

public and private freight stakeholders representative of all freight transportation modes, including—

- (1) airports, highways, ports and waterways, rail, and pipelines;
- (2) shippers;
- (3) carriers;
- (4) freight-related associations;
- (5) the freight industry workforce;
- (6) State departments of transportation;
- (7) local governments;
- (8) metropolitan planning organizations;
- (9) regional or local transportation authorities, such as port authorities;
- (10) freight safety organizations; and
- (11) university research centers.

(b) **PURPOSE.**—The purpose of the Committee shall be to promote a safe, economically efficient, and environmentally sustainable national freight system.

(c) **DUTIES.**—The Committee, in consultation with State departments of transportation and metropolitan planning organizations, shall provide advice and recommendations to the Secretary of Transportation on matters related to freight transportation in the United States, including—

- (1) the implementation of freight transportation requirements;
- (2) the establishment of a National Multimodal Freight Network under section 70103 of title 49, United States Code;
- (3) the development of the national freight strategic plan under section 70102 of such title;
- (4) the development of measures of conditions and performance in freight transportation;
- (5) the development of freight transportation investment, data, and planning tools; and
- (6) recommendations for Federal legislation.

(d) **QUALIFICATIONS.**—Each member of the Committee shall be sufficiently qualified to represent the interests of the member's specific stakeholder group, such as—

- (1) general business and financial experience;
- (2) experience or qualifications in the areas of freight transportation and logistics;
- (3) experience in transportation planning, safety, technology, or workforce issues;
- (4) experience representing employees of the freight industry;
- (5) experience representing State or local governments or metropolitan planning organizations in transportation-related issues; or
- (6) experience in trade economics relating to freight flows.

(e) **SUPPORT STAFF, INFORMATION, AND SERVICES.**—The Secretary of Transportation shall provide support staff for the Committee. Upon the request of the Committee, the Secretary shall provide such information, administrative services, and supplies as the Secretary considers necessary for the Committee to carry out its duties under this section.

AMENDMENT NO. 3623

(Purpose: To impose criminal penalties for the unsafe operation of unmanned aircraft)

At the end of subtitle A of title II, add the following:

PART IV—OPERATOR SAFETY

SEC. 2161. SHORT TITLE.

This part may be cited as the “Drone Operator Safety Act”.

SEC. 2162. FINDINGS; SENSE OF CONGRESS.

(a) **FINDING.**—Congress finds that educating operators of unmanned aircraft about the laws and regulations that govern such aircraft helps to ensure their safe operation.

(b) **SENSE OF CONGRESS.**—It is the sense of Congress that the Administrator of the Federal Aviation Administration should con-

tinue to prioritize the education of operators of unmanned aircraft through public outreach efforts like the “Know Before You Fly” campaign.

SEC. 2163. UNSAFE OPERATION OF UNMANNED AIRCRAFT.

(a) **IN GENERAL.**—Chapter 2 of title 18, United States Code, is amended—

- (1) in section 31—
 - (A) in subsection (a)—
 - (i) by redesignating paragraph (10) as paragraph (11); and
 - (ii) by inserting after paragraph (9) the following:

“(10) UNMANNED AIRCRAFT.—The term ‘unmanned aircraft’ has the meaning given such term in section 44801 of title 49.”; and
 - (B) in subsection (b), by inserting “‘airport’,” before “‘appliance’”; and
- (2) by inserting after section 39A the following:

“(10) UNMANNED AIRCRAFT.—The term ‘unmanned aircraft’ has the meaning given such term in section 44801 of title 49.”; and

(B) in subsection (b), by inserting “‘airport’,” before “‘appliance’”; and

(2) by inserting after section 39A the following:

“§39B. Unsafe operation of unmanned aircraft

“(a) **OFFENSE.**—Any person who operates an unmanned aircraft and, in so doing, knowingly or recklessly interferes with, or disrupts the operation of, an aircraft carrying 1 or more occupants operating in the special aircraft jurisdiction of the United States, in a manner that poses an imminent safety hazard to such occupants, shall be punished as provided in subsection (b).

“(b) **PENALTY.**—

“(1) **IN GENERAL.**—Except as provided in paragraph (2), the punishment for an offense under subsection (a) shall be a fine under this title, imprisonment for not more than 1 year, or both.

“(2) **SERIOUS BODILY INJURY OR DEATH.**—Any person who attempts to cause, or knowingly or recklessly causes, serious bodily injury or death during the commission of an offense under subsection (a) shall be fined under this title, imprisoned for any term of years or for life, or both.

“(c) **OPERATION OF UNMANNED AIRCRAFT IN CLOSE PROXIMITY TO AIRPORTS.**—

“(1) **IN GENERAL.**—The operation of an unmanned aircraft within a runway exclusion zone shall be considered a violation of subsection (a) unless such operation is approved by the airport's air traffic control facility or is the result of a circumstance, such as a malfunction, that could not have been reasonably foreseen or prevented by the operator.

“(2) **RUNWAY EXCLUSION ZONE DEFINED.**—In this subsection, the term ‘runway exclusion zone’ means a rectangular area—

“(A) centered on the centerline of an active runway of an airport immediately around which the airspace is designated as class B, class C, or class D airspace at the surface under part 71 of title 14, Code of Federal Regulations; and

“(B) the length of which extends parallel to the runway's centerline to points that are 1 statute mile from each end of the runway and the width of which is ½ statute mile.”.

(b) **CLERICAL AMENDMENT.**—The table of sections for chapter 2 of title 18, United States Code, is amended by inserting after the item relating to section 39A the following:

“39B. Unsafe operation of unmanned aircraft.”.

AMENDMENT NO. 3567

(Purpose: To require the Federal Aviation Administration to coordinate with the Center of Excellence for Unmanned Aircraft Systems with respect to research relating to unmanned aircraft systems)

On page 74, strike line 19 and insert the following:

under section 44802(a) of that title, and in coordination with the Center of Excellence for Unmanned Aircraft Systems.

(c) **USE OF CENTER OF EXCELLENCE FOR UNMANNED AIRCRAFT SYSTEMS.**—The Administrator, in carrying out research necessary to establish the consensus safety standards and certification requirements in section 44803 of title 49, United States Code, as added by section 2124, shall, to the maximum extent practicable, leverage the research and testing capacity and capabilities of the Center of Excellence for Unmanned Aircraft Systems and the test sites (as defined in 44801 of such title, as added by section 2121).

Mr. THUNE. Mr. President, I ask unanimous consent that the Senate now vote on these amendments, as well as the Bennet amendment No. 3524, as modified with the changes at the desk, all en bloc.

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

The amendment (No. 3524), as modified, is as follows:

Strike section 3113 and insert the following:

SEC. 3113. LASTING IMPROVEMENTS TO FAMILY TRAVEL.

(a) **SHORT TITLE.**—This section may be cited as the “Lasting Improvements to Family Travel Act” or the “LIFT Act”.

(b) **ACCOMPANYING MINORS FOR SECURITY SCREENING.**—The Administrator of the Transportation Security Administration shall formalize security screening procedures that allow for one adult family caregiver to accompany a minor child throughout the entirety of the security screening process.

(c) **SPECIAL ACCOMMODATIONS FOR PREGNANT WOMEN.**—Not later than 180 days after the date of the enactment of this Act, the Secretary of Transportation shall review and, if appropriate, prescribe regulations that direct all air carriers to include pregnant women in their policies, with respect to preboarding or advance boarding of aircraft.

(d) **FAMILY SEATING.**—Not later than 1 year after the date of the enactment of this Act, the Secretary shall review and, if appropriate, establish a policy directing all air carriers to ensure that, if a family is traveling on a reservation with a child under the age of 13, that child is able to sit in a seat adjacent to the seat of an accompanying family member over the age of 13, to the maximum extent practicable, at no additional cost.

VOTE ON AMENDMENTS NOS. 3476, AS MODIFIED; 3492, AS MODIFIED; 3500; 3526; 3535; 3621; 3620; 3633; 3534; 3623; 3567; AND 3524, AS MODIFIED

Mr. THUNE. Mr. President, I know of no further debate on these amendments.

The PRESIDING OFFICER. The question occurs on agreeing to the amendments en bloc.

The amendments (Nos. 3476, as modified; 3492, as modified; 3500; 3526; 3535; 3621; 3620; 3633; 3534; 3623; 3567; and 3524, as modified) were agreed to en bloc.

ADJOURNMENT UNTIL 10 A.M. TOMORROW

Mr. THUNE. Mr. President, if there is no further business to come before the Senate, I ask unanimous consent that it stand adjourned under the previous order.

There being no objection, the Senate, at 8:18 p.m., adjourned until Tuesday, April 12, 2016, at 10 a.m.

CONFIRMATION

Executive nomination confirmed by the Senate April 11, 2016:

THE JUDICIARY

WAVERLY D. CRENSHAW, JR., OF TENNESSEE, TO BE
UNITED STATES DISTRICT JUDGE FOR THE MIDDLE DIS-
TRICT OF TENNESSEE.