

NATIONAL AVIATION PREPAREDNESS PLAN ACT OF 2022

SEPTEMBER 13, 2022.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. DEFAZIO, from the Committee on Transportation and Infrastructure, submitted the following

R E P O R T

[To accompany H.R. 884]

The Committee on Transportation and Infrastructure, to whom was referred the bill (H.R. 884) to direct the Secretary of Transportation to establish a national aviation preparedness plan for communicable disease outbreaks, and for other purposes, having considered the same, reports favorably thereon with an amendment and recommends that the bill as amended do pass.

CONTENTS

	Page
Purpose of Legislation .....	3
Background and Need for Legislation .....	3
Hearings .....	4
Legislative History and Consideration .....	5
Committee Votes .....	6
Committee Oversight Findings .....	7
New Budget Authority and Tax Expenditures .....	7
Congressional Budget Office Cost Estimate .....	8
Performance Goals and Objectives .....	8
Duplication of Federal Programs .....	8
Congressional Earmarks, Limited Tax Benefits, and Limited Tariff Benefits ...	8
Federal Mandates Statement .....	8
Preemption Clarification .....	8
Advisory Committee Statement .....	9
Applicability to Legislative Branch .....	9
Section-by-Section Analysis of the Legislation .....	9
Changes in Existing Law Made by the Bill, as Reported .....	10

The amendment is as follows:  
 Strike all after the enacting clause and insert the following:

**SECTION 1. SHORT TITLE.**

This Act may be cited as the “National Aviation Preparedness Plan Act of 2022”.

**SEC. 2. NATIONAL AVIATION PREPAREDNESS PLAN.**

(a) **IN GENERAL.**—Not later than 2 years after the date of enactment of this Act, the Secretary of Transportation, in coordination with the Secretary of Health and Human Services, the Secretary of Homeland Security, and the heads of such other Federal departments or agencies as the Secretary of Transportation considers appropriate, shall develop a national aviation preparedness plan for communicable disease outbreaks.

(b) **CONTENTS OF PLAN.**—The plan developed under subsection (a) shall, at a minimum—

(1) provide airports and air carriers with an adaptable and scalable framework with which to align the individual plans, including the emergency response plans, of such airports and air carriers and provide guidance as to each individual plan;

(2) improve coordination among airports, air carriers, U.S. Customs and Border Protection, the Centers for Disease Control and Prevention, other appropriate Federal entities, and State and local governments and health agencies with respect to preparing for and responding to communicable disease outbreaks;

(3) to the extent practicable, improve coordination among relevant international entities;

(4) create a process to identify appropriate personal protective equipment, if any, for covered employees to reduce the likelihood of exposure to a covered communicable disease, and thereafter issue recommendations for the equipping of such employees;

(5) create a process to identify appropriate techniques, strategies, and protective infrastructure, if any, for the cleaning, disinfecting, and sanitization of aircraft and enclosed facilities owned, operated, or used by an air carrier or airport, and thereafter issue recommendations pertaining to such techniques, strategies, and protective infrastructure;

(6) identify and assign Federal agency roles in the deployment of emerging and existing technologies and solutions to reduce covered communicable diseases in the aviation ecosystem;

(7) clearly delineate the responsibilities of the sponsors and operators of airports, air carriers, and Federal agencies in responding to a covered communicable disease;

(8) incorporate, as appropriate, the recommendations made by the Comptroller General of the United States to the Secretary of Transportation contained in the report titled “Air Travel and Communicable Diseases: Comprehensive Federal Plan Needed for U.S. Aviation System’s Preparedness”, issued in December 2015 (GAO-16-127);

(9) consider the latest peer-reviewed scientific studies that address communicable disease with respect to air transportation; and

(10) consider funding constraints.

(c) **CONSULTATION.**—When developing the plan under subsection (a), the Secretary of Transportation shall consult with aviation industry and labor stakeholders, including representatives of—

(1) air carriers, which shall include domestic air carriers consisting of major air carriers, low-cost carriers, regional air carriers and cargo carriers;

(2) airport operators, including with respect to large hub, medium hub, small hub, and nonhub commercial service airports;

(3) labor organizations that represent airline pilots, flight attendants, air carrier airport customer service representatives, and air carrier maintenance, repair, and overhaul workers;

(4) the labor organization certified under section 7111 of title 5, United States Code, as the exclusive bargaining representative of air traffic controllers of the Federal Aviation Administration;

(5) the labor organization certified under such section as the exclusive bargaining representative of airway transportation systems specialists and aviation safety inspectors of the Federal Aviation Administration;

(6) trade associations representing air carriers and airports;

(7) aircraft manufacturing companies; and

(8) such other stakeholders as the Secretary considers appropriate.

(d) **REPORT.**—Not later than 30 days after the plan is developed under subsection (a), 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 a report that includes such plan.

(e) **REVIEW OF PLAN.**—Not later than 1 year after the date on which a report is submitted under subsection (d), and again not later than 5 years thereafter, the Secretary shall review the plan included in such report and, after consultation with

aviation industry and labor stakeholders, make changes by rule as the Secretary considers appropriate.

(f) GAO STUDY.—Not later than 18 months after the date of enactment of this Act, the Comptroller General shall conduct and 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 study assessing the national aviation preparedness plan developed under subsection (a), including—

(1) whether such plan—

(A) is responsive to any previous recommendations relating to aviation preparedness with respect to an outbreak of a covered communicable disease or global health emergency made by the Comptroller General; and

(B) meets the obligations of the United States under international conventions and treaties; and

(2) the extent to which the United States aviation system is prepared to respond to an outbreak of a covered communicable disease.

(g) DEFINITIONS.—In this section:

(1) COVERED EMPLOYEE.—The term “covered employee” means—

(A) an individual whose job duties require interaction with air carrier passengers on a regular and continuing basis and who is an employee of—

(i) an air carrier;

(ii) an air carrier contractor;

(iii) an airport; or

(iv) the Federal Government; or

(B) an air traffic controller or systems safety specialist of the Federal Aviation Administration.

(2) COVERED COMMUNICABLE DISEASE.—The term “covered communicable disease” means a communicable disease that has the potential to cause a future epidemic or pandemic of infectious disease that would constitute a public health emergency of international concern as declared, after the date of enactment of this Act, by the Secretary of Health and Human Services under section 319 of the Public Health Service Act (42 U.S.C. 247d).

#### PURPOSE OF LEGISLATION

The purpose of H.R. 884, as amended, is to direct the U.S. Department of Transportation (U.S. DOT), in collaboration with the Department of Health and Human Services (HHS) and the Department of Homeland Security (DHS), to develop a National Aviation Preparedness Plan. The plan, at a minimum, must delineate the responsibilities of airports, air carriers, and government entities in responding to future pandemics; improve coordination among aviation stakeholders, and federal and international entities in preparing for future pandemics; and identify appropriate equipment to protect front-line aviation employees from future communicable diseases, among other things.

#### BACKGROUND AND NEED FOR LEGISLATION

In 2015, the Government Accountability Office (GAO) recommended that the U.S. DOT, in coordination with relevant stakeholders, develop a national aviation preparedness plan for communicable disease outbreaks. Though this recommendation was issued in response to the Ebola epidemic and focused particularly on improving the U.S. aviation sector’s preparedness for future communicable disease threats from abroad, the recent coronavirus disease (COVID–19) pandemic further exposed the U.S. aviation sector’s vulnerabilities in responding to a communicable disease outbreak. Even though more than two years have passed since the Federal Government declared COVID–19 a national emergency and more than seven years have passed since the 2014 Ebola epidemic, the U.S. DOT has yet to ensure air carriers have the instructions they need to respond to communicable disease threats in a coordinated manner with other air carriers and public-health officials. In fact,

a 2020 GAO report examining the status of Federal efforts to develop a national plan for air travel and communicable diseases concluded that “the absence of a national plan undermined the ability of the public-health and aviation sectors to coordinate on a response or to provide consistent guidance to airlines and airports.”

Moreover, GAO noted in its 2020 report that had the U.S. DOT implemented a national aviation preparedness plan prior to the COVID-19 outbreak, it “could have improved coordination between public-health and aviation sectors during COVID-19 to address issues like passenger screening.” This was reiterated at a Committee hearing in July 2021, with the GAO testifying that “[t]he COVID-19 pandemic [had] highlighted once again the need for a national aviation preparedness plan to coordinate aviation and public health sector efforts, and ensure safeguards are in place to limit the spread of communicable disease threats from abroad, while minimizing any unnecessary disruptions with travel and trade.” H.R. 884 requires the U.S. DOT to act on the 2015 GAO recommendation, while also ensuring the U.S. fulfills international aviation treaty provisions that obligate member states to develop such a plan.

#### HEARINGS

For the purposes of rule XIII, clause 3(c)(6)(A) of the 117th Congress, the following hearings were used to develop or consider H.R. 884:

On February 4, 2021, the Committee held a hearing titled “Protecting Transportation Workers and Passengers from COVID: Gaps in Safety, Lessons Learned, and Next Steps.” The Committee received testimony from Dr. David Michaels, Professor, Department of Environmental and Occupational Health, Milken Institute School of Public Health, The George Washington University; Ms. Sara Nelson, International President, Association of Flight Attendants-CWA; Mr. William “Lewie” Pugh, Executive Vice President, Owner-Operator Independent Drivers Association; Mr. Ismael Rivera, Bus Operator, Lynx, on behalf of Amalgamated Transit Union (ATU) Local 1596; Dr. William P. Bahnfleth, Professor, Architectural Engineering, The Pennsylvania State University, on behalf of the American Society of Heating, Refrigerating and Air-Conditioning Engineers; and the Hon. Joe Buscaino, Councilman, Los Angeles City Council, Los Angeles, California, on behalf of the National League of Cities.

This hearing examined the impacts of the COVID-19 crisis on transportation workers and related issues within the Committee’s jurisdiction. Members heard about how the COVID-19 pandemic continued to impact the health, safety, and working conditions of transportation industry workers; ongoing gaps; lessons learned; and next steps to protect transportation workers and passengers from COVID-19.

On March 2, 2021, the Subcommittee on Aviation held a hearing titled “COVID-19’s Effects on U.S. Aviation and the Flight Path to Recovery.” The Subcommittee received testimony from Ms. Heather Krause, Director, Physical Infrastructure, U.S. Government Accountability Office; Mr. Nicholas E. Calio, President and Chief Executive Officer, Airlines for America; Mr. Joe DePete, President and Chief Executive Officer, Air Line Pilots Association; Mr. Peter

Bunce, President and Chief Executive Officer, General Aviation Manufacturers Association; Mr. Lance Lyttle, Managing Director, Aviation Division, Port of Seattle, Washington, on behalf of American Association of Airport Executives; and Mr. Edward M. Bolen, President and Chief Executive Officer, National Business Aviation Association.

This hearing examined the continuing effects of the COVID-19 pandemic on the U.S. aerospace industry, what the industry will look like post-pandemic, and how best to aid in the recovery.

On July 29, 2021, the Committee held a hearing titled “Assessing the Federal Government’s COVID-19 Relief and Response Efforts and its Impact.” The Committee received testimony from two panels of witnesses: Panel I: Hon. Michael E. Horowitz, Chair, Pandemic Response Accountability Committee; Ms. Heather Krause, Director, Physical Infrastructure Issues, Government Accountability Office; Mr. Chris P. Currie, Director, Homeland Security and Justice Issues, Government Accountability Office; Hon. Eric J. Soskin, Inspector General, Department of Transportation; and, Mr. James R. Izzard, Assistant Inspector General for Investigations, Department of Homeland Security. Panel II: Mr. Paul Skoutelas, President and Chief Executive Officer, American Public Transportation Association; Mr. Juan Manuel Ortiz, Director of Homeland Security and Emergency Management, City of Austin, TX, on behalf of the International Association of Emergency Managers; Dr. Michael J. Boskin, T.M. Friedman Professor of Economics and Senior Fellow, Hoover Institution, Stanford University; Dr. Wendy Edelberg, Director, The Hamilton Project, The Brookings Institution; and, Mr. John Samuelsen, International President, Transport Workers Union of America.

This hearing examined the federal response to the COVID-19 pandemic, efforts to provide oversight of that response, areas for improvement, and the impact of pandemic relief efforts on the transportation and infrastructure sectors and their workers.

On September 30, 2021, the Committee held a hearing titled “Assessing the Federal Government’s COVID-19 Relief and Response Efforts and its Impact—Part II.” The Committee received testimony from Mr. Paul P. Skoutelas, President and Chief Executive Officer, American Public Transportation Association; Mr. Juan Manuel Ortiz, Director, Homeland Security and Emergency Management, City of Austin, TX, on behalf of the International Association of Emergency Managers; Dr. Michael J. Boskin, T.M. Friedman Professor of Economics and Senior Fellow, Hoover Institution, Stanford University; Dr. Wendy Edelberg, Director, The Hamilton Project, The Brookings Institution; and, Mr. Gregory R. Regan, President, Transportation Trades Department, AFL-CIO.

This hearing examined the federal response to the COVID 19 pandemic and the impact of pandemic relief efforts on the transportation and infrastructure sectors and their workers.

#### LEGISLATIVE HISTORY AND CONSIDERATION

H.R. 884, the “*National Aviation Preparedness Plan Act of 2021*”, was introduced in the House on February 5, 2021, by Mr. Larsen of Washington, Mr. Beyer, Ms. Johnson of Texas, Ms. Norton, and Mr. Carson and referred to the Committee on Transportation and

Infrastructure. Within the Committee on Transportation and Infrastructure, H.R. 884 was referred to the Subcommittee on Aviation.

The Subcommittee on Aviation was discharged from further consideration of H.R. 884 on July 20, 2022.

The Committee considered H.R. 884 on July 20, 2022, and ordered the measure to be favorably reported to the House, as amended, by a record vote of 57 yeas and 2 nays (Roll Call No. 98).

The following amendments were offered:

An Amendment in the Nature of a Substitute to H.R. 884, offered by Mr. Larsen of Washington was AGREED TO by voice vote.

An amendment to the Amendment in the Nature of a Substitute to H.R. 884, offered by Mr. Perry (#1); was NOT AGREED TO by a record vote of 21 yeas and 36 nays (Roll Call No. 98).

Page 1, strike line 1 and all that follows through page 7, line 4, and insert the following: Sec. 1. Short Title

#### COMMITTEE VOTES

Clause 3(b) of rule XIII of the Rules of the House of Representatives requires each committee report to include the total number of votes cast for and against on each record vote on a motion to report and on any amendment offered to the measure or matter, and the names of those members voting for and against.

*Committee on Transportation and Infrastructure Roll Call No. 98*

On: Agreeing to Amendment #1 offered by Mr. Perry (732)

Not Agreed to: 21 yeas and 36 nays

Member	Vote	Member	Vote
Mr. DeFazio .....	Nay	Mr. Graves of MO .....	Yea
Ms. <i>Norton</i> .....	Nay	Mr. Crawford .....	Yea
Ms. Johnson of TX .....	Nay	Mr. Gibbs .....	Yea
Mr. Larsen of WA .....	Nay	Mr. Webster .....	Yea
Mrs. Napolitano .....	Nay	Mr. Massie .....	.....
Mr. Cohen .....	Nay	Mr. Perry .....	Yea
Mr. Sires .....	Nay	Mr. Rodney Davis of IL .....	Yea
Mr. Garamendi .....	Nay	Mr. Katko .....	.....
Mr. Johnson of GA .....	Nay	Mr. Babin .....	Yea
Mr. Carson .....	Nay	Mr. Graves of LA .....	Yea
Ms. Titus .....	Nay	Mr. Rouzer .....	Yea
Mr. Maloney of NY .....	Nay	Mr. Bost .....	Yea
Mr. Huffman .....	Nay	Mr. Weber of TX .....	Yea
Ms. Brownley .....	Nay	Mr. LaMalfa .....	Yea
Ms. Wilson of FL .....	Nay	Mr. Westerman .....	.....
Mr. Payne .....	Nay	Mr. Mast .....	Yea
Mr. Lowenthal .....	Nay	Mr. Gallagher .....	Yea
Mr. DeSaulnier .....	Nay	Mr. Fitzpatrick .....	Nay
Mr. Lynch .....	Nay	<i>Miss González-Colón</i> .....	.....
Mr. Carbajal .....	Nay	Mr. Balderson .....	Yea
Mr. Brown of MD .....	Nay	Mr. Stauber .....	Yea
Mr. Malinowski .....	Nay	Mr. Burchett .....	.....
Mr. Stanton .....	Nay	Mr. Johnson of SD .....	Nay
Mr. Allred .....	.....	Mr. Van Drew .....	.....
Ms. Davids of KS .....	Nay	Mr. Guest .....	.....
Mr. García of IL .....	Nay	Mr. Nehls .....	Yea
Mr. Pappas .....	Nay	Ms. Mace .....	.....
Mr. Lamb .....	Nay	Ms. Malliotakis .....	Yea
Mr. Moulton .....	Nay	Ms. Van Duyn .....	Yea
Mr. Auchincloss .....	.....	Mr. Gimenez .....	Yea
Ms. Bourdeaux .....	Nay	Mrs. Steel .....	Yea
Mr. Kahele .....	Nay		
Ms. Strickland .....	Nay		
Ms. Williams of GA .....	.....		

Member	Vote	Member	Vote
Ms. Newman .....	Nay		
Mr. Carter of LA .....	Nay		
Mrs. Cherfilus-McCormack .....	Nay		

*Committee on Transportation and Infrastructure Roll Call No. 99*

On: H.R. 884, to be favorably reported to the House, as amended.  
Agreed to: 57 yeas and 2 nays

Member	Vote	Member	Vote
Mr. DeFazio .....	Yea	Mr. Graves of MO .....	Yea
Ms. Norton .....	Yea	Mr. Crawford .....	Yea
Ms. Johnson of TX .....	Yea	Mr. Gibbs .....	Yea
Mr. Larsen of WA .....	Yea	Mr. Webster .....	Yea
Mrs. Napolitano .....	Yea	Mr. Massie .....	.....
Mr. Cohen .....	Yea	Mr. Perry .....	Nay
Mr. Sires .....	Yea	Mr. Rodney Davis of IL .....	Yea
Mr. Garamendi .....	Yea	Mr. Katko .....	.....
Mr. Johnson of GA .....	Yea	Mr. Babin .....	Yea
Mr. Carson .....	Yea	Mr. Graves of LA .....	Yea
Ms. Titus .....	Yea	Mr. Rouzer .....	Yea
Mr. Maloney of NY .....	Yea	Mr. Bost .....	Yea
Mr. Huffman .....	Yea	Mr. Weber of TX .....	Yea
Ms. Brownley .....	Yea	Mr. LaMalfa .....	Yea
Ms. Wilson of FL .....	Yea	Mr. Westerman .....	.....
Mr. Payne .....	Yea	Mr. Mast .....	Yea
Mr. Lowenthal .....	Yea	Mr. Gallagher .....	Yea
Mr. DeSaulnier .....	Yea	Mr. Fitzpatrick .....	Yea
Mr. Lynch .....	Yea	Miss González-Colón .....	Yea
Mr. Carbajal .....	Yea	Mr. Balderson .....	Yea
Mr. Brown of MD .....	Yea	Mr. Stauber .....	Yea
Mr. Malinowski .....	Yea	Mr. Burchett .....	.....
Mr. Stanton .....	Yea	Mr. Johnson of SD .....	Yea
Mr. Allred .....	.....	Mr. Van Drew .....	.....
Ms. Davids of KS .....	Yea	Mr. Guest .....	Nay
Mr. García of IL .....	Yea	Mr. Nehls .....	Yea
Mr. Pappas .....	Yea	Ms. Mace .....	.....
Mr. Lamb .....	Yea	Ms. Malliotakis .....	Yea
Mr. Moulton .....	Yea	Ms. Van Duyn .....	Yea
Mr. Auchincloss .....	.....	Mr. Gimenez .....	Yea
Ms. Bourdeaux .....	Yea	Mrs. Steel .....	Yea
Mr. Kahele .....	Yea		
Ms. Strickland .....	Yea		
Ms. Williams of GA .....	.....		
Ms. Newman .....	Yea		
Mr. Carter of LA .....	Yea		
Mrs. Cherfilus-McCormack .....	Yea		

COMMITTEE OVERSIGHT FINDINGS

With respect to the requirements of clause 3(c)(1) of rule XIII of the Rules of the House of Representatives, the Committee's oversight findings and recommendations are reflected in this report.

NEW BUDGET AUTHORITY AND TAX EXPENDITURES

With respect to the requirements of clause 3(c)(2) of rule XIII of the Rules of the House of Representatives and section 308(a) of the Congressional Budget Act of 1974 and with respect to requirements of clause (3)(c)(3) of rule XIII of the Rules of the House of Representatives and section 402 of the Congressional Budget Act of 1974, the Committee has requested but not received a cost estimate for this bill from the Director of Congressional Budget Office. The

Committee has requested but not received from the Director of the Congressional Budget Office a statement as to whether this bill contains any new budget authority, spending authority, credit authority, or an increase or decrease in revenues or tax expenditures. The Chairman of the Committee shall cause such estimate and statement to be printed in the *Congressional Record* upon its receipt by the Committee.

#### CONGRESSIONAL BUDGET OFFICE COST ESTIMATE

With respect to the requirement of clause 3(c)(3) of rule XIII of the Rules of the House of Representatives, a cost estimate provided by the Congressional Budget Office pursuant to section 402 of the Congressional Budget Act of 1974 was not made available to the Committee in time for the filing of this report. The Chairman of the Committee shall cause such estimate to be printed in the *Congressional Record* upon its receipt by the Committee.

#### PERFORMANCE GOALS AND OBJECTIVES

With respect to the requirement of clause 3(c)(4) of rule XIII of the Rules of the House of Representatives, the performance goal and objective of this legislation is to provide for the U.S. DOT, in collaboration with the HHS and DHS, to develop a National Aviation Preparedness Plan—a clear, comprehensive plan of action for future communicable disease outbreaks.

#### DUPLICATION OF FEDERAL PROGRAMS

Pursuant to clause 3(c)(5) of rule XIII of the Rules of the House of Representatives, the Committee finds that no provision of H.R. 884 establishes or reauthorizes a program of the federal government known to be duplicative of another federal program, a program that was included in any report from the Government Accountability Office to Congress pursuant to section 21 of Public Law 111–139, or a program related to a program identified in the most recent Catalog of Federal Domestic Assistance.

#### CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with clause 9 of rule XXI of the Rules of the House of Representatives, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(e), 9(f), or 9(g) of the rule XXI.

#### FEDERAL MANDATES STATEMENT

An estimate of federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act was not made available to the Committee in time for the filing of this report. The Chairman of the Committee shall cause such estimate to be printed in the *Congressional Record* upon its receipt by the Committee.

#### PREEMPTION CLARIFICATION

Section 423 of the Congressional Budget Act of 1974 requires the report of any Committee on a bill or joint resolution to include a statement on the extent to which the bill or joint resolution is in-

tended to preempt state, local, or tribal law. The Committee finds that H.R. 884 does not preempt any state, local, or tribal law.

#### ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

#### APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that the legislation does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act (Public Law 104–1).

#### SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

##### *Section 1. Short title*

This section provides that this bill may be cited as the “National Aviation Preparedness Plan Act of 2022”.

##### *Sec. 2. National Aviation Preparedness Plan*

###### *Subsection a. In General*

This subsection instructs the Secretary of Transportation, in collaboration with HHS and DHS to develop a National Aviation Preparedness Plan for future communicable disease outbreaks, no later than two years after enactment.

###### *Subsection b. Contents of Plan*

This subsection mandates that, at a minimum, such a National Aviation Preparedness Plan shall:

- Improve coordination between federal agencies, industries, and nations when preparing for and responding to covered communicable disease outbreaks;
- Establish a process for the identification and issuance of personal protective equipment for aviation employees who interact regularly with air carrier passengers;
- Establish a process for the identification of techniques, strategies, and protective infrastructure for the cleaning, disinfecting, and sanitization of aircraft and airports;
- Identify opportunities to develop and deploy emerging technologies and solutions to reduce communicable disease transmission; and
- Clearly delineate the responsibilities of the sponsors and operators of airports, air carriers, and federal agencies in responding to a covered communicable disease.

###### *Subsection c. Consultation*

This subsection directs the U.S. DOT to work with the U.S. air carriers, airports, labor unions representing aviation workers, and key aviation stakeholders, including air carriers, airports, aircraft manufacturers, and representatives of the general aviation community, among others, on the development of such a plan.

*Subsection d. Report*

This subsection directs the U.S. DOT to submit a report on such a plan to the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science and Transportation, no later than 30 days after the plan is developed.

*Subsection e. Review of Plan*

This subsection requires the U.S. DOT to review the plan one year after the report is submitted to Congress and no later than five years thereafter. After consultation with aviation and labor stakeholders, the U.S. DOT is authorized to make changes, through rulemaking, as the Secretary considers appropriate.

*Subsection f. GAO Study*

This subsection states that not later than 18 months after enactment, calls for a GAO assessment of the plan to determine whether it aligns with public health recommendations, meets the nation's obligations under international conventions and treaties, and to what extent U.S. aviation is prepared for future public health emergencies.

*Subsection g. Definitions*

This section defines the terms used in this Act.

CHANGES IN EXISTING LAW MADE BY THE BILL, AS REPORTED

As reported by the Committee, H.R. 884 makes no changes in existing law.

