of Kelly Lungren McCollum, my Chief of Staff since my election to Congress in 2010. Kelly is retiring from Capitol Hill today, having served several Members of Congress for more than twenty-five years.

The daughter of former U.S. Congressman Dan Lungren, Kelly was born in Long Beach, California. Upon her father's first election to Congress, her family moved to the Washington, DC area in 1979. Raised in Vienna, Virginia, Kelly attended Our Lady of Good Counsel Catholic School.

Kelly graduated from high school in three years and started at Santa Clara University. Shortly thereafter, Kelly began a career in August of 1994 as a Congressional staffer for then-U.S. Representative James Inhofe, who at that time was running for Oklahoma's open U.S. Senate seat. During Kelly's time in Congress, she held every position in my district and D.C. offices, other than Legislative Director.

After her service to the Sooner State, Kelly returned to Capitol Hill and entered a new chapter of her professional life, serving as Chief of Staff to U.S. Congressman Jeff Fortenberry. Around the same time, she would meet her loving husband, Jason, whom she has been married to for nearly eighteen years.

Kelly would continue in Congress, dedicating a period of time to the legislative team of U.S. Representative Louie Gohmert before the beginning of a thirteen-and-a-half-year career as my Chief of Staff.

As my Chief of Staff, Kelly will be best remembered as a true professional, a dedicated servant to the people of Virginia's Ninth District, and a source of responsible leadership for my staff, colleagues, and family. More importantly, she has been a great friend.

Congratulations to Kelly on her remarkable career. Her institutional knowledge, loyalty and leadership are qualities that will be missed by my office and many others. I wish her nothing more than the absolute best.

HONORING JUDGE IRA LLOYD ''TOOKIE'' KIRKHAM

HON. BRIAN BABIN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. BABIN. Mr. Speaker, I rise today to honor the life of my long-time friend, Ira Lloyd ''Tookie'' Kirkham of Tarkington Prairie, Texas, who passed away on April 29, 2024. Tookie dutifully served the residents of Liberty County for twelve years as county judge before retiring in 2006. He was a patriarch in the surrounding community, a wonderful mentor to many, a fantastic athlete, and a devoted public servant.

Tookie was born on August 26, 1942, in Cleveland, Texas, to Ira Joe Kirkham and Bobbie Chapman Kirkham. The family later moved to Tarkington Prairie, where Tookie attended Tarkington High School, excelling in

many different sports. His athletic accomplishments in high school earned him nine college scholarships, a state championship in the high jump, and All-State honors in football and basketball. After graduation in 1961, Tookie attended the University of Corpus Christi on a basketball scholarship. Nevertheless, he remained a staunch supporter of Tarkington ISD and Tarkington athletics for the rest of his life.

Following college, Tookie accepted a job as a lineman with Southwestern Bell but soon moved on to work at Jefferson Chemical before spending many years at Texaco. During that time, he also started a second career in public service, beginning with an appointment on the Dairy Day Board in 1968. Tookie went on to hold many other public service positions, including serving on the Tarkington School Board, the Cleveland Bank and Trust Board of Directors, the Soil and Water Conservation District, the Trinity River Board, and the Yettie-Kersting Hospital Board. He was also an involved member and leader at Oak Shade Baptist Church, the Greater Cleveland Chamber of Commerce, the Cleveland Rotary Club, and the Tarkington Prairie Masonic Lodge No. 498.

However, the crescendo of his public service career occurred when Tookie was elected as Liberty County Judge in 1994, the first person to ever do so from Tarkington Prairie. Throughout his tenure in this position, Tookie remained committed to bringing jobs and industry to Liberty County. He championed many transportation projects in the area, promoted fiscally conservative policies, and worked to help juveniles turn their lives around. In retirement, Tookie's role in local politics was advisor and counselor to many elected officials, often filling in as a substitute judge for surrounding Southeast Texas county judges. One of Tookie's legacy projects was the State Highway 105 relief route bypass in Cleveland. For his work securing contracts, right-of-way, and funding, the Texas Department of Transportation honored him with its prestigious Road Hand Award in 2012.

Tookie married his high school sweetheart, Cordella Price Kirkham, in 1964 and had two daughters, Kem and Kehle. His four grandchildren and two great-grandchildren were the pride and joy of his life.

Mr. Speaker, I will always appreciate Judge Ira Lloyd ''Tookie'' Kirkham's support and friendship over the years. I send my deepest sympathy and prayers to his wife, Cordella, and loved ones. He will certainly be missed by all.

RECOGNIZING DESTINY OROZCO URIBE

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Destiny Orozco Uribe for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Destiny has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Destiny, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Destiny's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Destiny Orozco Uribe on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

PERSONAL EXPLANATION

HON. RON ESTES

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. ESTES. Mr. Speaker, I was not present for the following Roll Call votes. Had I been present, I would have voted as follows:

Roll Call No. 177. On Motion to Suspend the Rules and Pass as Amended, H.R. 719, The Information Quality Assurance Act, I would have voted YEA; and

Roll Call No. 178. On Motion to Suspend the Rules and Pass, H.R. 7525, the Special District Grant Accessibility Act, I would have voted YEA.

RECOGNIZING TIMOTHY WADHAMS' DEDICATION TO HIS NATION AND HIS COMMUNITY

HON. DEBBIE DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mrs. DINGELL. Mr. Speaker, I rise today to recognize Timothy Wadhams, the former Chair of the Wolfpack environmental association and a community leader in Ann Arbor. His consistent philanthropy and his tireless efforts in supporting our community's conservation efforts are worthy of commendation.

Tim is a native Ann Arborite who attended Pioneer High School, where he is in their Athletic Hall of Fame for his accomplishments as a member of both the football and basketball teams. To this day, Tim is an active booster of the Pioneer Football Program and started the Pioneer Academic Athletic Fund. His own athletic talents on the field earned him a position on the University of Michigan Football Team, a premier educational institution which he would graduate from with a bachelor's degree in economics and a Master of Business Administration degree.

Tim is not only a former Chief Executive Officer, board member for major business organizations, and longtime supporter of our community's educational institutions, but has also contributed significantly to our state's natural resources conservation. As Chair of the conservation group, ''The Wolfpack'', Tim was instrumental in leading various conservation and environmental groups to accomplish the organization's goals. The Wolfpack is composed of some of our state's leading organizations in environmental work, but Wolfpack's impact has also extended past local efforts to advocate that Congress take action to protect our land and waterways from contaminants, to support wildlife, and to preserve our Great Lakes. As Chair, Tim was responsible for leading this coalition that continues to do invaluable work for our natural at areas.

Mr. Speaker, I ask my colleagues to join me in honoring Timothy Wadhams for his dedication to conservation, philanthropy, and community development in the Ann Arbor regional area. I thank Tim.

RECOGNIZING AIRPORT DEDICATION CEREMONY IN HONOR OF MR. DUANE SPALSBURY

HON. JUAN CISCOMANI

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Mr. CISCOMANI. Mr. Speaker, I rise today to recognize the Airport Dedication Ceremony in honor of Mr. Duane Spalsbury.

Mr. Spalsbury served as an officer in the Army Air Corps during WWII. He served in the air force as a fighter pilot in the European Theater. He flew a variety of planes including P47, P51, P38, P39 and P63.

When he returned home from the war, he moved to the Gila Valley with his wife Laura Lee Golden where he worked as an accountant. Mr. Spalsbury also helped to found and serve as the first chairman of the Mt. Graham Community Hospital.

He then turned his attention to remote controlled airplanes. He built them and flew them. Mr Duane Spalsbury passed away in Safford, AZ on Friday, November 16, 2012.

We extend our gratitude for his dedicated service and are eternally thankful for his contributions to our country.

RECOGNIZING VANASSA ALEX RADCLIFFE

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 7, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Vanassa Alex Radcliffe for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Vanassa has overcome many challenges along her journey to success, demonstrating perseverance at every step. Students who strive to make the most of their education, like Vanassa, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Vanassa's hard work, determination, and perseverance at Jefferson Jr./Sr. High School and is clearly just the beginning of a bright and promising future.

It is my honor to congratulate Vanassa Alex Radcliffe on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Daily Digest
Senate

Chamber Action

Routine Proceedings, pages S3375–S3566

Measures Introduced: Thirteen bills and two resolutions were introduced, as follows: S. 4265–4277, S.J. Res. 77, and S. Res. 676. **Page S3503**

Measures Reported:

S. Res. 357, recognizing the formation of the Alliance for Development in Democracy and urging the United States to pursue deeper ties with its member countries.

S. Res. 385, calling for the immediate release of Evan Gershkovich, a United States citizen and journalist, who was wrongfully detained by the Government of the Russian Federation in March 2023.

S. Res. 505, condemning the use of sexual violence and rape as a weapon of war by the terrorist group Hamas against the people of Israel.

S. 138, to amend the Tibetan Policy Act of 2002 to modify certain provisions of that Act, with an amendment in the nature of a substitute.

S. 618, to establish the United States Foundation for International Conservation to promote long-term management of protected and conserved areas, with an amendment in the nature of a substitute.

S. 1651, to encourage increased trade and investment between the United States and the countries in the Western Balkans, with an amendment in the nature of a substitute.

S. 1829, to impose sanctions with respect to persons engaged in the import of petroleum from the Islamic Republic of Iran, with an amendment in the nature of a substitute.

S. 1881, to reauthorize and amend the Nicaraguan Investment Conditionality Act of 2018 and the Reinforcing Nicaragua's Adherence to Conditions for Electoral Reform Act of 2021, with an amendment in the nature of a substitute.

S. 2336, to address the threat from the development of Iran's ballistic missile program and the transfer or deployment of Iranian missiles and related goods and technology, including materials and equipment, with an amendment in the nature of a substitute.

S. 2626, to impose sanctions with respect to the Supreme Leader of Iran and the President of Iran and their respective offices for human rights abuses and support for terrorism, with an amendment in the nature of a substitute.

S. 3235, to require a strategy to counter the role of the People's Republic of China in evasion of sanctions imposed by the United States with respect to Iran, with an amendment in the nature of a substitute.

S. 3854, to combat transnational repression abroad, to strengthen tools to combat authoritarianism, corruption, and kleptocracy, to invest in democracy research and development, with an amendment in the nature of a substitute.

S. 3874, to impose sanctions with respect to foreign support for terrorist organizations in Gaza and the West Bank, with an amendment in the nature of a substitute.

S. Con. Res. 18, calling for the immediate release of Marc Fogel, a United States citizen and teacher, who was given an unjust and disproportionate criminal sentence by the Government of the Russian Federation in June 2022, with an amendment in the nature of a substitute. **Page S3503**

Measures Considered:

Securing Growth and Robust Leadership in American Aviation Act—Agreement: Senate resumed consideration of H.R. 3935, to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, taking action on the following motions and amendments proposed thereto: **Pages S3381–S3496**

Pending:

Schumer (for Cantwell) Modified Amendment No. 1911, in the nature of a substitute. **Pages S3381–S3495**

Schumer Amendment No. 2026 (to Amendment No. 1911), to add an effective date. **Page S3495**

Schumer motion to commit the bill to the Committee on Commerce, Science, and Transportation, with instructions, Schumer Amendment No. 2027, to add an effective date. **Pages S3495–96**

Schumer Amendment No. 2028 (to (the instructions) Amendment No. 2027), to add an effective date. **Page S3496**

Schumer Amendment No. 2029 (to Amendment No. 2028), to add an effective date. **Page S3496**

A motion was entered to close further debate on Schumer (for Cantwell) Modified Amendment No. 1911 (listed above), and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur on Thursday, May 9, 2024. **Page S3496**

A motion was entered to close further debate on the bill, and, in accordance with the provisions of Rule XXII of the Standing Rules of the Senate, a vote on cloture will occur upon disposition of Schumer (for Cantwell) Amendment No. 1911. **Page S3496**

During consideration of this measure today, Senate also took the following action:

Schumer motion to commit the bill to the Committee on Commerce, Science, and Transportation, with instructions, Schumer Amendment No. 1294, to add an effective date. (Senate agreed to the motion to table the motion to commit.) **Page S3381**

Schumer Amendment No. 1295 (to (the instructions) Amendment No. 1294), to modify the effective date, fell when Schumer motion to commit the bill to the Committee on Commerce, Science, and Transportation, with instructions, Schumer Amendment No. 1294 (listed above) was tabled. **Page S3381**

Schumer (for Murray) Amendment No. 1292, in the nature of a substitute. (Senate agreed to the motion to table the amendment.) **Page S3381**

Schumer Amendment No. 1293 (to Amendment No. 1292), to add an effective date, fell when Schumer (for Murray) Amendment No. 1292 (listed above) was tabled. **Page S3381**

A unanimous-consent agreement was reached providing for further consideration of the bill at approximately 10 a.m., on Wednesday, May 8, 2024. **Page S3562**

Appointments:

United States-China Economic and Security Review Commission: The Chair announced, on behalf of the Majority Leader, pursuant to the provisions of Public Law 106–398, as amended by Public Law 108–7, and in consultation with the Chairs of the Senate Committee on Armed Services and the Senate Committee on Finance, the appointment of the following individual to serve as a member of the United States-China Economic and Security Review Commission: Michael Kuiken of the District of Columbia for a term beginning January 1, 2024 and expiring December 31, 2025. **Page S3499**

Schulte and Theeler Nominations—Agreement: A unanimous-consent-time agreement was reached providing that at a time to be determined by the Majority Leader, in consultation with the Republican Leader, Senate begin consideration of the nominations of Eric C. Schulte, of South Dakota, to be United States District Judge for the District of South Dakota, and Camela C. Theeler, of South Dakota, to be United States District Judge for the District of South Dakota; that there be 2 minutes for debate equally divided in the usual form on each nomination; and that upon the use or yielding back of time, Senate vote without intervening action or debate on confirmation of the nominations, and that no further motions be in order. **Page S3499**

Nomination Confirmed: Senate confirmed the following nomination:

By 52 yeas to 40 nays (Vote No. EX. 159), Donna Ann Welton, of New York, to be Ambassador to the Democratic Republic of Timor-Leste. **Pages S3380–81**

Nominations Received: Senate received the following nominations:

5 Army nominations in the rank of general.

2 Marine Corps nominations in the rank of general.

2 Navy nominations in the rank of admiral.

Routine lists in the Air Force, Army, and Navy. **Pages S3562–66**

Messages from the House: **Page S3501**

Measures Referred: **Page S3501**

Executive Communications: **Pages S3502–03**

Additional Cosponsors: **Pages S3503–05**

Statements on Introduced Bills/Resolutions: **Pages S3505–06**

Additional Statements: **Page S3501**

Amendments Submitted: **Pages S3506–62**

Record Votes: One record vote was taken today. (Total—159) **Pages S3380–81**

Adjournment: Senate convened at 3 p.m. and adjourned at 7:34 p.m., until 10 a.m. on Wednesday, May 8, 2024. (For Senate's program, see the remarks of the Majority Leader in today's Record on page S3562.)

Committee Meetings

(Committees not listed did not meet)

No committee meetings were held.

House of Representatives

Chamber Action

Public Bills and Resolutions Introduced: 26 public bills, H.R. 8261–8286; and 5 resolutions, H.J. Res. 137; and H. Res. 1205–1208, were introduced. **Pages H2935–36**

Additional Cosponsors: **Pages H2938–39**

Reports Filed: Reports were filed today as follows:

H.R. 6960, to amend the Public Health Service Act to reauthorize the Emergency Medical Services for Children program (H. Rept. 118–488);

H.R. 820, to direct the Federal Communications Commission to publish a list of entities that hold authorizations, licenses, or other grants of authority issued by the Commission and that have certain foreign ownership, and for other purposes, with an amendment (H. Rept. 118–489);

H.R. 4581, to amend title V of the Social Security Act to support stillbirth prevention and research, and for other purposes, with an amendment (H. Rept. 118–490);

H.R. 2864, to amend the Secure and Trusted Communications Networks Act of 2019 to provide for the addition of certain equipment and services produced or provided by DJI Technologies to the list of covered communications equipment or services published under such Act, and for other purposes, with an amendment (H. Rept. 118–491);

H.R. 4766, to provide for the regulation of payment stablecoins, and for other purposes, with an amendment (H. Rept. 118–492); and

H.R. 5403, to amend the Federal Reserve Act to prohibit the Federal reserve banks from offering certain products or services directly to an individual, to prohibit the use of central bank digital currency for monetary policy, and for other purposes, with an amendment (H. Rept. 118–493). **Page H2935**

Speaker: Read a letter from the Speaker wherein he appointed Representative Franklin to act as Speaker pro tempore for today. **Page H2877**

Recess: The House recessed at 10:35 a.m. and reconvened at 12 p.m. **Page H2881**

Recess: The House recessed at 1:13 p.m. and reconvened at 1:31 p.m. **Page H2889**

Suspensions—Proceedings Resumed: The House agreed to suspend the rules and pass the following measures. Consideration began Monday, May 6th.

Designating the facility of the United States Postal Service located at 220 North Hatcher Avenue in Purcellville, Virginia, as the "Secretary of State Madeleine Albright Post Office Building": H.R. 3354, to designate the facility of the United States Postal Service located at 220 North Hatcher Avenue in Purcellville, Virginia, as the "Secretary of State Madeleine Albright Post Office Building", by a ⅔ yea-and-nay vote of 371 yeas to 28 nays with 3 answering "present", Roll No. 179; and **Page H2889**

Designating the facility of the United States Postal Service located at 103 Benedette Street in Rayville, Louisiana, as the "Luke Letlow Post Office Building": H.R. 7423, to designate the facility of the United States Postal Service located at 103 Benedette Street in Rayville, Louisiana, as the "Luke Letlow Post Office Building", by a ⅔ yea-and-nay vote of 401 yeas with none voting "nay" and two answering "present", Roll No. 186. **Page H2909**

Committee Election: The House agreed to H. Res. 1204, electing a Member to a certain standing committee of the House of Representatives. **Page H2891**

Hands Off Our Home Appliances Act: The House passed H.R. 6192, to amend the Energy Policy and Conservation Act to prohibit the Secretary of Energy from prescribing any new or amended energy conservation standard for a product that is not technologically feasible and economically justified, by a yea-and-nay vote of 212 yeas to 195 nays, Roll No. 184. **Pages H2883–89, H2890–91, H2896–H2908**

Rejected the Fletcher motion to recommit the bill to the Committee on Energy and Commerce by a yea-and-nay vote of 202 yeas to 206 nays, Roll No. 183. **Pages H2906–07**

Pursuant to the Rule, the amendment in the nature of a substitute recommended by the Committee on Energy and Commerce now printed in the bill shall be considered as adopted in the House and in the Committee of the Whole. **Page H2883**

Agreed to:

Tony Gonzales (TX) amendment (No. 1 printed in H. Rept. 118–487) that requires any new or amended energy conservation standard to take into consideration rural populations, cost of living comparisons, and climatic differences; **Page H2904**

Steube amendment (No. 2 printed in H. Rept. 118–487) that requires the Secretary of Energy to disclose stakeholder meetings with entities that have ties to China; produced studies regarding or advocated for policy that limit, restrict, or ban the use of any type of energy; and have applied for or received Federal funds; and **Page H2904**

Kelly (PA) amendment (No. 3 printed in H. Rept. 118–487) that prevents the final rule titled "Energy Conservation Program: Energy Conservation Standards for Distribution Transformers" from taking effect (by a recorded vote of 208 ayes to 199 noes, Roll No. 182). **Pages H2904–06**

H. Res. 6192, the rule providing for consideration of the bills (H.R. 6192), (H.R. 7109), (H.R. 2925) and the joint resolution (H.J. Res. 109) was agreed to by a recorded vote of 205 ayes to 199 noes, Roll No. 181, after the previous question was ordered by a yea-and-nay vote of 204 yeas to 200 nays, Roll No. 180. **Pages H2890–91**

Providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the National Labor Relations Board relating to "Standard for Determining Joint Employer Status"—Presidential Veto: The House voted to sustain the President's veto of H.J. Res. 98, providing for congressional disapproval

under chapter 8 of title 5, United States Code, of the rule submitted by the National Labor Relations Board relating to ''Standard for Determining Joint Employer Status'', by a yea-and-nay vote of 214 yeas to 191 nays, Roll No. 185, (two-thirds of those present not voting to override). **Pages H2891–96, H2908**

Subsequently, the veto message (H. Doc. 118–135) and the joint resolution were referred to the Committee on Education and the Workforce.

Page H2891

Suspensions—Proceedings Postponed: The House debated the following measures under suspension of the rules. Further proceedings were postponed.

Fire Grants and Safety Act: S. 870, amended, to amend the Federal Fire Prevention and Control Act of 1974 to authorize appropriations for the United States Fire Administration and firefighter assistance grant programs; and **Pages H2910–22**

National Construction Safety Team Enhancement Act: H.R. 4143, to amend the National Construction Safety Team Act to enable the National Institute of Standards and Technology to investigate structures other than buildings to inform the development of engineering standards, best practices, and building codes related to such structures.

Pages H2922–23

Quorum Calls—Votes: Six yea-and-nay votes and two recorded votes developed during the proceedings of today and appear on pages H2889, H2890, H2890–91, H2906, H2907, H2907–08, H2908 and H2909.

Adjournment: The House met at 10 a.m. and adjourned at 7:39 p.m.

Committee Meetings

AMERICAN INDIAN AND ALASKA NATIVE PUBLIC WITNESS HEARING

Committee on Appropriations: Subcommittee on Interior, Environment, and Related Agencies held a hearing entitled ''American Indian and Alaska Native Public Witness Hearing''. Testimony was heard from public witnesses.

APPROPRIATIONS—DRUG ENFORCEMENT ADMINISTRATION

Committee on Appropriations: Subcommittee on Commerce, Justice, Science, and Related Agencies held a budget hearing on the Drug Enforcement Administration. Testimony was heard from Anne Milgram, Administrator, Drug Enforcement Administration, Department of Justice.

APPROPRIATIONS—INTERNAL REVENUE SERVICE

Committee on Appropriations: Subcommittee on Financial Services and General Government held a budget hearing on the Internal Revenue Service. Testimony was heard from Danny Werfel, Commissioner, Internal Revenue Service, Department of the Treasury.

APPROPRIATIONS—U.S. INTERNATIONAL DEVELOPMENT FINANCE CORPORATIONS

Committee on Appropriations: Subcommittee on State, Foreign Operations, and Related Programs held a budget hearing on the U.S. International Development Finance Corporations. Testimony was heard from Scott Nathan, Chief Executive Officer, U.S. International Development Finance Corporation.

AMERICAN INDIAN AND ALASKA NATIVE PUBLIC WITNESS HEARING

Committee on Appropriations: Subcommittee on Interior, Environment, and Related Agencies held a hearing entitled ''American Indian and Alaska Native Public Witness Hearing''. Testimony was heard from public witnesses.

EXAMINING THE EDUCATION DEPARTMENT'S POLICIES, PRIORITIES, AND FY 2023 FINANCIAL AUDIT FAILURE

Committee on Education and Workforce: Full Committee held a hearing entitled ''Examining the Education Department's Policies, Priorities, and FY 2023 Financial Audit Failure''. Testimony was heard from Miguel Cardona, Secretary, Department of Education.

ENVIRONMENTAL PROTECTION AGENCY'S RISK MANAGEMENT PROGRAM RULE: FAILURES TO PROTECT THE AMERICAN PEOPLE AND AMERICAN MANUFACTURING

Committee on Energy and Commerce: Subcommittee on Environment, Manufacturing, and Critical Materials held a hearing entitled ''EPA's RMP Rule: Failures to Protect the American People and American Manufacturing''. Testimony was heard from Gentner Drummond, Attorney General, Oklahoma; and public witnesses.

SECURITIES AND EXCHANGE COMMISSION ENFORCEMENT: BALANCING DETERRENCE WITH DUE PROCESS

Committee on Financial Services: Subcommittee on Capital Markets held a hearing entitled ''SEC Enforcement: Balancing Deterrence with Due Process''. Testimony was heard from public witnesses.

BRAZIL: A CRISIS OF DEMOCRACY, FREEDOM, AND RULE OF LAW?

Committee on Foreign Affairs: Subcommittee on Global Health, Global Human Rights, and International Organizations held a hearing entitled "Brazil: A Crisis of Democracy, Freedom, and Rule of Law?". Testimony was heard from public witnesses.

REVIEWING DEVELOPMENT FINANCE CORPORATION'S EFFORTS TO OUT COMPETE CHINA'S BELT AND ROAD INITIATIVE

Committee on Foreign Affairs: Full Committee held a hearing entitled "Reviewing DFC's Efforts to Out Compete China's BRI". Testimony was heard from Scott Nathan, Chief Executive Officer, U.S. International Development Finance Corporation.

BUILDING THE FLEET: ASSESSING THE DEPARTMENT OF HOMELAND SECURITY'S ROLE IN THE UNITED STATES COAST GUARD'S ACQUISITIONS PROCESS

Committee on Homeland Security: Subcommittee on Transportation and Maritime Security held a hearing entitled "Building the Fleet: Assessing the Department of Homeland Security's Role in the United States Coast Guard's Acquisitions Process". Testimony was heard from Shelby Oakley, Director, Contracting and National Security Acquisitions, Government Accountability Office; Ron O'Rourke, Specialist in Naval Affairs, Congressional Research Service, Library of Congress; Eric Labs, Senior Analyst for Naval Forces and Weapons, Congressional Budget Office; Vice Admiral Paul Thomas, Deputy Commandant for Mission Support, U.S. Coast Guard; and Randolph Alles, Under Secretary for Management, Department of Homeland Security.

INTELLECTUAL PROPERTY: ENFORCEMENT ACTIVITIES BY THE EXECUTIVE BRANCH

Committee on the Judiciary: Subcommittee on Courts, Intellectual Property, and the Internet held a hearing entitled "Intellectual Property: Enforcement Activities by the Executive Branch". Testimony was heard from Josh Goldfoot, Acting Deputy Assistant Attorney General, Criminal Division, Department of Justice; Michael Ball, Acting Assistant Director, Global Trade Investigations Division, Homeland Security Investigations, U.S. Immigration And Customs Enforcement, Department Of Homeland Security; and Brandon Lord, Executive Director, Trade Policy and Programs, Office of Trade, U.S. Customs and Border Protection, Department of Homeland Security.

COMPLIANCE WITH COMMITTEE OVERSIGHT

Committee on the Judiciary: Subcommittee on Responsiveness and Accountability to Oversight held a hearing entitled "Compliance with Committee Oversight". Testimony was heard from Zephranie Buetow, Assistant Secretary for Legislative Affairs, Department of Homeland Security; and Melanie Egorin, Assistant Secretary for Legislation, Department of Health and Human Services.

MISCELLANEOUS MEASURES

Committee on Natural Resources: Full Committee held a markup on H.R. 897, the "Alabama Underwater Forest National Marine Sanctuary and Protection Act"; H.R. 6062, to restore the ability of the people of American Samoa to approve amendments to the territorial constitution based on majority rule in a democratic act of self-determination, as authorized pursuant to an Act of Congress delegating administration of Federal territorial law in the territory to the President, and to the Secretary of the Interior under Executive Order 10264, dated June 29, 1951, under which the Constitution of American Samoa was approved and may be amended without requirement for further congressional action, subject to the authority of Congress under the Territorial Clause in article IV, section 3, clause 2 of the United States Constitution; and H.R. 6852, the "Holcombe Rucker Park Landmark Act". H.R. 897 and H.R. 6852 were ordered reported, as amended. H.R. 6062 was ordered reported, without amendment.

BUSINESS MEETING

Committee on Transportation and Infrastructure: Full Committee held a business meeting on an updated Committee roster and revised membership and leadership of the Subcommittee on Railroad, Pipelines, and Hazardous Materials. The updated Committee roster and revised membership and leadership were agreed to.

ENSURING SAFETY AND RELIABILITY: EXAMINING THE REAUTHORIZATION NEEDS OF THE PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Committee on Transportation and Infrastructure: Subcommittee on Railroads, Pipelines, and Hazardous Materials held a hearing entitled "Ensuring Safety and Reliability: Examining the Reauthorization Needs of the Pipeline and Hazardous Materials Safety Administration". Testimony was heard from Tristan Brown, Deputy Administrator, Pipeline and Hazardous Materials Safety Administration, Department of Transportation; and public witnesses.

NATIONAL INTELLIGENCE PROGRAM (NIP) BUDGET REQUEST FOR FY 2025, FEATURING THE FEDERAL BUREAU OF INVESTIGATION, DEPARTMENT OF ENERGY, DEPARTMENT OF HOMELAND SECURITY, U.S. COAST GUARD, DRUG ENFORCEMENT ADMINISTRATION, U.S. DEPARTMENT OF STATE, AND U.S. DEPARTMENT OF THE TREASURY

Permanent Select Committee on Intelligence: Subcommittee on National Intelligence Enterprise held a hearing entitled ''National Intelligence Program (NIP) Budget Request for FY 2025, featuring the Federal Bureau of Investigation, Department of Energy, Department of Homeland Security, U.S. Coast Guard, Drug Enforcement Administration, U.S. Department of State, and U.S. Department of the Treasury''. Testimony was heard from Tonya Ugoretz, Assistant Director, Directorate of Intelligence, Federal Bureau of Investigation, Department of Justice; Kennth Wainstein, Undersecretary for Intelligence and Analysis, Office of Intelligence and Analysis, Department of Homeland Security; Jay Tilden, Director, Office of Intelligence and Counterintelligence, Department of Energy; Shannon Corless, Assistant Secretary, Office of Intelligence and Analysis, Department of the Treasury; Brett Holmgren, Assistant Secretary, Bureau of Intelligence and Analysis, Department of State; Rear Admiral Rebecca Ore, Assistant Commandant for Intelligence, U.S. Coast Guard; and Carrie Thompson, Assistant Administrator and Chief of Intelligence, Drug Enforcement Agency, Department of Justice. This hearing was closed.

FY 2025 BUDGET REQUEST FOR THE NATIONAL RECONNAISSANCE OFFICE (NRO) AND THE NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY (NGA)

Permanent Select Committee on Intelligence: Subcommittee on Defense Intelligence and Overhead Architecture held a hearing entitled ''FY 2025 Budget Request for the National Reconnaissance Office (NRO) and the National Geospatial-Intelligence Agency (NGA)''. Testimony was heard from Chris Scolese, Director, National Reconnaissance Office, Department of Defense; and Vice Admiral Frank Whitworth, Director, National Geospatial-Intelligence Agency, Department of Defense. This hearing was closed.

Joint Meetings

POST-ELECTION TURKEY

Commission on Security and Cooperation in Europe: Committee received a briefing on post-election Turkey from Gonul Tol, Middle East Institute; Rich Outzen, Atlantic Council; and Nicholas Danforth, War on the Rocks.

COMMITTEE MEETINGS FOR WEDNESDAY, MAY 8, 2024

(Committee meetings are open unless otherwise indicated)

Senate

Committee on Appropriations: Subcommittee on Agriculture, Rural Development, Food and Drug Administration, and Related Agencies, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Food and Drug Administration, 10 a.m., SD–124.

Subcommittee on Defense, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of Defense, 10 a.m., SD–192.

Subcommittee on Interior, Environment, and Related Agencies, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of the Interior, 10:30 a.m., SD–138.

Subcommittee on Legislative Branch, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Congressional Budget Office, the Government Accountability Office, and the Government Publishing Office, 2:30 p.m., SD–124.

Committee on Armed Services: Subcommittee on Personnel, to hold hearings to examine military and civilian personnel programs in the Department of Defense in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, 3 p.m., SD–G50.

Subcommittee on Airland, to hold hearings to examine Air Force modernization in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, 4 p.m., SR–232A.

Subcommittee on Strategic Forces, to hold hearings to examine Department of Defense missile defense activities in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, 4:45 p.m., SR–222.

Committee on the Budget: to hold hearings to examine alleviating administrative burdens in health care, focusing on reducing paperwork and cutting costs, 10 a.m., SD–608.

Committee on Commerce, Science, and Transportation: Subcommittee on Consumer Protection, Product Safety, and Data Security, to hold hearings to examine strengthening data security to protect consumers, 2:30 p.m., SR–253.

Committee on Environment and Public Works: to hold hearings to examine the President's proposed budget request for fiscal year 2025 for the Environmental Protection Agency, 10 a.m., SD–406.

Committee on Indian Affairs: to receive a briefing on the Alyce Spotted Bear and Walter Soboleff Commission's Report on Native Children, 2:30 p.m., SD–628.

Committee on the Judiciary: to hold hearings to examine the urgent need to protect immigrant youth, 10 a.m., SD–106.

Select Committee on Intelligence: to hold closed hearings to examine certain intelligence matters, 2:30 p.m., SH–219.

House

Committee on Appropriations, Subcommittee on Interior, Environment, and Related Agencies, hearing entitled ''American Indian and Alaska Native Public Witness Hearing'', 9 a.m., 2008 Rayburn.

Subcommittee on Commerce, Justice, Science, and Related Agencies, budget hearing on the Department of Commerce, 10 a.m., 2359 Rayburn.

Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, hearing entitled ''Member Day'', 10 a.m., 2358–A Rayburn.

Subcommittee on Interior, Environment, and Related Agencies, hearing entitled ''American Indian and Alaska Native Public Witness Hearing'', 1 p.m., 2008 Rayburn.

Committee on the Budget, Full Committee, hearing entitled ''The Cost of the Border Crisis'', 10 a.m., 210 Cannon.

Committee on Education and Workforce, Subcommittee on Early Childhood, Elementary, and Secondary Education, hearing entitled ''Confronting Pervasive Antisemitism in K–12 Schools'', 10:15 a.m., 2175 Rayburn.

Committee on Energy and Commerce, Subcommittee on Oversight and Investigations, hearing entitled ''Examining Accusations of Ideological Bias at NPR, a Taxpayer Funded News Entity'', 10 a.m., 2123 Rayburn.

Committee on Financial Services, Subcommittee on National Security, Illicit Finance, and International Financial Institutions, hearing entitled ''Mission Critical: Restoring National Security as the Focus of Defense Production Act Reauthorization, Part II'', 2 p.m., 2128 Rayburn.

Committee on Homeland Security, Subcommittee on Counterterrorism, Law Enforcement, and Intelligence, hearing ''Silent Weapons: Examining Foreign Anomalous Health Incidents Targeting Americans in the Homeland and Abroad'', 2 p.m., 310 Cannon.

Committee on House Administration, Full Committee, hearing entitled ''Looking Ahead Series: Oversight of Office of the Clerk'', 10:15 a.m., 1310 Longworth.

Committee on the Judiciary, Full Committee, markup on H.R. 743, the ''Protect and Serve Act of 2023''; and H.R. 354, the ''LEOSA Reform Act'', 10 a.m., 2141 Rayburn.

Committee on Natural Resources, Subcommittee on Indian and Insular Affairs, hearing entitled ''Examining the President's FY 2025 Budget Request for the Bureau of Indian Affairs, Indian Health Service, and Office of Insular Affairs'', 2:15 p.m., 1324 Longworth.

Committee on Oversight and Accountability, Full Committee, hearing entitled ''Oversight of D.C.'s Response to Unlawful Activity and Antisemitism'', 1 p.m., 2154 Rayburn.

Committee on Small Business, Full Committee, hearing entitled ''Stifling Innovation: Examining the Impacts of Regulatory Burdens on Small Businesses in Healthcare'', 10 a.m., 2360 Rayburn.

Committee on Ways and Means, Full Committee, markup on legislation on the Preserving Telehealth, Hospital, and Ambulance Access Act''; H.R. 7931, the ''PEAKS Act''; H.R. 8245, the ''Rural Hospital Stabilization Act''; H.R. 8244, the ''Ensuring Seniors' Access to Quality Care Act''; H.R. 8235 the ''Rural Physician Workforce Preservation Act''; and H.R. 8246, the ''Second Chances for Rural Hospitals Act'', 10:30 a.m., 1100 Longworth.

Permanent Select Committee on Intelligence, Full Committee, hearing entitled ''National Intelligence Program (NIP) and Military Intelligence Program (MIP) Budget Requests for FY 2025, featuring the Director of National Intelligence Avril Haines and the Acting Under Secretary for Intelligence and Security Milancy Harris'', 10 a.m., HVC–304. This hearing is closed.

Subcommittee on Defense Intelligence and Overhead Architecture, hearing entitled ''Military Intelligence Program Budget Request for FY 2025, featuring the Military Services, including the U.S. Army, U.S. Marine Corps, U.S. Navy, U.S. Air Force, U.S. Space Force, and U.S. Special Operations Command'', 2 p.m., HVC–304. This hearing is closed.

CONGRESSIONAL PROGRAM AHEAD

Week of May 8 through May 10, 2024

Senate Chamber

On *Wednesday,* Senate will continue consideration of H.R. 3935, Securing Growth and Robust Leadership in American Aviation Act. Roll call votes are possible during Wednesday's session.

During the balance of the week, Senate may consider any cleared legislative and executive business.

Senate Committees

(Committee meetings are open unless otherwise indicated)

Committee on Appropriations: May 8, Subcommittee on Agriculture, Rural Development, Food and Drug Administration, and Related Agencies, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Food and Drug Administration, 10 a.m., SD–124.

May 8, Subcommittee on Defense, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of Defense, 10 a.m., SD–192.

May 8, Subcommittee on Interior, Environment, and Related Agencies, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of the Interior, 10:30 a.m., SD–138.

May 8, Subcommittee on Legislative Branch, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Congressional Budget Office, the Government Accountability Office, and the Government Publishing Office, 2:30 p.m., SD–124.

May 9, Subcommittee on Labor, Health and Human Services, and Education, and Related Agencies, to hold

hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of Labor, 10 a.m., SD–138.

Committee on Armed Services: May 8, Subcommittee on Personnel, to hold hearings to examine military and civilian personnel programs in the Department of Defense in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, 3 p.m., SD–G50.

May 8, Subcommittee on Airland, to hold hearings to examine Air Force modernization in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, 4 p.m., SR–232A.

May 8, Subcommittee on Strategic Forces, to hold hearings to examine Department of Defense missile defense activities in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, 4:45 p.m., SR–222.

Committee on Banking, Housing, and Urban Affairs: May 9, to hold hearings to examine consumer protection, focusing on examining fees in financial services and rental housing, 10 a.m., SD–538.

Committee on the Budget: May 8, to hold hearings to examine alleviating administrative burdens in health care, focusing on reducing paperwork and cutting costs, 10 a.m., SD–608.

Committee on Commerce, Science, and Transportation: May 8, Subcommittee on Consumer Protection, Product Safety, and Data Security, to hold hearings to examine strengthening data security to protect consumers, 2:30 p.m., SR–253.

Committee on Environment and Public Works: May 8, to hold hearings to examine the President's proposed budget request for fiscal year 2025 for the Environmental Protection Agency, 10 a.m., SD–406.

Committee on Foreign Relations: May 9, to hold hearings to examine the nominations of John N. Nkengasong, of Georgia, to be Ambassador-At-Large for Global Health Security and Diplomacy, and Kristen Sarri, of Maryland, to be Assistant Secretary for Oceans and International Environmental and Scientific Affairs, both of the Department of State, 10 a.m., SD–419.

Committee on Indian Affairs: May 8, to receive a briefing on the Alyce Spotted Bear and Walter Soboleff Commission's Report on Native Children, 2:30 p.m., SD–628.

Committee on the Judiciary: May 8, to hold hearings to examine the urgent need to protect immigrant youth, 10 a.m., SD–106.

May 9, Full Committee, business meeting to consider S. 1306, to reauthorize the COPS ON THE BEAT grant program, S. 1979, to amend title 9 of the United States Code with respect to arbitration of disputes involving age discrimination, and the nominations of Kevin Gafford Ritz, of Tennessee, to be United States Circuit Judge for the Sixth Circuit, Brian Edward Murphy, to be United States District Judge for the District of Massachusetts, Rebecca L. Pennell, to be United States District Judge for the Eastern District of Washington, and Jeannette A. Vargas, to be United States District Judge for the Southern District of New York, 10 a.m., SD–G50.

Select Committee on Intelligence: May 8, to hold closed hearings to examine certain intelligence matters, 2:30 p.m., SH–219.

House Committees

Committee on Appropriations, May 9, Subcommittee on Interior, Environment, and Related Agencies, hearing entitled ''Member Day'', 9:30 a.m., 2008 Rayburn.

May 9, Subcommittee on Financial Services and General Government, hearing entitled ''Member Day'', 10:30 a.m., 2362–A Rayburn.

Next Meeting of the **SENATE**

10 a.m., Wednesday, May 8

Senate Chamber

Program for Wednesday: Senate will continue consideration of H.R. 3935, Securing Growth and Robust Leadership in American Aviation Act. Roll call votes are possible during Wednesday's session.

(Senate will recess from 1 p.m. until 2:15 p.m. for their respective party conferences.)

Next Meeting of the **HOUSE OF REPRESENTATIVES**

10 a.m., Wednesday, May 8

House Chamber

Program for Wednesday: Consideration of H.J. Res. 109—Providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Securities and Exchange Commission relating to Staff Accounting Bulletin No. 121.

Extensions of Remarks, as inserted in this issue

HOUSE

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