

113TH CONGRESS
2D SESSION

H. R. 5890

To conduct a study to ensure that enhanced communication is provided between commercial aircraft and air traffic control towers, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JANUARY 2, 2015

Ms. JACKSON LEE introduced the following bill; which was referred to the
Committee on Transportation and Infrastructure

A BILL

To conduct a study to ensure that enhanced communication is provided between commercial aircraft and air traffic control towers, and for other purposes.

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

3 **SECTION 1. SHORT TITLE.**

4 The Act may be cited as the “No Missing Planes
5 Act”.

1 **SEC. 2. STUDY OF TECHNOLOGY TO IMPROVE COMMUNICA-**
2 **TION OF AIRCRAFT WITH AIR TRAFFIC CON-**
3 **TROL TOWERS.**

4 (a) STUDY.—The Administrator of the Federal Avia-
5 tion Administration shall complete a study which shall in-
6 clude—

7 (1) the feasibility of providing communication
8 from commercial aircraft to air traffic control towers
9 when an aircraft leaves its flight plan or experiences
10 dangerous or threatening conditions and pinpointing
11 the location of an aircraft that is missing within 30
12 minutes by disseminating the information globally in
13 less than an hour to rescue and recovery agencies;

14 (2) information on the possible transition of
15 black boxes to telematics systems that routinely
16 throughout a flight communicate the contents of
17 black boxes to secure store faculties managed by the
18 National Transportation Safety Board;

19 (3) the investigation of the automation of data
20 collection from aircraft while in flight and automate
21 the transmission of data in such a way that the rate
22 of transition is dependent on the speed of the air-
23 craft and the conditions under which it is being op-
24 erated (turbulence and faster speed would trigger
25 more frequent uplink of data from the black boxes
26 on the flight) the warehousing of data that estab-

1 lishes chain of custody for data if needed as the last
2 official record of an aircraft, and the analysis of the
3 data that is received to identify anomalous data;

4 (4) the review of the availability of tamper
5 proof transponders that cannot be turned off in
6 flight and an alert if a transponder is tampered with
7 while in flight;

8 (5) the feasibility of securing transponders from
9 being cloned or data being changed from the original
10 designation that is assigned to the physical aircraft
11 it is associated with and the proper safeguards to be
12 sure that use of an assigned transponder identifica-
13 tion protocol by another aircraft is prohibited by de-
14 sign and the communication system and requisite
15 protocols that will support the system, including a
16 mechanism to investigate the ability to introduce
17 transponder designations that are not assigned by
18 aviation regulatory authorities;

19 (6) the investigation of the means by which the
20 United States could enforce that no airline operating
21 in the United States or operate gates at an airport
22 in the country may have communication technology
23 that does not conform to domestic available commu-
24 nication technology standards; and

1 (7) the investigation of how quickly relevant
2 statistical data on commercial aircraft can be shared
3 with the Federal Aviation Administration, the De-
4 partment of Homeland Security, and the North
5 American Command in the event that a flight fails
6 to respond to communication or ceases to be detect-
7 able by ground control.

8 (b) REPORT.—Not later than 180 days after the date
9 of enactment of this Act, the Administrator of the Federal
10 Aviation Administration shall submit to the Committees
11 on Transportation and Infrastructure, Homeland Secu-
12 rity, and Armed Services of the House of Representatives
13 and the Committees on Commerce, Science, and Transpor-
14 tation, Homeland Security and Governmental Affairs, and
15 Armed Services of the Senate.

16 (c) AUTHORIZATION OF APPROPRIATIONS.—There is
17 authorized to be appropriated to carry out this study,
18 \$10,000,000.

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