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House of Representatives

The House met at 10 a.m. and was called to order by the Speaker pro tempore (Mrs. HOUCHIN).

DESIGNATION OF SPEAKER PRO TEMPORE

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

WASHINGTON, DC,
May 1, 2024.

I hereby appoint the Honorable ERIN HOUCHIN 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.

FOOD SECURITY IS NATIONAL SECURITY

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

Mr. VALADAO. Madam Speaker, California is in its second consecutive wet year.

Every major reservoir in our State is above the 15-year average, and our snowpack in the Sierras is at more than 100 percent of average for this time of year.

These conditions should mean that our farmers and communities are finally getting the water deliveries that they desperately need after years of drought.

Sadly, that is not the case.

Central Valley Project contractors rely on meaningful allocations from the Bureau of Reclamation for their yearly planning, including the type of crops they will plant and when.

Despite these favorable conditions, our South-of-Delta farmers were still not allocated 100 percent of the water they contract and pay for this year from Reclamation.

In February, our South-of-Delta farmers were allocated just 15 percent of their contracted supply. In March, these numbers were updated to 35 percent. Just last week, these allocations were bumped to 40 percent, a mere 5-percent increase, with no real explanation or transparency on the decision-making process.

A 5-percent increase is insufficient for our family farms and downstream communities who rely on meaningful allocations from Reclamation to grow the food that feeds the world.

California grows a quarter of our Nation's food, so these allocations are critical to the fate of our Nation's food supply.

I urge Reclamation to significantly increase the allocations for South-of-Delta water contractors so our communities can meet the Nation's food supply needs.

Food security is national security, and our ability to grow food for the Nation will not survive without a reliable water supply for South-of-Delta agriculture.

REMEMBERING THE HONORABLE DONALD M. PAYNE, JR.

The SPEAKER pro tempore. The Chair recognizes the gentleman from North Carolina (Mr. DAVIS) for 5 minutes.

Mr. DAVIS of North Carolina. Madam Speaker, it breaks my heart to share that something just doesn't seem quite right speaking without first hearing the voice of the gentleman from New Jersey, the Honorable Donald Milford Payne, Jr.

No matter how soon you would come to do a 1-minute speech, Donald Payne was always first. I never figured out how he somehow beat everyone to the Chamber all the time. No matter how many 1-minute speeches the rest of us did, Donald would always do more.

One time our friend, Mr. JOE NEGUSE from Colorado, suggested that I had done more 1 minutes than Mr. Payne. Why did he say that? Donald quickly corrected him.

The name ''Donald'' means ruler or king. Indeed, Donald was the 1-minute king.

Many days we sat together. He would review his notes, going over what he was going to say, waiting to hear those words, ''For what purpose does the gentleman from New Jersey seek recognition?''

Donald would then gently walk to the podium with his iPad in hand. Although he mostly said what he needed to in 1 minute, occasionally getting the gavel, Madam Speaker, I must use the 5-minute time period today because 1 minute would not do Mr. Payne justice.

Donald was not only a stylish and colorful individual, but he also brightened the House with his presence. He brightened us with his bow ties. He brightened us with his glasses. He brightened us even with his matching socks. He brightened us by using his voice as an instrument to speak up for the people of New Jersey's 10th Congressional District.

That is why he consistently received the John R. Lewis Award for his advocacy as captured right here. Look at him. He is happy. He is at peace. He is living the dream. He is on cloud nine. He is at peace.

We also had a special connection because there are a fair number of people

living in New Jersey who are actually from North Carolina, and we had many memorable conversations about mutual friends between votes while sitting in the first and second seat waiting for 1 minutes.

New Jersey, please know that North Carolina stands with you.

Donald Payne was an encourager, and his last words to me were: You are a good man, and I want to help you. He said: Take care, and I will see you soon.

Little did I know that that would be our last conversation. His life and legacy deeply inspired all of us, and I will always cherish the moments we spent together.

Donald and his father served in the people's House for about 35 years, and we are deeply grateful for their service.

When his father passed and Donald assumed office, he once said: I am following a legacy, and I am not backing away from that.

He didn't back away from it. He continued his father's legacy. He continued to set a legacy for his three children and children across the country, and he continued the legacy by making America better.

My heart goes out to his wife, Beatrice, and the Payne family. I extend my deepest condolences to them and to New Jersey's 10th Congressional District. The flowers that now rest in the seat Donald often occupied reflect his inner beauty and radiance.

Madam Speaker, Donald's last floor speech, interestingly, was on housing out of all issues. What a way to end. What a way to remind us all that there is a house of many mansions.

Madam Speaker, I thank Donald for showing us humility, showing us meekness, showing us kindness, brightening this institution, and using his voice to advocate for the American people.

Farewell, my friend, and, yes, I look forward to seeing him soon. He will always be remembered, and we miss him dearly.

I end today with the last words Donald Payne spoke and shared on the floor. On March 22, he ended his final 1-minute speech this way: And with that, Mr. Speaker, I yield back.

HONORING GENERAL JACKIE DANIEL ''DAN'' WOOD

The SPEAKER pro tempore (Mr. MOLINARO). The Chair recognizes the gentleman from Tennessee (Mr. KUSTOFF) for 5 minutes.

Mr. KUSTOFF. Mr. Speaker, I rise today to pay tribute to a west Tennessee native and a true American patriot, the 73rd Adjutant General of Tennessee, Jackie Daniel ''Dan'' Wood.

Major General Dan Wood passed away peacefully at his home in Tennessee on April 12. Dan, as he was known, was born on Maple Street in Lexington, Tennessee. He attended Lexington City School and Lexington High School where he enjoyed playing basketball.

In 1961, Dan Wood answered the call to serve our Nation and enlisted in the United States Army.

Shortly thereafter, he deployed to Vietnam and bravely answered his call to duty.

Upon his return home, Dan enlisted in the Tennessee Army National Guard. He completed Officer Candidate School, the Tennessee Military Academy, and was commissioned as a second lieutenant in 1966.

General Wood went on to serve as commander of the 4th Battalion, the 117th Infantry, and the 30th Separate Armored Brigade. In 1995, Dan Wood was named as adjutant general by my friend and former Member of the House of Representatives, the late Governor Don Sundquist.

General Wood held this position until his retirement in July 2002.

As adjutant general, Dan oversaw numerous deployments of soldiers and airmen overseas, he ushered the National Guard into the 21st century, and he coordinated the Tennessee National Guard's response to the September 11 terrorist attacks.

General Dan Wood served in the military for more than 40 years. As a proud fourth-generation citizen of Henderson County and a fifth-generation Tennessean, we mourn a son of Tennessee, but we also celebrate a true American hero.

Our thoughts and prayers remain with his wife of 62 years, Janis; his son, Stuart; his daughter, Amy; and three grandchildren.

Dan Wood taught us all what it means to serve your country and to dedicate your life to preserving freedom for generations of Americans.

We truly miss him.

RECOGNIZING LIEUTENANT GENERAL A.C. ROPER

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Alabama (Ms. SEWELL) for 5 minutes.

Ms. SEWELL. Mr. Speaker, I rise today to honor the extraordinary career and achievements of Lieutenant General A.C. Roper, the first African-American, three-star general in the U.S. Army Reserve, as he celebrates his retirement from 41 years of service in the United States Army.

Lieutenant General Roper's extraordinary career began after he was commissioned in 1983 as a student at the University of Alabama at Birmingham. He has an extensive military education and received master's degrees from both the University of Alabama and the U.S. Army War College.

Throughout his exemplary career, Lieutenant General Roper moved quickly up the ranks and broke down barriers for African Americans serving in the Armed Forces.

On May 14, 2021, he made history as the first African American to become a three-star general in the U.S. Army Reserve.

Most recently, he served as deputy commander of the U.S. Northern Command and vice commander of the U.S. Element, North American Aerospace Defense Command at Peterson Space Force Base in Colorado. He has received numerous awards and decorations.

Mr. Speaker, I got to know Lieutenant General Roper during his time as the chief of police for Birmingham Police Department. I was immediately impressed by his firm yet compassionate leadership style that commanded the respect of his fellow officers and endeared him to the Birmingham community.

Lieutenant General Roper's reputation has always been one of great purpose and great passion. He is an honorable man, guided by an abiding faith in God and a love of country.

On behalf of a grateful Nation, I ask my colleagues to join me in celebrating the retirement of Lieutenant General A.C. Roper after 33 years in law enforcement and 41 years of military service.

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RECOGNIZING SMALL BUSINESS WINNERS IN ALABAMA'S SEVENTH DISTRICT

Ms. SEWELL. Mr. Speaker, I rise to honor the award-winning small business owners in Alabama's Seventh Congressional District as we celebrate National Small Business Week.

Ms. Jackie Smith is the proud owner and operator of The Coffee Shoppe and Reflections in our hometown of Selma, Alabama. After leaving her job in 2011, Jackie bravely took on the risk of opening up her own small business, turning the site that once was a segregated diner into a beautiful coffee shop in the heart of downtown Selma. For 13 years, The Coffee Shoppe has provided a place for the community to come together, learn about Selma's history, and eat some great food.

Like any businessowner, Jackie has had her fair share of hardships. After the tornado of January 12, 2023, we saw her resilience, and thanks to an investment by the SBA, she was able to open her doors and continue The Coffee Shoppe's great legacy; and, in fact, she opened up another business, Reflections.

This week, Jackie's extraordinary entrepreneurship earned her national recognition as the Small Business Administration's 2024 Phoenix Award winner for outstanding disaster recovery efforts. We congratulate her on her outstanding achievements.

Today, I also recognize SBA's 2024 Small Business Persons of the Year in Alabama: Shanna Ullmann, Timothy Ullmann, and Robert Prescott of Transformation Partners, LLC in Tuscaloosa, Alabama.

Beginning in the year 2000, as a statewide training provider, their firm has grown tremendously over the past two decades. Today, they serve numerous clients in the field of higher education, government, military, and corporate America, offering consulting services and employee development programming.

Transformation Partners was hit hard by the COVID–19 pandemic, but once again, thanks to the assistance of the SBA, the firm remained operational and weathered the storm. Now their efforts have earned them national recognition as SBA's 2024 National Small Business Persons of the Year for Alabama.

I ask my colleagues to join me in celebrating the outstanding entrepreneurship in Alabama's Seventh Congressional District. Congratulations to all of our winners. I wish them much success in the years ahead.

HONORING THE LIFE OF REBECCA DAWN FOSTER

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

Mr. ROSE. Mr. Speaker, I rise to honor the incredible life of Rebecca Dawn Foster.

Rebecca was many things to many people: a beloved daughter, sister, wife, mother, and, most recently, grandmother. Above all else, Rebecca was an amazing human being and devoted Christian who did everything to serve others and leave this world better than she found it.

Rebecca was my friend. Rebecca was born on September 30, 1968, to Wesley and Faye Neil. A native of Fentress County, Tennessee, she graduated from Clarkrange High School, where she competed on the 1983, 1984, and 1985 girls' basketball State championship teams. If she were here, she would tell you that they came that close to winning again in 1986. Memories of those wins sparked joy throughout her entire life.

Rebecca earned a bachelor of science in nursing and later a master of science in nursing informatics from Tennessee Technological University. She had a distinguished 29-year career in healthcare, most recently in the role of chief nursing officer for Cumberland Medical Center in Crossville. In 2019, she graciously agreed to take on a new occupation focused on constituent care rather than patient care as my district director for Tennessee's Sixth Congressional District.

Her dedication to service lives on through her family. Rebecca took enormous pride in her husband, Allen, who serves as mayor of Cumberland County, Tennessee; her daughter, Brooke, who followed in her footsteps in nursing; and her son, Shade, who is a sworn police officer for the city of Crossville. She is also survived by her beloved granddaughter, Asa Wright, and boy let me tell you, Rebecca took such joy from being with Asa. She is also survived by parents, Wesley and Faye Neil; sister, Sharon Reagan; mother-in-law, Edna Foster; daughter-in-law, Haley Foster; and son-in-law, Trevor Wright.

Rebecca had a lifelong passion for singing. She served as music director at Oak Hill Baptist Church for nearly 15 years. In fact, the Sunday before her passing, Rebecca was on stage with her daughter, singing her heart out and worshipping the Lord with the help of the pulpit to keep her balance.

There are simply few among us as special as Rebecca Dawn Foster. She was first diagnosed with cancer in 2023. During the difficult period that followed, many around her were fearful, but she chose to be faithful. Despite the intense treatments she underwent and sometimes-painful side effects that she endured, she continued to work as she was able and did so with a smile on her face. In fact, if you had talked to Rebecca anytime since last July, you were much more likely to find her smiling and showing pictures of her precious little granddaughter, Asa, than talking about her health battle. Her optimism lulled many of us into believing that there were many years ahead that we would get to enjoy our relationships with Rebecca.

The day before her passing, Rebecca shared a page from her prayer devotional on social media. It was titled ''Unafraid,'' and based on the book of Hebrews, chapter 13, verses 5 and 6, which reads in part: ''I will never leave you; I will always be by your side.'' Rebecca never questioned the presence of the Lord. She lived a life as a result. She knew God's plan for her was not to live in fear but to live in faith and to love others while she was here.

Rebecca knew each day and the good things in it are blessings from the Lord above. She kept cheerful faith throughout her painful health struggle. Last week, she went home to Heaven and received her eternal reward. Glory be to God for Rebecca Foster, who came into our lives, and with her talents and vivacious spirit left us forever changed for the better.

CHINESE ELECTRIC VEHICLES ARE A NATIONAL SECURITY THREAT

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Michigan (Ms. SLOTKIN) for 5 minutes.

Ms. SLOTKIN. Mr. Speaker, I rise today to do what I hope is part of the responsibility of a Member of Congress, which is to flag and alert for future threats that are just around the corner. For me, that threat is the potential for thousands of Chinese electric vehicles and connected vehicles coming into the U.S. marketplace.

I am a former CIA officer and a Pentagon official, and I want to flag that the prospect of thousands of Chinese-made connected vehicles coming into the country would give them a huge amount of data, high-fidelity data on things like U.S. military bases, key infrastructure facilities, like bridges and electric grid nodes, secretive locations, individual leaders even, all while China refuses to give reciprocity on that same exact data for American companies operating in China. They know exactly how sensitive the data is that can be collected off of electric and connected vehicles.

Here is the story if you think this is fantasy: In 2021, for the first time, a Chinese-connected vehicle was sold in the European Union; not that long ago, post-COVID. Already, they have nearly 25 percent of the market share in the European Union. These vehicles are much nicer than they used to be. They are underselling every single vehicle on the market there because they are subsidized by the Chinese Government.

I had the opportunity to raise this issue as a national security threat with the Secretary of Defense and the Secretary of the Army in the past couple of weeks. I wanted to ask them specifically if they think, in their national security capacity, that mapping, radar, cameras, light detection, and Bluetooth-connected software would be a threat on our facilities here and having those kinds of volumes of data.

The Secretary of Defense could not have made it more clear that this would give a potential adversary extremely detailed information for targeting, for counteracting some of our infrastructure, for going after even individual leaders.

Now, we are an open-market society. What is happening right now is these Chinese companies are getting very interested in opening facilities in Mexico and using the USMCA, or what people commonly refer to as NAFTA, to just easily come over our border. We don't have a process in place right now to vet with a national security lens these imports that are coming in, and I have a real problem with that.

I think we need to get better at understanding that the future of threats is not necessarily just tanks and fixed-wing airplanes and all those traditional things. It is data and who controls it. For me, this is an issue that I want to alert not just because I am a Michigander, and, of course, we make American vehicles in Michigan, but as a national security professional.

CONGRATULATING SCOTTSBURG WARRIORS BOYS' BASKETBALL TEAM, CLASS 2A STATE CHAMPIONSHIP WINNERS

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

Mrs. HOUCHIN. Mr. Speaker, I rise today to extend my congratulations to the Scottsburg Warriors boys' basketball team for their remarkable achievement in winning their first-ever Class 2A State championship this year in Indiana.

I am so proud of my hometown team. Having watched the Warriorettes achieve the State championship trophy growing up in Scottsburg in 1989, this victory was extra special.

Their hard work has paid off. Through every practice and game, these young athletes demonstrated the true spirit of teamwork and excellence. Their victory not only brings pride to the Scottsburg community, but the academic achievement and leadership

of these talented young men serves as an inspiration to aspiring athletes across the State.

I commend the coaches, staff, and supporters who have cheered on the players throughout their journey to success. Congratulations, again, to my hometown team.

CONGRATULATING LANESVILLE HIGH SCHOOL GIRLS' BASKETBALL TEAM ON SECOND CONSECUTIVE CHAMPIONSHIP

Mrs. HOUCHIN. Mr. Speaker, I rise today to extend congratulations to the Lanesville High School girls' basketball team on their incredible achievement of winning the State championship for a second consecutive year.

Their dedication, teamwork, and determination have propelled them to the pinnacle of success, making their community and school both very proud. This team's journey is a testament to the power of hard work and perseverance.

As they celebrate this historic victory, let us recognize the countless hours of practice, the sacrifices made, and the resilience shown by each member of the team. Their win not only brings honor to Lanesville High School, but their hometown.

On behalf of the entire Ninth District, I congratulate the Lanesville girls' basketball team for their outstanding achievement and wish them continued success in all their future endeavors.

CONGRATULATING BROWNSTOWN BRAVES BOYS' BASKETBALL TEAM ON WINNING STATE 3A CHAMPIONSHIP

Mrs. HOUCHIN. Mr. Speaker, I rise today to congratulate the Brownstown Braves boys' basketball team for their outstanding victory in winning the Class 3A State championship this year.

Their successful season is a testament to their hard work and exceptional talents. The Brownstown community is undoubtedly beaming with pride for this achievement. What an exciting time to be part of Indiana basketball, especially southern Indiana basketball.

I commend the coaches, staff, and supporters who provided guidance and unwavering support to these young men. I congratulate the Braves basketball team once more. This is a victory they will never forget. May they continue to strive for greatness in all their future endeavors.

REPRESSION OF FIRST AMENDMENT RIGHTS

The SPEAKER pro tempore. The Chair recognizes the gentlewoman from Michigan (Ms. TLAIB) for 5 minutes.

Ms. TLAIB. Mr. Speaker, I am deeply concerned about the escalating repression of First Amendment protected speech and assembly on college campuses across our country.

To all the elected university boards and appointed presidents, it needs to be very clear: Your students' constitutional rights don't end when they enter your campus grounds.

Mr. Speaker, I include in the RECORD statements from the ACLU and from Bend the Arc.

[April 26, 2024]

ACLU URGES COLLEGE AND UNIVERSITY LEADERS TO PROTECT FREE SPEECH AND ACADEMIC FREEDOM

NEW YORK.—In response to the anti-war protests happening at colleges across the country, and the disturbing arrests that have followed, the American Civil Liberties Union sent a letter to leaders at both public and private universities. The letter states:

''As you fashion responses to the activism of your students (and faculty and staff), it is essential that you not sacrifice principles of academic freedom and free speech that are core to the educational mission of your respected Institution.''

Authored by ACLU Executive Director Anthony D. Romero and National Legal Director David Cole, the letter offers university leaders five basic guardrails to ensure freedom of speech and academic freedom are protected on campus:

1. They must not single out particular viewpoints for censorship, discipline, or disproportionate punishment.

2. They must protect students from targeted discriminatory harassment and violence, but may not penalize people for taking sides on the war in Gaza, even if expressed in deeply offensive terms.

3. They can announce and enforce reasonable content-neutral time, place, or manner policies on protesting activity, but they must leave ample room for students to express themselves. These rules must be applied consistently and without regard to viewpoint.

4. They must recognize that armed police on campus can endanger students and are a measure of last resort.

5. They must resist the pressures placed on them by politicians seeking to exploit campus tensions.

The letter also informs university leaders of relevant Supreme Court precedent:

''The Supreme Court has forcefully rejected the premise that, 'because of the acknowledged need for order, First Amendment protections should apply with less force on college campuses than in the community at large.'''

The letter strongly advises university leaders to be ''cognizant of the history of law enforcement using inappropriate and excessive force in responding to protests, particularly against communities of color,'' and that—as events of the past week have made abundantly clear—arresting peaceful protestors is likely to escalate, not calm, tensions on campus.

The letter also reiterates that violence is never an acceptable protest tactic and that ''physically intimidating students by blocking their movements or pursuing them aggressively is unprotected conduct, not protected speech.''

[April 25, 2024]

BEND THE ARC STATEMENT ON CAMPUS PROTESTS

As we celebrate Passover this week, we are seeing Jewish students and faculty showing up Jewishly, joining and helping to lead protests on college campuses across the nation. And we have been watching with increasing concern. Concern for Jewish safety, but also concern for our democracy. [Protest is essential to our movement work and must be protected, and we firmly stand against antisemitism being used as an excuse to threaten free speech and criticism of university and U.S. policy. To be clear, criticism of American policy towards Israel is not inherently antisemitic.]

When protests become popular movements, they bring everyone from everywhere, with all their experiences and talents. They can also bring what afflicts our society, such as antisemitism, anti-Black racism, sexism, and homophobia. These oppressions are not reflective of the movements themselves, though critics would have you believe that they define them. Many have used accusations of antisemitism, real and perceived, to attempt to discredit these protests.

The ability of Jewish students to express their Judaism, their values, and their beliefs across a full range of political views is essential and must be protected. We must not erase them from this story. They are hosting Shabbat services in tents, holding Seder, and are showing up not just for Jewish safety, but for the safety of all people.

Jewish people have long played a role in practicing free speech and protest on campus. These protests are part of our democracy. We proudly remember the movements for Civil Rights, against the Vietnam and Iraq Wars, Occupy, Black Lives Matter, and fights against sexual violence on campus. Unfortunately, these moments also recall the unconstitutional, dangerous, and unnecessary policing of these protests. We recall the images from Kent State in 1970, when the National Guard killed four peaceful, anti-war student protesters (three of whom were Jewish). Today, college administrations are bowing to McCarthy-esque congressional hearings; evicting, suspending, and arresting Jewish and other students; and barring access to places of worship and freedom to partake in Jewish ceremony—all in an obvious attempt to appease the Right.

Many Jews, on campus and otherwise, are experiencing Passover feeling a heightened fear about antisemitism. And we see how student organizers, Jewish and non-Jewish, have powerfully shown up against occurrences of antisemitism, creating safety for Jewish students. Their values and discipline in opposing antisemitism remain in stark contrast to those who claim to fight antisemitism but instead use it to sow division between Jews and our communities, undermine democracy, and fulfill the goals of white nationalism.

And in this critical dialogue about the safety of Jews and everyone in our nation, we must not allow political interests to obscure the meaning we take away from these protests: that U.S. policy must support safety and self-determination for all Palestinians and Israelis, and that next year, we make Seder in peace.

Chag Sameach.

Ms. TLAIB. Mr. Speaker, the ACLU statement says: ''As you fashion responses to the activism of your students (and faculty and staff), it is essential that you not sacrifice principles of academic freedom and free speech that are core to the educational mission of your respected institution.''

From Bend the Arc's statement: ''Protest is essential to our movement work and must be protected, and we firmly stand against anti-Semitism being used as an excuse to threaten free speech and criticism of university and U.S. policy. To be clear, criticism of American policy towards Israel is not inherently anti-Semitic.''

Mr. Speaker, dissent is a fundamental American value, from the civil rights movement to antiwar protests to the movement for Black lives, immigrant rights, our country has a long history of students leading movements for change and challenging the status

quo that oppresses and normalizes genocide across the world.

I am deeply moved by the courageous young people in more than 100 encampments at colleges across our Nation that are demanding divestment in support of a genocide in Gaza and apartheid Government of Israel.

I had the opportunity, Mr. Speaker, to visit an encampment at the University of Michigan that has public programming. They put it online for families on various issues. The day I went, they were recognizing the anniversary of the Armenian genocide and having someone also speak about the connectivity to the Palestinian Nakba. It was inspiring to see these brave students across races, of all faiths and backgrounds, standing side by side in solidarity to protest for peace. From Jummah prayer to Shabbat, they are coming together in a way I wish my colleagues would welcome.

Sending in militarized police forces and even snipers to stop these students from exercising their First Amendment rights is truly disgusting.

My colleagues are so outraged by students opposing genocide and apartheid, but many of these same Members were completely silent last year when we saw the dramatic increase of threats, literally death threats on historical Black colleges and universities across the country.

□ 1030

This state-sanctioned violence, including the arrests and threatened felony prosecutions of students, can only be seen as an explicit effort to silence students and take away their First Amendment rights.

Mr. Speaker, no student—not one—should be met with academic repercussions or police brutality on their own campuses for exercising, peacefully, their rights to free speech and assembly.

Why is it, Mr. Speaker, that my colleagues and every headline from mainstream media are more concerned and outraged about these protests than they are about the over 35,000 Palestinians killed in Gaza? Seventy percent of them are women and children.

There are no universities left in Gaza, but no outrage. Multiple mass graves have been uncovered at several locations that Israeli forces have recently withdrawn from. Two hundred bodies were found at al-Shifa Hospital, literally fresh bodies found with their hands tied behind their backs, naked.

Where is the outrage for these war crimes? This is not just me. This is the United Nations High Commissioner for Human Rights.

Our government isn't just complicit in this genocide. We are actively participating.

Students are occupying their campuses to peacefully protest for an end to these atrocities and for divestment in this genocide and apartheid. They are even renaming some of the buildings after Palestinian children who have been killed. These students should be praised for standing up for what they believe in, not vilified, smeared with misinformation campaigns and silence.

I call on these universities to end the repressive tactics, exercise restraint, denounce ongoing police brutality, and stop suppressing the very activism, academic freedom, and thoughtful debate that they seek to inspire in their students.

Mr. Speaker, we don't want to see an apology years later. No. We want to see action today to protect these students. We don't want to have you all, in 10 years, praise the same students for doing what was right. We don't want to see it. We need it now. They deserve it now.

HONORING THE LIFE OF MILTON H. WOODSIDE

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

Mr. CARTER of Georgia. Mr. Speaker, I rise today sadly to honor the life of one of my dear friends and a friend to many in the First Congressional District and all throughout southeast Georgia, Milton H. ''Woody'' Woodside.

Woody was a beloved resident of Brunswick in Glynn County since 1973. He was born in Clinton, North Carolina. During his early adulthood, he graduated from the Military College of South Carolina, better known as the Citadel, in Charleston, South Carolina. He was so proud of the Citadel. He had many friends that he always visited with and kept in touch with from the Citadel. He always talked about his experiences at the Citadel.

Luckily for us, he moved down to the coast of Georgia, where he served as president of the Brunswick-Golden Isles Chamber of Commerce from 1985 until his retirement in 2019.

He served 23 combined years in the U.S. Army and the Georgia Army National Guard. He also served on the congressional staffs of former Representatives Bo Ginn and Lindsay Thomas.

Woody brought this valuable insight back to our home district, where he served as a past president of the Southeast Georgia Chambers and Developers Council, and he was chairman of the CEDO Region 11 of the Governor's Development Council. He was involved in countless other organizations, including serving on the boards of the Southeast Georgia Health System and the Georgia Chamber of Commerce Executives Association.

For his work, the Georgia Association of Chamber of Commerce Executives awarded Woody with the well-earned Kent Lawrence Professional of the Year Award in 2000.

In addition to receiving countless other awards, one stood out, wrapping up all of his achievements into one. For 9 consecutive years, the Georgia Trend Magazine named Woody a Notable Georgian.

Woody is rightly accredited with also being recognized as Glynn County's best friend for his hard work in serving the community. His instruction and oversight were critical for construction of the Sidney Lanier Bridge and the establishment of the Federal Law Enforcement Training Center that is located in Glynco, Georgia.

He was also instrumental in major economic development projects in the community, including the Brunswick Harbor deepening and Gulfstream, and he contributed significantly to the growth and success of our region's tourism industry.

Without a doubt, Woody's actions were noticed and appreciated by others throughout the community.

He was that great guy, touching countless lives and always willing to lend a helping hand. He wasn't one to just talk about a problem. He was the kind of guy who found solutions.

Mr. Speaker, speaking for the entire community, his contributions and his community leadership will forever be remembered. I extend my condolences to his family, Ellen, and to his daughter.

The positive light that Woody brought will forever be cherished. I am so blessed to have called him one of my best friends.

Mr. Speaker, in our lives, there are people and places we remember. I will always remember Woody Woodside.

BLACK APRIL

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

Mr. CORREA. Mr. Speaker, yesterday marked Black April, a day to reflect on the fall of Saigon and the end to democracy in Vietnam. It has been over 49 years since we fought shoulder to shoulder with our Vietnamese allies for freedom and democracy.

After the fall of Saigon, refugees were forced to flee their homes with what they could carry. It is important to recognize the resiliency and strength of the Vietnamese people. I grew up with many Vietnamese Americans, who came to this country and to Orange County for a better life. Today, Orange County is proud to be home, to be the house, of the biggest Vietnamese-American population in the United States.

I join my community back home in honoring the sacrifices of our Vietnamese allies and our own servicemembers who fought for freedom, democracy, and opportunity in Vietnam.

CONGRATULATING THE JAMES MADISON BRASS BAND

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

Mr. CLINE. Mr. Speaker, I rise today to congratulate the James Madison Brass Band on their historic achievement at the North American Brass

Band Championships held in Huntsville, Alabama, on April 6.

Under the leadership of their conductor, Professor Kevin Stees, the JMU Brass Band clinched the championship section title, marking a monumental milestone in the band's 24-year history.

Their victory is a testament to the talent and hard work of the students and their conductor.

Competing against seven other top-tier bands, the JMU Brass Band emerged victorious, marking the first time a collegiate band has claimed the highest division of the competition. This accomplishment adds to the band's remarkable record at the North American Brass Band Championships, including 14 podium finishes, underscoring their consistent excellence and resilience.

Moreover, Professor Stees' outstanding leadership has not only brought glory to JMU but also secured him a distinguished place in North American Brass Band Association history as only the second conductor to win in two different sections in the same year.

Mr. Speaker, I extend my congratulations to the JMU Brass Band, Professor Kevin Stees, and the entire JMU Dukes community on this remarkable achievement.

HONORING BROADWAY LIONS CLUB

Mr. CLINE. Mr. Speaker, I rise today to honor the Broadway Lions Club, which is celebrating their 70th anniversary this year.

The Broadway Lions Club was chartered in 1954 by 20 men in Broadway, all thanks to the sponsorship of the Mt. Jackson and Elkton Lions Club. Although there has been much change over the last 70 years, their mission of serving the community has remained the same.

With 40 active members from the Broadway community, the Lions Club's primary focus is on sight and hearing needs for those in the community and assisting food programs in schools for students in need.

Mr. Speaker, as a fellow Lion, I thank all members of service organizations like the Broadway Lions Club for their outstanding work to make a difference in our community. I congratulate the Broadway Lions Club for their 70 years of service to our community. We look forward to their continued contributions and success for many years to come.

RECOGNIZING 100TH ANNIVERSARY OF ROCKINGHAM COUNTY BASEBALL LEAGUE

Mr. CLINE. Mr. Speaker, I rise today to honor the Rockingham County Baseball League's 100th anniversary.

One of the oldest continuous baseball leagues in the country, the Rockingham County Baseball League was founded in June 1924 after J.R. ''Polly'' Lineweaver, who was a sportswriter for the Daily News Record, spearheaded the efforts.

At the beginning, seven communities joined the league, including Bridgewater, Briery Branch, Broadway, Dayton, Keezletown, Linville-Edom, and Spring Creek. They played their first games on June 28, 1924.

By 1938, the league began playing its own championship series each season. While teams have come and gone throughout the years, this league is made up of eight teams today: The Bridgewater Reds, Broadway Bruins, Clover Hill Bucks, Elkton Blue Sox, Grottoes Cardinals, Montezuma Braves, RCBL Shockers, and Stuarts Draft Diamondbacks.

As the league's 100th season begins on May 31, I am proud to honor the Rockingham County Baseball League. I ask my colleagues to join me in congratulating the league for reaching this milestone and wishing the league continued success for years to come.

MARKING NATIONAL SMALL BUSINESS WEEK

Mr. CLINE. Mr. Speaker, as we mark National Small Business Week, it is crucial to confront the stark reality facing America's entrepreneurs under the Biden administration. The administration has imposed regulatory burdens that have escalated to an unprecedented scale, with the cost of Federal regulations soaring to $1.3 trillion.

The small business community is now saddled with over 267 million man-hours of compliance paperwork, a stark comparison to the regulatory landscape under the Trump administration, where regulatory costs were over 45 times lower.

The economic climate continues to pose significant challenges, with persistent inflation undermining any optimism for relief.

Despite expectations, interest rate cuts remain a distant hope, forcing small businesses to halt expansion and investment plans. Inflation rates have not only been higher than anticipated but have seen recent upward revisions. Additionally, the first quarter GDP report revealed a disheartening 1.6 percent growth rate, falling short of the expected 2.4 percent.

This slowdown in consumer spending is further compounded by a 3.4 percent increase in the personal consumption expenditures price index, signaling the largest inflation surge within a year.

These figures underscore the dire circumstances confronting small businesses. The current administration's relentless regulatory assault, coupled with severe economic headwinds, is not only risking the survival of small businesses but is indicative of a broader disregard for the backbone of our economy.

We must pivot toward policies that alleviate rather than exacerbate these pressures. Our commitment must lie in fostering an environment conducive to the prosperity and growth of small businesses, which are integral to the Nation's economic vitality.

The evidence is clear, and the time for action is now. We owe it to America's entrepreneurs to implement measures that help rather than hinder their potential.

RESCHEDULING OF CANNABIS

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

Mr. BLUMENAUER. Mr. Speaker, the Biden administration announced the long-awaited rescheduling of cannabis from schedule I to schedule III.

This reschedule eliminates the vestige of the failed war on drugs started by the Nixon administration. Contrary to science, it was used for political purposes against Black Americans, young Americans.

A schedule I controlled substance, which cannabis has been for over 50 years, is one that has no medicinal value and is highly addictive. At the time the Nixon administration made that determination, they knew that that was false. It is not highly addictive, and it has, in fact, medicinal purposes. That has been demonstrated by vote after vote by Americans across the country that recognize that medical cannabis has tremendous therapeutic features.

I could not be more excited or optimistic that we are finally on the homestretch to end the failed and misguided war on drugs. This action by the Biden administration ties together many of our initiatives, from justice to research to tax fairness, and charts the path for more progress sooner.

□ 1045

One of the overhauls here is the prohibition of the State legal cannabis businesses from banking services. Every day in the United States, there are people with shopping bags full of $20 bills that they use to pay their State taxes.

Think of it. It is outrageous. It has made these State legal cannabis businesses sitting ducks for robbery, and it severely handicaps their ability to work in a constructive fashion.

Furthermore, what is going to happen with this rescheduling is it is finally going to allow State legal cannabis businesses to fully deduct their business expenses.

Right now, due to a provision known as 280 of the tax code, these businesses are prohibited from deducting legitimate business expenses.

As a result, State legal cannabis businesses pay two, three, maybe four times more than a comparable noncannabis business. It is outrageous. It poses serious problems in terms of their profitability and being able to thrive.

These decisions are going to raise the profile of an issue very important to some of us but which has never gained the attention it deserves or the momentum that it demands.

We have made some progress here in the House. We have passed safe banking seven times with overwhelming bipartisan support, but it never could quite get across the finish line.

This rescheduling by the Biden administration is going to help us change

that, and it is going to help the almost half a million people who work in the industry, the $40 billion a year of economic activity, eliminate the injustice, and perhaps, most of all, it will usher in a new era of protections because right now, somebody who buys their marijuana from a corner drug dealer in a park, that person has no license to lose. It doesn't check for ID.

Treating marijuana in a thoughtful fashion is going to help us solve the racial injustice that has been evidenced against Black, against young people.

It is going to be able to open up a whole array of cannabis products that will make a big difference in communities across the country.

Today's decision changes all of that, and there is no going back. In this troubled Congress, it will also pave the path for building on our bipartisan Cannabis Caucus, an example where people can come together to work on something that can unite us rather than divide us.

The rescheduling of cannabis is an important step in that direction and will have profound impacts from coast to coast.

HONORING PAUL MARSH

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

Mr. CISCOMANI. Mr. Speaker, I rise today to honor U.S. Army veteran and former Pima County Supervisor and my friend, Mr. Paul Marsh, for his service to our country, his advocacy for his fellow veterans, and his contributions to southern Arizona. His service in different capacities throughout the years has left a mark on our communities forever.

Paul's journey began when he enlisted in the U.S. Army in 1952, bravely serving in the medical corps during the Korean war until his honorable discharge in 1954.

His commitment to his country did not end there. It continued throughout his life as he has tirelessly advocated for veterans' rights and support services, specifically those which address chronic homelessness among our veterans.

His compassion and dedication to improving the lives of his fellow veterans knows no boundaries. As a founding member of the Arizona Veterans' Memorial Cemetery Foundation in Marana, Paul spent 10 years advocating for a final resting place for our Nation's heroes in Tucson.

Paul understood the importance of having a central location for family members to visit their loved ones and started the Arizona Veterans' Memorial Cemetery.

Despite facing numerous challenges along the way, the Arizona Veterans' Memorial Cemetery broke ground in 2014, thanks in large part to Paul.

A few short years later, I reconnected with Paul when I was with the State of Arizona, and the cemetery needed signage on the I–10.

Paul was determined to see it happen, and I am proud to have played a very small part in that, in his ensuring that there was visibility for the Arizona Veterans' Memorial Cemetery in Marana.

I am grateful to Paul for his own service, his continued advocacy, and his unwavering dedication to his fellow veterans.

Paul, your work will forever inspire us to strive for a better world for all who have served our country.

HONORING THE LIFE OF JACOB DINDINGER

Mr. CISCOMANI. Mr. Speaker, I rise today to remember the life of Jacob Dindinger, one of Arizona's brave first responders who tragically passed away on July 29, 2021. At just 20 years old, Jacob lost his life while serving our community so bravely in Tucson.

He was a graduate of CDO High School in 2019 and earned his EMT certificate in May of 2020 from Pima Community College.

Jacob's dedication to community service shined bright during his time as an EMT for American Medical Response.

Jacob had hoped to follow in the footsteps of his firefighter brother, Bryan, committed to helping others in a time of need.

He is remembered in the community as a loyal, kind, and selfless friend. He remains a true hero in the hearts of our Tucson community.

I recently met Jacob's parents, Jim and Corrine, at an event dedicated to our first responders. It is clear that they are carrying on his legacy of service and sacrifice.

We will never forget Jacob's sacrifice or the ultimate sacrifice of other first responders. His death is a reminder that our first responders risk their lives every time they put on the uniform.

We extend our gratitude for his dedicated service and are eternally thankful for his contributions.

HONORING LOUIS ANTHONY CONTER

Mr. CISCOMANI. Mr. Speaker, I rise today to remember the life of Lieutenant Commander Lou Conter, the last survivor of the USS *Arizona* during the attacks on Pearl Harbor.

At 102 years old, Lou passed away in his home in Grass Valley, California, surrounded by his family on April 1, 2024.

He enlisted at the age of 18 and just two short years later was at the center of the Pearl Harbor attacks on December 7, 1941.

Then quartermaster, Lou was on the deck when the ship was hit. Ultimately, 1,177 of his shipmates from the USS *Arizona* perished that day.

He went on to serve 27 years in the Navy, rising to the rank of lieutenant commander. He spent his life keeping the memories of Pearl Harbor alive, educating others and even doing interviews up until he was 100 years old.

Lieutenant Commander Conter was committed to helping others in times of need and truly loved making a difference in his community.

He leaves behind a daughter, Louann Daley; three sons, Tony, Jim, and Jeff; stepson, Ron; and several grandchildren and great-grandchildren.

We will never forget his sacrifice or the sacrifice of his fellow sailors on the USS *Arizona*. We extend our gratitude for his dedicated service and are eternally thankful for his contributions.

ONGOING SOCIAL SECURITY ISSUES

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

Mr. LARSON of Connecticut. Mr. Speaker, it is great to be here this morning, and I rise to discuss the ongoing issue of Social Security.

As you know, Mr. Speaker, more than 70 million Americans rely on Social Security, and Social Security is the Nation's number one antipoverty program for the elderly and the number one antipoverty program for children.

It also, Mr. Speaker, is the number one program with regard to disability, and more veterans rely on Social Security disability than they do on the VA.

Mr. Speaker, I know that Speaker HOUCHIN was in the chair before, and part of our rising to speak about Social Security is to make people aware in their districts of how many retirees they actually have.

For example, in New York's 19th, you have 173,667 recipients. More than $300 million comes into the 17th District in New York monthly for those recipients; 130,000 of which are retirees, 20,000 disabled workers, 8,900 widows, 4,247 spouses, and almost 10,000 children.

What is astounding, Mr. Speaker, is that Congress has done nothing. In fact, what will shock the public is that Congress has not extended the benefits of Social Security in more than 50 years.

Richard Nixon was President of the United States when Congress last acted. Imagine 10,000 baby boomers a day becoming eligible for Social Security. Yet, Congress has done nothing.

More than 70 million Americans rely on Social Security, again, the Nation's number one antipoverty program for the elderly and the number one antipoverty program for children.

Congress continues not to do what our constituents send us here to do; vote. President Biden has put out a plan. We have put out a plan called Social Security 2100 that is detailed and paid for.

This might also surprise you, too, Mr. Speaker, as I know it does many citizens, that the President's called to lift the cap on people making over $400,000 who pay nothing into Social Security.

Imagine the workers, the more than 170,000 in your district who pay in to Social Security and have done so all throughout their lives, and yet, others pay nothing for the Nation's number

one antipoverty program. That is why this is so important that Congress take action and step up and do the right thing.

With $300 million coming into New York's 17th District, Mr. Speaker, those are dollars that are spent locally right back in the community.

For all people listening to C–SPAN or people that are guests in our audience, Mr. Speaker, they should be making sure that they are calling their Representatives and making them aware of the fact that this program has not been enhanced.

This is no entitlement. This is an earned benefit that people have paid for and that only the United States Congress can act to change so that these individuals will get relief.

Imagine a cost-of-living increase that hasn't been enhanced in over 50 years. I hope that the American people, and more importantly, this Congress acts on behalf of the people that desperately need our help.

SEC NEW CLIMATE DISCLOSURE RULE

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

Mr. FLOOD. Mr. Speaker, I rise today to address the Securities and Exchange Commission's new climate disclosure rule.

Since President Biden took office, his agencies have weaponized rulemaking to impose job-crushing regulations. In just 3 years, he has dramatically expanded the Waters of the U.S. rule, issued presidential executive orders, and established a new climate corps.

The new climate disclosure rule requires extensive disclosures on CO_2 and other theoretical climate risks.

□ 1100

These disclosure requirements will have devastating downstream consequences. The rule will likely serve as a gift to activist lawyers looking for reasons to declare open season on industries they oppose.

It is a breathtaking expansion of regulatory power by an unelected agency using power that was not delegated to it by Congress. The SEC should stick to its core mission of regulating financial markets and get out of its newfound hobby of dabbling in climate alarmism.

I applaud the work of my Financial Services Committee colleagues and the Western Caucus on pushing back against this draconian rule, and I hope to see it repealed.

CONGRATULATING CHANCELLOR DOUG KRISTENSEN

Mr. FLOOD. Madam Speaker, I rise today to thank Chancellor Doug Kristensen for his 22 years of service to the University of Nebraska at Kearney.

After 14 years in the State legislature, many of those as speaker of our unicameral body, he was named chancellor at UNK and became the longest-serving chancellor in the university's history.

Chancellor Kristensen, a native of Kearney, has been described as a champion for UNK and rural Nebraska. During his time in the State legislature, he helped shepherd then Kearney State College into the University of Nebraska system. His leadership has been nothing less than transformative.

From new housing to athletic facilities, Kristensen oversaw many of these priorities during his two decades of leadership. One of his most successful achievements was helping grow rural Nebraska's healthcare workforce.

Chancellor Kristensen's work at UNK will have a lasting impact on Nebraska for generations to come.

I congratulate him on an outstanding career, thank him for his service to the State and the university, and wish him the best in his next chapter.

RECOGNIZING LUKE FARRITOR

Mr. FLOOD. Madam Speaker, I rise today to recognize Luke Farritor, a University of Nebraska at Lincoln student who recently won the Vesuvius Challenge grand prize by deciphering passages of text from digital scans of a carbonized scroll. This young man is smart.

Last year, Farritor, a Lincoln native, decided to take on the challenge of deciphering text on papyrus charred into a lump of carbon by the eruption of Mount Vesuvius.

Because the scrolls were carbonized, they are virtually impossible to unroll without destroying them. Farritor created a machine-learning model that senses tiny differences that can reveal ink. Yes, he is that smart.

Along the way, he enlisted help from peers across the globe to pitch in and decipher the burnt scrolls recovered from an ancient library.

Luke and his team ultimately submitted 15 passages containing more than 2,000 characters. The work contained in the passages they recovered hadn't been read since at least 79 A.D.

Congratulations to Luke. His innovative talent has already taken him far. We look forward to seeing what challenge he takes on next.

We hope he stays in Nebraska. We want him to live there.

THANKING METEOROLOGISTS IN NEBRASKA

Mr. FLOOD. Madam Speaker, I want to talk about something that was very destructive last Friday. We had several EF3 and EF2 tornadoes ravage portions of my district, Congressman BACON's district, and Congressman SMITH's district.

The silver lining here is that the meteorologists at the National Weather Service office in Valley, Nebraska, used all of their talents, all of the equipment, and everything in the power of the National Weather Service to identify these tornadoes and get that lifesaving information to the people.

What they did saved lives. We did not lose one person's life in the State of Nebraska. Over 400 homes were destroyed.

I also want to say as a Nebraska broadcaster myself, the men and women of the Nebraska broadcasting companies, in multiple languages, went to work and got Nebraskans the information they needed to take shelter and stay away from these potentially and very obviously dangerous tornadoes.

We ought to be proud of this Federal agency, the National Weather Service. We ought to be proud of what they do. They don't get the credit very often.

I also recognize the broadcasters not just in Nebraska but everywhere in our great country that go to work every day to get people lifesaving information. In this case, you can look at everything that happened. Our emergency alert system worked. Our meteorologists and our TV meteorologists and radio and television folks came together to deliver for the great State.

STANDING UP FOR THE SANCTITY OF WOMEN'S SPORTS

The SPEAKER pro tempore (Mrs. FISCHBACH). The Chair recognizes the gentleman from West Virginia (Mr. MOONEY) for 5 minutes.

Mr. MOONEY. Madam Speaker, on April 18, five brave young girls had the courage to stand up for their rights in Harrison County, West Virginia. These 13-year-old girls showed more guts and courage in their convictions than most grownups.

These student athletes competed in the 2024 Harrison County Middle School Championship track and field meet. These girls from Lincoln Middle School stepped up to the circle for their turn before refusing to throw in the shot put event. They were showing solidarity in protest of the participation of Becky Pepper-Jackson, a 13-year-old boy. Pepper-Jackson won the event by recording a throw of 32 feet. The second-place competitor, who was actually a female, finished with a 29-foot throw.

West Virginia State law bans transgenders—in other words, boys pretending to be girls—from playing on girls' sports teams. However, a recent Federal court ruled the law could not be lawfully applied to Pepper-Jackson.

West Virginia Attorney General Patrick Morrisey quickly stepped up and filed an amicus brief in support of the five athletes and asked the U.S. Supreme Court to weigh in on transgender student-athlete bans for a second time on behalf of the parents who filed a complaint with the local county board of education.

As a result of their protest and appearance at a press conference with West Virginia Attorney General Patrick Morrisey, the five girls were barred from competing in their next track meet and also subject to punitive sprints in practice.

These strong girls should be rewarded, not punished, for standing up for the sanctity of women's sports. Young women should not be forced to compete against young men. No school

in West Virginia, nor anywhere in America, should turn a blind eye to this woke nonsense.

Former college swimmer Riley Gaines, who has been an outspoken critic of trans athletes participating in girls' sports, has weighed in on the issue, writing in a post on X: ''These girls stood up for what they believed, and their coach barred them from competing. Insane.''

I applaud Riley on for her amazing work advocating for young girls and women in sports.

Now, more than ever, it is important to address the unfairness in our society and the right to peacefully protest as our Constitution allows. These constant assaults on the sanctity of women's sports threaten the future of fair athletic competition in our country. The ramifications of allowing men into women's sports are far greater than simply allowing men to put on a women's uniform.

We have seen numerous examples of stronger men seriously injuring young women and girls in contact sports. Millions of young women are also being exposed to uncomfortable situations in which men are present in women's locker rooms.

Only God can create men and women. It is simply wrong for any parent to think they can or should even try to change the sex of their child. Male athletes who can't win competing against other males who then choose to take advantage of bad laws to steal titles from women are truly a threat to females.

We should be less focused on offending an individual's feelings than protecting the physical safety of our daughters who simply want to compete against other women.

Radical trans policies are out of touch with not only the facts but the pulse of this great country. We must stand up against this nonsense and unlimited overreach on the fringes.

I applaud the five young women in my district for standing up for themselves and being examples of strength as this fight for women's sports goes on.

Madam Speaker, God bless these young ladies.

NATIONAL MYOSITIS MONTH

The SPEAKER pro tempore. The Chair recognizes the gentleman from South Carolina (Mr. NORMAN) for 5 minutes.

Mr. NORMAN. Madam Speaker, I rise today to recognize May 1 as the beginning of National Myositis Month and commend the outstanding dedication and advocacy of Mr. Richard Galloway, Jr., whose parents are in the balcony today and we welcome, for his unwavering commitment to raising awareness about myositis.

Myositis is comprised of a group of muscle diseases characterized by weakness and inflammation in the muscles. Symptoms include muscle weakness, pain, and fatigue. While there is currently no cure, there are ongoing research efforts aimed at better understanding the underlying mechanisms of this disease and to develop more effective treatment options.

Mr. Galloway's journey is one marked by resilience and compassion. In January of 2020, he was diagnosed with inclusion body myositis, otherwise known by the acronym IBM, at the Medical University of South Carolina located in Charleston. Despite facing this challenging diagnosis, he has shown remarkable strength and determination in his battle against this debilitating disease.

Beyond his personal journey, Mr. Galloway has been a tireless advocate for myositis awareness. In October of 2023, Mr. Galloway organized the impactful event Crossing the Cooper for Christ, which raised over $13,000 for The Myositis Association. His dedication to this cause was further underscored when he was invited to lead a session known as Finding Strength Through Faith at an annual patient conference in San Diego, California.

Recognizing this significant contribution, Mr. Galloway was voted onto the board of directors of The Myositis Association at the beginning of 2024. The Myositis Association, a nonprofit organization that was founded in 1993, focuses on improving the lives of those affected by this awful disease through support, education, advocacy, and research.

Mr. Galloway's unwavering dedication to raising awareness about myositis and supporting individuals battling this disease exemplifies the best of the human spirit. His commitment to advocacy and service is an inspiration for all of us, and it is with great admiration and gratitude that I recognize his contributions today.

I also extend my sincere thanks to Mr. Galloway and The Myositis Association for their selfless dedication and tireless efforts in making a difference in the lives of those affected by this awful disease.

THE DANGERS WE FACE AS A FREE DEMOCRACY

Mr. NORMAN. Madam Speaker, I rise to respond to one of my colleagues, who I think some of you heard, who is supporting what is going on on the college campuses today. She described it as peaceful protest.

Madam Speaker, they are burning buildings. They are tearing up campuses. College presidents are not saying one word. This administration, this President, is not saying one word about it. Teachers, many of whom are tenured, are not saying one word.

This has got to stop. They have got to have consequences. They have got to have sheriffs who are willing to do whatever it takes to stop this damage to our institutions and lawlessness that is taking place all across this country.

The illegal immigration that this administration is condoning and implementing is unheard of in the history of this Nation. In South Carolina, they are giving illegals driver's licenses and registrations to vote.

It is high time this country wakes up to the dangers that we face as a free democracy, if we can keep it. The first steps are stopping the lawless invasion at the border that, again, is unprecedented in this country.

Laken Riley, the young lady who was killed in Georgia, her only mistake was jogging around the campus.

How many more deaths do we have to have through fentanyl? It is insane what is going on in this country.

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 11 o'clock and 13 minutes a.m.), the House stood in recess.

□ 1200

AFTER RECESS

The recess having expired, the House was called to order by the Speaker at noon.

PRAYER

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

Holy and eternal God, on the occasion of the 235th anniversary of the appointment of the first Chaplain to Congress, I offer this prayer in thanksgiving to You and to our country's forebears who found it both fit and necessary to open each legislative day since 1789 with prayer.

Repeating the sentiments of George Washington in his first address shared with the House of Representatives on that same day, we offer our fervent supplications to that Almighty Being who rules over the universe, who presides in the councils of nations, and whose providential aids can supply every human defect, that His benediction may consecrate to the liberties and happiness of the people of the United States, a government instituted by themselves for these essential purposes.

While these words may not be our own, like the father of our Nation, we acknowledge and adore the invisible hand which conducts our affairs. We, like President Washington, resort to the benign parent of the human race in humble supplication, since You have been pleased to favor the American people.

Even now, 235 years later, our prayer remains the same. May Your divine blessing be equally conspicuous in the enlarged views, the temperate consultations, and the wise measures on which the success of this government may depend.

Lord, hear our prayers raised up in the past, still true in this present day,

and understood to be the foundation for our future.

Amen.

THE JOURNAL

The SPEAKER. 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. Will the gentleman from Texas (Mr. WILLIAMS) come forward and lead the House in the Pledge of Allegiance.

Mr. WILLIAMS of Texas 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

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

HONORING THE LIFE OF DON NICHOLAS

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

Mr. WILLIAMS of Texas. Mr. Speaker, I rise today to honor the life and legacy of my dear friend, Don Nicholas.

Don was a crucial member of the Texas 25th Congressional District team for over 10 years and dedicated his life to selflessly serving his country.

Time and time again, he stepped up to help those in need, day or night. He never missed a call from a veteran and opened his home up to soldiers every holiday.

Don was a 31-year Army veteran, a man of great faith and a loving husband, father, and grandfather, and always believed the North Dakota State Bison were going to win every game.

America lost a patriot, Texas lost a servant leader, and we all lost a friend. He will be dearly missed by those privileged to know him.

I am honored to celebrate the life and impact that Don had on so many. In God we trust.

EXERCISING FIRST AMENDMENT RIGHTS

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

Mr. BOWMAN. Mr. Speaker, I have had guns pulled on me multiple times by law enforcement simply for being a Black man in America, and now I see guns being drawn on peaceful protesters at Columbia University.

When I was 11 years old, I was the victim of police brutality simply for being Black in America, and now I see that brutality being inflicted on peaceful protesters at Columbia University. For what? Simply exercising their First Amendment rights to peacefully assemble as they protest the collective punishment and murder of civilians in Gaza; 100,000 killed and injured, mostly women and children. They are protesting our taxpayer dollars going to Benjamin Netanyahu to continue this mass murder. That is their right.

They are supposed to push us to stand for what this flag represents. Are we in a police state or is this a democracy? We must stand with our young people and demand justice and freedom for Palestinians and everyone in this world.

CELEBRATING SMALL BUSINESSES ACROSS PENNSYLVANIA'S 15TH DISTRICT

(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 our small businesses across the Pennsylvania 15th Congressional District, the Commonwealth, and the country. This week we recognize the importance of our small businesses and the role that they play in our communities as part of National Small Business Week.

Small businesses are the cornerstone of communities. They are often the first place you go to for local support. From asking for donations for fundraisers to sponsoring your youth sports teams, it is the local small businesses that answer the call.

More than half of Americans either work for or own a small business, and they create nearly two out of every three jobs in the United States every year. Our small businesses play a central role in building a strong country, and we are so grateful for their contributions to our communities.

Now small businesses need our support. There are many ways you can show your support: by writing a review, telling friends and family about your favorite shop, or interacting with the business on social media.

Mr. Speaker, this week I encourage you all to make the effort to shop small and shop local at your favorite small businesses.

MEDICAL PROFESSIONALS NEED BETTER TRAINING IN NUTRITION

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

Mr. MCGOVERN. Mr. Speaker, food is medicine, and our medical professionals need proper training to screen and treat food insecurity and diet-related diseases.

That is why I have joined together with Representative VERN BUCHANAN on a bipartisan letter to the Accreditation Council for Graduate Medical Education, urging them to incorporate nutrition education into the program requirements for graduate medical education. By doing so, graduate medical programs will be required to adequately prepare physicians in nutrition, improving health outcomes, and saving our healthcare system a lot of money.

Mr. Speaker, the idea that our medical professionals should have better training in nutrition isn't a concept we just came up with here in Washington.

When I visit medical students, physicians, nurses, and other medical professionals back home, I hear over and over again how they don't feel adequately prepared to treat food insecurity and diet-related diseases.

I am proud to further a key recommendation in the National Strategy on Hunger, Nutrition, and Health, and ask all my colleagues to support efforts to improve nutrition education for physicians.

HONORING PETE DOBITZ

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

Mr. ARMSTRONG. Mr. Speaker, a pretty cool thing happened in my hometown of Dickinson, North Dakota, last week: Pete Dobitz won his 500th career game as our high school baseball coach.

Since 2000, Dickinson High School has won five State championships and has been runners-up three times. If that is not enough, Coach Dobitz spends his summers coaching and running the Babe Ruth baseball team. To be honest, he would have gotten here a little earlier, but he refuses to count the 2004 State championship season because he was deployed, honorably serving the State of North Dakota and our country in the National Guard.

I can't think of anybody more worthy of being able to be addressed on the floor of the House today. I have had the privilege of coaching with him. I have had the privilege of running a baseball program where he ran my Babe Ruth program, and I have the privilege and honor of calling him my friend.

He has touched numerous high school students' lives, both in the classroom and in the ballpark. Here is to another 24 years and 500 wins because he is a fixture in the third-base dugout.

DARK CHAPTER IN FLORIDA HISTORY

(Ms. LOIS FRANKEL of Florida asked and was given permission to address the House for 1 minute.)

Ms. LOIS FRANKEL of Florida. Mr. Speaker, look at this map. Today is a dark day in the State of Florida because we join all of these States that are in dark colors as our draconian 6-week abortion ban goes into effect, gutting access to abortion care in Florida and in the South. It is essentially a

total ban because most women do not know they are pregnant before 6 weeks.

Abortion is a deeply personal medical decision that politicians should not interfere with, and doctors should not have to face criminal prosecution for treating a patient before them.

We don't walk in other people's shoes. There are many reasons for an abortion. It could be birth control failure, rape, incest, or endangering a person's life. Protecting a woman's access to abortion is a freedom that only she should have.

The good news is that in November, Florida voters can defend this fundamental freedom, but until then, a dark cloud hovers over our so-called Sunshine State.

ANTI-SEMITISM HATRED

(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. Mr. Speaker, the violent anti-Semitic hatred on American college campuses is revealing of leftwing bigotry.

Last week, The Wall Street Journal editorialized: ''Anti-Israel, anti-Semitic protests at Columbia, Yale, and elsewhere are getting uglier, and it isn't clear the progressives in charge of these institutions are up to the job of enforcing order or protecting Jewish students.''

Yesterday, New York was sadly revealing with a corrupt Democrat judge gagging the Republican candidate for President as a corrupt Democrat district attorney proceeded to drop charges on violent supporters of terrorism seeking murder of all Jews. Deranged Democrats smear Republicans and appease murderers of Jews.

In conclusion, God bless our troops who successfully protected America for 20 years as the global war on terrorism moves from the Afghanistan safe haven to America. We do not need new border laws; we need to enforce existing laws. Biden shamefully opens the borders to dictators as more 9/11 attacks across America are imminent, as repeatedly warned by the FBI. Thank you Ambassador Motaz Zahran of Egypt for briefing Congress today.

REMEMBERING DONALD PAYNE, JR.

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

Ms. ADAMS. Mr. Speaker, Congressman Don Payne was one of a kind: From his impeccable fashion sense to our mutual love of hats; from his infectious sense of humor to his deep commitment to the people of north New Jersey.

When I came to Congress, I went to Don to tell him that while I was born in North Carolina, I spent my formative years in his district in Newark and graduated from high school there. He never let me forget it.

I always referred to him as my hometown guy, and he referred to me as his home girl. When I traveled to his district for a family member's funeral, he was insistent to show me around the city. When I couldn't make it to my high school reunion, Don went in my place.

When a member of my staff who was born in Newark needed a copy of her birth certificate, Donald Payne made sure she got it. He was the first Member to come to North Carolina to attend my annual Adams Mad Hatters event. That is who Don was. He was a committed public servant, a loyal friend, and always lending a hand.

To Bea and the triplets, my heart breaks for you, and I am lifting you up in my prayers. To my colleagues, as we mourn this devastating loss, may Donald Payne, Jr.'s memory serve as motivation for us to be better public servants and continue the fight for equality just as Donald Payne, Jr., would have wanted.

□ 1215

RECOGNIZING HILLSBOROUGH COUNTY PUBLIC SCHOOLS

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

Ms. LEE of Florida. Mr. Speaker, I rise today to recognize the outstanding performance of Hillsborough County Public Schools in Florida's 15th Congressional District.

U.S. News and World Report recently released the 2024 Best High Schools list, which ranked 25,000 high schools throughout the United States based on college preparedness, performance, proficiency, and graduation rates. I am proud to say that some of Hillsborough County's high schools were ranked among the best educational institutions not just in Florida but in the Nation, which is a remarkable achievement.

This honor is a testament to the dedicated students, teachers, and administrators in Hillsborough County. It is clear that our schools are full of individuals who are committed to providing high-quality education initiatives and ensuring that our students are well prepared for the next chapter of life.

I am excited to see what the future holds for our students, the faculty, and our community in Florida's 15th Congressional District.

MEMBER OF CONGRESS AND BANNING PAC MONEY

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

Mr. KHANNA. Mr. Speaker, I have a message for my colleagues today: Don't come to Congress if you want to make a profit.

Americans are frustrated with Congress because too many Members are personally trading stock, because PAC money is drowning out the voice of voters, and because there are more lobbyists around here than legislators.

That is why, today, I am calling on Speaker JOHNSON to bring for a vote, an up-or-down vote, a bipartisan bill to ban Members of Congress from trading stock.

Representative ABIGAIL SPANBERGER and Representative CHIP ROY have been working on this bill since 2020, listening to voices like Unusual Whales, Quiver Quantitative, and Capitol Trades. They understand that we need a vote. Speaker after Speaker keep saying we will have a vote, but we haven't had a vote.

Bring that bill for an up-or-down vote in 2024. Let's ban Members of Congress from trading stock. Then let's ban PAC money, and let's ban Members of Congress from ever becoming lobbyists.

CONGRATULATING PORT NECHES-GROVES FOOTBALL TEAM

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

Mr. WEBER of Texas. Mr. Speaker, I rise with a heart full of pride as we celebrate the remarkable achievement of our very own Port Neches-Groves football team for winning the 2023 5A State championship, the first State football title in 48 years. They have made Texas-14 proud.

I congratulate each of the football players. They displayed unwavering grit and Texas determination throughout the season, overcoming challenges with resilience that led to a State champ title. I congratulate Coach Jeff Joseph and the entire coaching staff for instilling discipline, strategy, and a winning mindset in every player.

I thank the students, faculty, and fans for representing our community with absolute honor and pride. This victory is not just for PN-G but for all of southeast Texas.

I congratulate the Indians. They deserve it. God bless the Port Neches-Groves Indians, and God bless Texas.

CELEBRATING NATIONAL SMALL BUSINESS WEEK

(Ms. LEE of Nevada asked and was given permission to address the House for 1 minute.)

Ms. LEE of Nevada. Mr. Speaker, I rise to extend my personal congratulations to all the local entrepreneurs, the communities they support, and the Nevada Small Business Administration at their annual awards luncheon celebrating National Small Business Week.

From restaurants to wrestling gyms, these small businesses are the life of our local economy. As our community grows beyond the reputation as the entertainment capital of the world, one

thing will always remain true: We are a people-driven economy.

Investing in our economy to make it more resilient and diverse requires investing in the people who keep it running. I thank all the small business owners, their employees, and hard-working families who make our community strong. Happy Small Business Week.

RECOGNIZING SBA'S STORIED PAST AND EVEN STRONGER FUTURE

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

Ms. LEGER FERNANDEZ. Mr. Speaker, happy Small Business Week. Today, I rise to recognize the Small Business Administration's support and advocacy for businesses and communities as they sustain and strengthen the backbone of the American economy.

I especially thank SBA New Mexico District Director John Garcia. Through financing, information, and guidance, our small-business community benefits daily from the resources and support that Mr. Garcia and his team provide.

Last year, SBA marked its 70th anniversary. Nationally, there are 30 million small businesses. In New Mexico, 95 percent of our businesses are small businesses—162,000 strong. Our small businesses employ 340,000 individuals, and we are growing at a rapid rate, with 7,270 new businesses opening during the March 2021–2022 period.

From green chili farmers to independent bookstores to small manufacturing plants, our small businesses line our Main Streets and bring economic vitality to our communities.

This Small Business Week, I recognize SBA's storied past and the even stronger future we will create.

HONORING NELSON CRUZ, SR.

(Mrs. RAMIREZ asked and was given permission to address the House for 1 minute.)

Mrs. RAMIREZ. Mr. Speaker, I rise today to honor Nelson Cruz, Sr., for his work encouraging the artistic and cultural expressions of generations over a 60-year career at La Voz Hispana.

Founded by the Cruz family, La Voz Hispana is more than a music store. It is a testament to the vibrancy of Chicago's Latin American cultural community.

From its humble beginnings selling records to its evolution into a cherished neighborhood institution offering instruments and lessons, La Voz Hispana has been a source of inspiration for so many.

On behalf of Illinois' Third Congressional District, it is my great honor to commend Nelson Cruz, Sr., for his contributions to our community and to wish him an enriching and joyful retirement.

''May the melodies of La Voz Hispana continue resounding in our hearts for many years to come.'' ''Que las melodias de La Voz Hispana sigan resonando en nuestros corazones por muchos anos mas.''

I thank and congratulate Nelson.

HONORING CHARLES AND BARBARA WHITE

(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. Mr. Speaker, I humbly rise to acknowledge and honor a remarkable couple, Apostle Dr. Charles White, Jr., and Elect Lady Barbara White, on the golden anniversary of their ministry.

Along with their loved ones, parishioners, and friends in a room decorated in gold, they celebrated 50 years in the ministry throughout their 55-year marriage.

Despite facing challenges, such as prostate cancer and Parkinson's, they have continued to serve with unwavering faith and determination, reaching out to those in need and delivering hope to countless lives.

Greene County has been blessed with their ministry, and we are so grateful for their positive impact.

I thank the Lord for blessing us with such compassionate and caring souls as Apostle Charles and Elect Lady Barbara White.

VANDALISM AND ANTI-SEMITISM, NOT PROTESTS, ON COLLEGE CAMPUSES

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

Mr. LAMALFA. Mr. Speaker, what we are seeing on college campuses throughout the country isn't First Amendment-protected protesting or free speech. It is vandalism, assault, breaking and entering, and anti-Semitism.

We have seen pro-Hamas sympathizers set up no-go zones for Jewish students and faculty, physically blocking them from entering their universities, where they have units and where they have paid their dues, the whole works.

We have seen pro-Hamas sympathizers send a UCLA student to the emergency room after beating her unconscious just because she is Jewish. What is this, 1939?

We have seen pro-Hamas sympathizers break into and occupy university buildings, break windows, spray-paint, and rename a building ''Intifada Hall,'' as seen on Humboldt's campus up in northern California.

We have seen pro-Hamas sympathizers assault police officers and even take a Columbia University janitor as a hostage.

The law is clear: Destroying property, blocking traffic, assault, and taking a hostage are illegal. Elite university students at Yale, Columbia, and UCLA should know better.

Furthermore, history has made it clear: If your group is creating no-go zones for Jewish people or actively attacking students who disagree with you or students just because they are Jewish, you are in the wrong.

These are not protesters.

DENOUNCING THE BIDEN ADMINISTRATION'S IMMIGRATION POLICIES

Mr. MCCLINTOCK. Mr. Speaker, pursuant to House Resolution 1137, I call up the resolution (H. Res. 1112) denouncing the Biden administration's immigration policies, and ask for its immediate consideration.

The Clerk read the title of the resolution.

The SPEAKER pro tempore (Mr. YAKYM). Pursuant to House Resolution 1137, the resolution is considered read.

The text of the resolution is as follows:

H. RES. 1112

Whereas President Joe Biden and Secretary of Homeland Security Alejandro Mayorkas have created the worst border security crisis in the Nation's history;

Whereas President Biden, beginning on day one of his administration, systematically dismantled effective border security measures and interior immigration enforcement;

Whereas the Biden administration's open-borders policies have incentivized 9,500,000 illegal aliens from all around the world, including criminal aliens and suspected terrorists, to arrive at the southwest border;

Whereas the Biden administration has allowed at least 6,400,000 illegal aliens from the southwest border to travel to American communities;

Whereas current immigration law allows for the United States to enter into asylum cooperative agreements with other countries to allow for the removal of certain aliens seeking asylum in the United States;

Whereas asylum cooperative agreements provide the United States with another tool to reduce the incentives for illegal immigration;

Whereas asylum cooperative agreements increase cooperation with United States allies in the Western Hemisphere and around the world and promote shared responsibility;

Whereas the previous administration announced asylum cooperative agreements with El Salvador, Guatemala, and Honduras;

Whereas the Biden administration suspended and terminated these asylum cooperative agreements as part of its open-borders agenda that has encouraged mass illegal immigration to the southwest border;

Whereas the border wall aids the Border Patrol in its mission to ''detect and prevent the illegal entry of individuals into the United States'';

Whereas the Biden administration stopped the previous administration's southwest border wall construction;

Whereas the Immigration and Nationality Act mandates that the Secretary of Homeland Security detain inadmissible aliens arriving at the border who express an intention to apply for asylum or fear of persecution;

Whereas the Immigration and Nationality Act mandates that the Secretary of Homeland Security detain, during removal proceedings, aliens who arrive at the border and are found to be inadmissible;

Whereas the Biden administration has purposely violated United States immigration law by refusing to detain inadmissible aliens arriving at the border;

Whereas the Biden administration's purposeful violation of the mandatory detention statutes of the Immigration and Nationality Act has resulted in the mass release of millions of illegal aliens into United States communities;

Whereas the Biden administration could expand expedited removal to more quickly remove illegal aliens at the border and screen more illegal aliens for asylum eligibility instead of mass releasing them into the United States;

Whereas, when implemented by the Trump administration, the Migrant Protection Protocols helped reduce illegal immigration;

Whereas, despite its effectiveness and despite the advice of career Department of Homeland Security officials not to do so, the Biden administration terminated the Migrant Protection Protocols;

Whereas the Biden administration has purposely violated United States immigration law by abusing discretionary case-by-case and other parole authorities to mass parole illegal aliens who would otherwise have no legal basis to enter and remain in the United States;

Whereas the Biden administration issued multiple memoranda limiting circumstances under which immigration enforcement actions can be taken against illegal aliens;

Whereas these memoranda are the basis for lower numbers of criminal alien removals from the United States;

Whereas additional criminal aliens remain on American streets, free to offend and victimize more Americans, because of the Biden administration's lack of immigration enforcement;

Whereas these memoranda are the basis for policies directing Federal Government attorneys in immigration court to not pursue removal cases against illegal aliens;

Whereas the Biden administration's open-borders policies signal to illegal aliens that when they come to the United States they will be released and will not be removed;

Whereas the Biden administration's open-borders policies encourage illegal aliens to come to the United States and allow illegal and other criminal aliens to remain in the country;

Whereas the illegal alien who viciously allegedly murdered 22-year-old Athens, Georgia, nursing student Laken Riley is a beneficiary of the Biden administration's open-borders policies;

Whereas, during the State of the Union speech, President Biden described Laken Riley's illegal alien alleged murderer as ''an illegal'';

Whereas, two days later, after pressure from open-borders advocates, President Biden noted in a television interview that he felt ''regret'' for using the word ''illegal'' to describe Laken Riley's illegal alien alleged murderer;

Whereas, during that interview, President Biden claimed that illegal aliens like Laken Riley's alleged murderer ''built the country'';

Whereas Laken Riley's illegal alien alleged murderer should not have been released by the Biden administration into the United States;

Whereas Laken Riley's illegal alien alleged murderer should have been arrested and detained by U.S. Immigration and Customs Enforcement after he committed crimes in the United States; and

Whereas Laken Riley's illegal alien alleged murderer is but one of countless illegal alien criminals and terrorists the Biden administration has released into the United States: Now, therefore, be it

Resolved, That the House of Representatives—

(1) affirms the Biden administration has taken executive actions that created the current border crisis, including—

(A) ending the Migrant Protection Protocols;

(B) terminating asylum cooperative agreements with Guatemala, Honduras, and El Salvador;

(C) abusing parole authority;

(D) stopping the previous administration's southwest border wall construction;

(E) issuing memoranda limiting immigration enforcement;

(F) removing fewer criminal aliens from the United States; and

(G) purposely violating statutes that require the detention of inadmissible aliens;

(2) denounces the Biden administration's open-borders policies, which allowed Laken Riley's illegal alien alleged murderer to enter the United States and ensured he would not be removed until it was too late—if at all;

(3) condemns the public safety crisis caused by the Biden administration's open-borders policies;

(4) urges the Biden administration to rescind its open-borders policies; and

(5) implores the Biden administration to implement policies that end his administration's border crisis.

The SPEAKER pro tempore. The resolution shall be debatable for 1 hour, equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary, or their respective designees.

The gentleman from California (Mr. MCCLINTOCK) and the gentleman from New York (Mr. NADLER) each will control 30 minutes.

The Chair recognizes the gentleman from California (Mr. MCCLINTOCK).

GENERAL LEAVE

Mr. MCCLINTOCK. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H. Res. 1112.

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

There was no objection.

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

Mr. Speaker, in January, the Border Patrol chief in the Del Rio sector told House Republicans: I am standing in front of an open fire hydrant with a bucket. I don't need more buckets. I need somebody to shut off the hydrant.

President Trump did exactly that. His remain in Mexico policy had slowed illegal immigration to a trickle. The border wall was nearing completion with only construction gaps remaining to be closed.

ICE was actively enforcing court-ordered deportations, sending a strong signal around the world that illegal migrants would end up right back where they started, so they stopped coming.

On Inauguration Day, Mr. Biden reversed all of these successful policies, the first of more than 60 actions he has subsequently taken to undermine our immigration laws and open our border to the world.

The result has been the largest illegal mass migration in history. Since that day, over 4.6 million illegal migrants have been released into this country deliberately. While the Border Patrol has been overwhelmed, another 1.8 million known got-aways illegally entered, as well.

That is a total of 6.4 million illegals added to our population, larger than the entire State of Missouri, our 18th largest State with eight congressional districts. That is just in 3 years.

The impact has been devastating. Schools have been overwhelmed as classrooms are packed with non-English-speaking students. Hospitals have been forced to shift millions of dollars of care from Americans to illegals. In Yuma, Americans are very often sent to Tucson for maternity care because local beds are now taken by illegals.

The social safety net has been shredded by the deliberative admission of millions of impoverished illegals demanding free food, clothing, and shelter.

The number of terrorist suspects the Border Patrol has encountered has ballooned exponentially.

□ 1230

Law enforcement officials are warning that among the 1.8 million got-aways, mostly single, military-age men, there is likely a dangerous fifth column, which could soon launch devastating attacks within our borders.

Fentanyl brought in through the open border is killing hundreds of Americans every day. Democrats' sanctuary policies hamstring attempts to deport criminal illegal aliens. Worst of all, the admission of untold thousands of the most vicious gang members on the planet are now producing a terrible butcher's bill of murders and assaults on Americans.

This resolution speaks for Americans who have had enough, and it condemns these policies. I am afraid that is really all that we can do until the American people rise up and demand an administration and a Congress willing to restore our borders and to put Americans first.

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

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

Mr. Speaker, this country is facing real problems. There is an erosion of trust in our government and institutions.

The right to bodily autonomy is under attack across the Nation. The State of Maryland needs assistance in rebuilding the Francis Scott Key Bridge so that the Port of Baltimore, whose economic impact touches communities across the country, can reopen. Our immigration system cannot function because Congress has failed to reform it for over 30 years.

Instead of responding to these problems, House Republicans are wasting our time, yet again, on another meaningless immigration resolution.

At Donald Trump's direction, they refuse to work toward solutions for our broken immigration system, so instead, all they have to offer is a bunch of empty rhetoric.

This resolution, like the others we have considered in recent months, will do nothing to solve the situation at the border.

Not a single dollar will go to help our law enforcement agents at the border as a result of this resolution.

Not a single person will be denied unlawful entry to this country as a result of this resolution. Not a single community will be made safer as a result of this resolution.

This resolution is nothing more than a highlight reel of the dubious talking points of immigration that we have heard over and over from Republicans since President Biden was sworn into office.

It is the same legislating by press release that we have become accustomed to in this historically unproductive Congress.

The resolution itself is simply a rehash of the resolution we passed a few weeks ago. Republicans are so out of ideas that it even has the same exact title and much of the same content as the last resolution.

That resolution listed all the ways that President Biden supposedly could secure the border and essentially asks the administration to reverse every policy it has implemented on immigration, even though we know that doing so would not be effective.

Today's resolution simply lists most of those policies again, and this time it just condemns the administration. What a waste of time.

It is important to remember how we got here. Earlier this Congress, House Republicans passed their partisan, cruel, and unworkable border bill, H.R. 2.

Republicans spent a year saying that H.R. 2 is the only way to secure the border, even though they know that it cannot become law, having failed twice to pass the Senate, receiving just 32 votes earlier this year.

Then they insisted that the price of helping to protect Ukraine against Russian aggression was enacting harsh border enforcement legislation.

Senate Republicans even managed to convince some Democrats to agree on a very harsh border bill in the Senate, a bill that Minority Leader MCCONNELL called the toughest border bill in 30 years, but Republicans could not take ''yes'' for an answer.

Donald Trump said that he didn't want to do anything that might actually help at the border in an election year because he wants immigration as a campaign issue. Other Republicans quickly agreed.

Folding to the cult of Donald Trump, Speaker Johnson declared the bill dead on arrival in the House with the rest of the Republican Conference quickly falling in line.

Republicans showed clearly what Democrats have been saying over and over again, that they don't want to do anything that would really help address our broken immigration system. They clearly have given up.

Instead of solving the problem, Republicans merely want to continue to weaponize the border as a political issue for the election year with pointless votes on meaningless resolutions that accomplish nothing and are full of misleading information.

Let's review the facts once again. The resolution complains that the Biden administration is not removing enough people.

However, the administration is removing people at a very significant pace and in ways that I am concerned may present some due process violations.

Since the end of title 42 last May, the Biden administration has removed or returned over 630,000 individuals and members of family units, just since last May.

This is more than the number of people removed or returned in all of fiscal year 2019 under the Trump administration.

The resolution also alleges that the Biden administration is violating the mandatory detention statutes by not detaining enough people.

However, no administration, including the Trump administration, has ever been able to comply with those statutes because no Congress has ever appropriated the extraordinary levels of funding such compliance would require.

To detain everyone that the law requires to be held in mandatory detention would require Congress to appropriate over $35 billion a year, a number 10 times higher than what Congress appropriated this year or then-President Trump ever requested for detention.

When Democrats have proposed giving DHS the resources it needs to do its job, the Republicans have consistently said ''no''.

We need to work together to address our broken immigration system. Enforcement alone cannot fix it. We know this because an enforcement-only approach has largely failed for three decades.

We need to update our immigration system so that it meets the needs of our country. We need a balanced, bipartisan approach that expands lawful pathways.

This will help relieve pressure on the border and allow people to come to this country in an orderly and efficient way, but Republicans don't want to engage in real legislating that might actually solve problems and deliver meaningful reform.

They want to continue to demagogue and fearmonger with meaningless resolutions containing nothing but empty rhetoric designed to score cheap political points.

Mr. Speaker, I urge my colleagues to oppose this resolution, and I reserve the balance of my time.

Mr. MCCLINTOCK. Mr. Speaker, I would remind the gentleman who says that enforcement won't fix it that enforcement did fix it under the Trump administration.

His policies produced the most secure borders we have had in our lifetimes. It was this President who reversed those policies and initiated this mass illegal migration that we are now suffering.

Mr. Speaker, I yield 5 minutes to the gentleman from Texas (Mr. TONY GONZALES), the author of this resolution.

Mr. TONY GONZALES of Texas. Mr. Speaker, I thank my colleague from California for yielding time. I thank Chairman JIM JORDAN and the Judiciary Committee for bringing this to the floor. I thank Speaker JOHNSON and Leader SCALISE for bringing this to everybody's attention.

I live it every day. People talk about it. My district is half of the southern border. The facts are this: The border is as bad as it has ever been, and it wasn't always this way.

Under President Trump, the border was secure. Under President Trump, remain in Mexico worked. Under President Trump, the PACER program worked. Under President Trump, other countries respected the United States, and under President Trump, Americans were put first, not last.

Now, what does that mean? I have quickly realized that it is only President Trump that can solve this problem.

This body has no interest in solving this border crisis. They just want to talk about the problem and not actually solve the problem.

Meanwhile, the issue is: I live the problem, right. High-speed chases come through my town every single day. Our schools go into lockdown every single day.

Yesterday, there were 7,000 people that came into this country illegally. Last month, there were 219,000 people that came into this country illegally.

We are on pace for 2.5 million people to enter this country illegally, and the Biden administration does nothing. The Senate and Congress has done nothing. It has been all words. It has been all talk.

This resolution does one simple thing. Put your vote where your words are. If you truly believe in securing the border, you will vote ''yes'' on this resolution. If you don't care about the people who live along the border, if you don't care about the people that are dying from fentanyl, it is very simple, vote against the resolution. The American people deserve to know who is going to be with them and who is not going to be with them.

Right now, more than ever, this crisis is spreading. It is growing. On December 20, there were 10,000 people under the bridge in Eagle Pass. Who was there? I was the only Member of Congress to show up.

Three weeks later, we had over 60 Members of Congress show up in Eagle Pass, and guess what? That bridge was completely cleared out. What does that mean? That means showing up matters, not just in Washington but throughout our country.

Two years ago, there were thousands of Haitians under a bridge in Del Rio. All of a sudden, that went away. Why did that go away? Because the Biden administration started doing one simple thing that the Trump administration had done for so long.

This is the secret sauce. You deport people that are here illegally, period. You do that, and the problem goes away.

What you have is an administration that wants this. This crisis is absolutely created by the administration, it is fueled by the administration, and the administration has become addicted to the funding that it is doing to drive these places.

Oh, by the way, this doesn't just impact my community, which is half of the southern border, Americans all over the country are dying from fentanyl.

Americans all over the country are feeling this influx of people that are here illegally, and all of a sudden, you have people from Denver and New York and Chicago going: Wait a second. What about me? What about our roads? I am a U.S. citizen. What about my children? What about my future?

For some reason, the Biden administration has put America last in this equation, and it needs to stop.

That stops by us. Let's vote on it today. Where are you at? Are you with America? Are you with people that enter this country illegally?

I have met many of these folks. I was in Del Rio 3 weeks ago. There was a family that walked up to the bridge, a beautiful young lady with two beautiful children. She walks up to the bridge, and in Spanish, she says: I was told to come here for a better life.

Guess what? I have been blessed to be born in the United States of America. That family was not. Guess what? As sad as that situation is, she does not qualify for asylum.

There needs to be a different route. The asylum route that is happening is a dead end. These people do not qualify for asylum, nor will they ever qualify for asylum, so they need to stop entering our country illegally, and the American families that live here need to be put first above everything else.

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

Mr. Speaker, I would remind the gentleman of three things that he seems to have forgotten.

One, just since the end of title 42 last May, the Biden administration has removed or returned over 630,000 individuals and members of family units.

This is more than the number of people removed or returned in all of fiscal year 2019 under the Trump administration.

I would also remind the gentleman that this legislation does nothing. It simply denounces the Biden administration. It does nothing. It has no operable clause. It is pure propaganda for political reasons. It does nothing to solve the immigration problem.

Third, I would remind the gentleman that the Senate negotiated a very strong immigration bill approved by Senator LANKFORD, the second-most conservative Member of the Senate. MITCH MCCONNELL said it was the strongest immigration bill he had ever seen. The Senate was willing to pass it until former President Trump said, don't pass it because I would rather have an election issue than solve the problem.

The fault for the immigration problem now is President Trump's for preventing the Senate from passing that bill and the Republicans' fault for going along with him politically.

Mr. Speaker, I yield such time as she may consume to the distinguished gentlewoman from Washington (Ms. JAYAPAL).

Ms. JAYAPAL. Mr. Speaker, I rise in opposition to this absurd and pointless resolution.

I will say that I actually agree with the previous speaker across the aisle, my friend across the aisle, when he said that this body wants to do absolutely nothing that actually solves the situation at the border. I agree with my friend across the aisle that this body, controlled by the Republican majority, has no interest in doing a single thing.

That is why, Mr. Speaker, we keep voting on resolutions that do nothing. They are pointless, they are absurd, and they are a tired recycling of the same talking points that we hear every day from the majority.

Frankly, the majority is not trying to hide it. Whole sections of today's resolution, including its title and 12 of the 32 whereas clauses are copied and pasted from the other grievance-airing resolution that we considered in March, so these aren't even new.

These are the same things that we are voting on over and over again because there aren't actual solutions that Republicans are willing to move forward on that would fix the immigration system.

□ 1245

Likewise, 2 weeks ago, we voted on a pointless rehashing of H.R. 2, the Republicans' extreme, cruel, and unworkable immigration bill that is going nowhere fast.

What are we doing here, Mr. Speaker? Why does the majority insist on wasting our time with these bills filled with nothing but empty rhetoric designed to try and weaponize the issue of immigration instead of solving it?

What we should be doing is talking about how to create a bipartisan, workable immigration system that allows Americans to reunite with their families, allows American businesses and universities to attract the best and the brightest, and create a workable process so that people wouldn't be forced to go to the border as the only way here. We should be talking about the fact that immigrants are good for our country and good for our economy. That is what the majority of Americans believe, despite all of the rhetoric from the other side.

One in four American doctors were born abroad, and roughly 45 percent of Fortune 500 companies were founded by immigrants or children of immigrants. Seventy percent of agricultural workers are immigrants. Immigrants feed us, they heal us, and they help ensure that the country remains an economic powerhouse.

We could be here on the floor embracing the positive impacts of immigrants rather than demonizing them, finding ways to allow people to work more quickly to fill the shortages that we have in our labor sector.

The Congressional Budget Office recently announced that new immigrants will add $1 trillion in previously unexpected revenue to our country's GDP between 2023 and 2034. Similarly, the Department of Health and Human Services found that over a 15-year period, asylees and refugees alone contributed nearly $124 billion more in revenue than they received in services from the government. Documented and undocumented immigrants pay tens of billions of dollars in taxes every single year.

Instead, what are we doing here on the floor? The same tired rhetoric that we hear every single week. The majority insists on demonizing immigrants and the border.

It is true that we desperately need to fix a broken immigration system that hasn't been updated in over 30 years, but we cannot do that, we cannot solve that problem just through harsh enforcement measures alone. We have been trying that approach for 30 years under different Presidents, and every time it fails.

The truth is that the immigration system is all connected. People are coming to the border because the legal immigration system has not been updated in three decades, and they cannot find another pathway to come under.

The wait time for some legal permanent residents to bring their families into this country is over a century long, a century to bring your own family to this country. Employers are begging us to modernize the employment-based immigration system, because the limits on high-tech visas were set when floppy disks were the height of technology, and people cannot hire the people they need. The small number of immigration judges that we have are absolutely crushed under a massive backlog of asylum cases so extensive that it is now taking people over 8 years to get a hearing.

Under these circumstances, it should not surprise anyone that some desperate people see coming to the border

as their only option, especially when they are fleeing for their lives from countries that cannot or will not protect them. If they are willing to face the dangers of the journey and deal with unscrupulous actors like cartels to get to safety here, even the most draconian of policies will not deter them.

That is why, despite what you hear from the other side, even when former President Trump implemented the policies that this resolution holds up as the cure to all of our problems, encounters at the border actually went up, not down. They didn't work.

Instead of talking about these failed policies, we could be discussing the countless, real, bipartisan solutions that passed when Democrats held the House majority, solutions like the Dream and Promise Act, the Farm Workforce Modernization Act, bills that would fix real gaps in the immigration system, provide lawful status to people who have been contributing to our communities across the country for decades, and actually make improvements that would relieve pressure on the border. We could be trying to pass the kinds of investments that would actually increase the number of immigration judges and asylum officers that would help speed up the process and make it work effectively.

Will any of those things make it to the floor in this Congress under a Republican majority whose only goal is to keep this issue out there as an election issue, just as former President Trump told them to do? No, we are just going to spend our time debating pointless resolutions that do not a single thing to fix the real situation of a broken immigration system.

We are going to keep debating nonbinding resolutions filled to the brim with mistruths and disinformation.

Mr. Speaker, I hope we can one day get back to actually governing in this House, but I fear that today is not that day.

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

Mr. Speaker, the gentlewoman seems to confuse legal immigrants who obey all of our laws and do everything our country asks of them with illegal immigrants whose first act is to disobey our laws.

Legal immigration is a boon to our Nation, but that is not what we are addressing here. There is no point to legal immigration if we are going to allow every immigrant who wants to do so to illegally enter our country.

The people I found who are the angriest about this crisis are the legal immigrants who came to this country obeying our laws, respecting our sovereignty, and doing everything our country asked of them, while this administration allows 6.5 million illegal immigrants to cut in line in front of them.

The ranking member would gaslight us by claiming that there were more removals under Biden than under Trump. Here are the actual numbers. Under Trump, ICE removed 935,000 illegal aliens; under Biden, 274,000. The criminal numbers are even more disturbing. This past year, Mr. Biden removed 60 percent fewer criminal illegal aliens than Trump did in 2019.

In other words, despite massive increases in illegal migration, we have seen a massive decrease in criminal removals. We are seeing the results every day in murders and assaults on American streets and at empty chairs at America's family dinner tables.

Mr. Speaker, I yield 3 minutes to the gentleman from New Jersey (Mr. VAN DREW).

Mr. VAN DREW. Mr. Speaker, since day one in office, President Biden has chosen illegals over American citizens. We are now approaching 10 million illegal entries from individuals from all over the world, many parts of the world where they are our enemies such as China, Russia, Iran, and others. We don't know who they are, we don't know what they are about, we don't know why they are here, but a lot of it is not good.

Because of the President's efforts, we now live in one of the most dangerous points in American history. Make no doubt about it: His FBI Director says he has never seen so many elevated threats to our national security in his entire career. That was his Christopher Wray.

Innocent Americans, like Laken Riley, have been senselessly murdered by illegal immigrants. Law enforcement officers, like Christopher Gadd, have been killed by illegal immigrants. I won't go through the list of one after another after another good, law-abiding, loving Americans who are dead. They are not with us. Their families grieve. Most Americans grieve.

Students have been kicked out of their schools to house illegal immigrants and have to learn remotely. Cities and towns across America have cut public safety and education budgets as well to cover the welfare of illegal immigrants, because in many cities and towns we are paying for their housing, we are paying for their clothing, we are paying for their travel, and we are giving them debit cards. We are paying for so many things, including healthcare, that some good Americans don't even have as we speak here and debate this right now.

It is the Biden border agenda. It is what he is about. When you allow millions of unvetted people into our country, you have a reason. When you don't know where they are going, what they are doing, what they are about, you have a reason. When you actually hinder law enforcement's ability to apprehend, detain, and deport, which is the answer, you have a reason. You are making America less safe.

He can fix this crisis today. Today, as we speak, he can fix it. It took him 1 day to undo and rescind every effective Trump border policy that we had, and it could take him less than 1 day to reinstate them.

America needs to have borders. America needs to be safe. Every day that goes by without doing so will only result in more lives lost. Mr. Speaker, that is what we are debating today. Do we want more individuals to die because of this policy?

The SPEAKER pro tempore (Mr. DESJARLAIS). The time of the gentleman has expired.

Mr. MCCLINTOCK. Mr. Speaker, I yield an additional 1 minute to the gentleman from New Jersey.

Mr. VAN DREW. Mr. Speaker, there are more drugs and human trafficking at the hands of cartels at our border and more threats to our national security. Every day this President allows this crisis to continue, it becomes apparent to me—and this is harsh, but I believe it is true—the chaos is intentional. He is seeking to change the very fabric, the very structure, the America that we know to forever to hold on to his own political power. That must be condemned in the strongest possible terms.

No, this isn't a waste of time. No matter how many times it takes, no how many times we have to say it, we will not succumb, we will not give up, and we will not stop, because we are fighting for the United States of America, and it is worth it.

Mr. Speaker, I support this resolution, and I urge its passage.

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

All the Members on the other side forget several things. They forget that we had the strongest border bill that might have gone a long way toward solving this problem that the Senate was willing to pass, but President Trump said don't pass. He said in so many words: I don't want a solution; I want a campaign issue.

They forget that the President has asked for a lot more money so that instead of someone coming in and claiming asylum—maybe he deserves it; maybe he doesn't—and getting a date in court 5 years later and then disappearing, you would have enough judges to give him a date in a couple of weeks and either grant him asylum if he is entitled to it or deport him swiftly if he is not entitled to it.

The Republicans won't vote the money and they won't vote the bill that would solve or go a long way toward solving the problem.

They also forget that this resolution doesn't do anything. All it does is denounce Biden. That is all they have for this Congress, resolution after resolution denouncing Biden, and H.R. 2, which is so impossible that it got only 32 votes in the Senate, a Senate where there are 49 Republican Senators.

They don't want to solve the problem. They just want to talk about it. That is all they are doing about it now. It is total nonsense and not worthy of the time of this body.

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

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

I would remind the gentleman who says that the President has asked for more money, when I was at the border last year in Yuma, I spoke with a group of Border Patrol agents, line agents. That is the only time in my life that Federal employees said: Don't send us any more money.

□ 1300

They said that because they felt that the administration would simply use that money to process more illegals into the country even faster.

This is a deliberate policy of this administration, and it won't change until this administration is changed.

As for the Senate bill the gentleman has referenced multiple times, let me remind him that the bill would not have ended Biden's open-border policies. It would have institutionalized them.

Current law gives the President full authority to secure the border. Trump proved that. Current law requires asylum claimants to be detained. Trump did that.

This bill would have left future Presidents powerless to secure the border until illegal immigration reaches 4,000 a day, 1.5 million a year, and would have required they be released into our country. That is the Democrats' idea of immigration reform: a guaranteed 4,000 illegal immigrants being released into our country every day. That is what they call a tough border bill.

H.R. 2, which was the genuine border security bill, got 46 votes in the Senate last year and Democrats' support in the House just a couple of weeks ago.

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

Mr. MOLINARO. Mr. Speaker, I thank my colleague for yielding.

Mr. Speaker, my colleagues across the aisle are spending a great deal of time arguing against a piece of legislation they claim has no purpose, is meaningless, and only denounces the policies of the Biden administration.

The policies of the Biden administration are due denouncing. There is little question that if this were a fire, then the executive would send the fire department. If it were a hurricane, the executive would send FEMA, but because this is a crisis of this President's making, he has chosen not to offer any response but to allow the crisis to continue.

I remind my colleagues across the aisle that, yes, sure, the immigration system is broken. I wasn't here to break it. A couple of my colleagues have been here long enough to fix it several times over.

The law as it relates to securing our border is clear: We are the legislature. We adopted the law. The President and the executive branch have the responsibility to execute the law.

Instead, he has surrendered the southern border to drug cartels that are not only trafficking deadly drugs, synthetic opioids, and fentanyl but also trafficking human lives.

My colleagues on the other side of the aisle are like some sort of delusional Wizard of Oz: Pay no attention to the crisis at the border. Pay no attention to the chaos in our cities. Pay no attention to the students taken out of schools so that cities like New York can shelter immigrants and migrants that they welcome. Don't pay attention to any of it. Look over there to Donald Trump. Don't look behind the curtain.

That is because, Mr. Speaker, you will find that this President, with the stroke of a pen, could reestablish the executive orders and take the emergency action necessary to secure our border, protect our citizens, and save lives.

Instead, this President has allowed a crisis, and it is worth denouncing over and over again because it has caused chaos, led to crime and the loss of lives, and fueled instability in our communities.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. McCLINTOCK. Mr. Speaker, I yield an additional 1 minute to the gentleman from New York.

Mr. MOLINARO. We know this as New Yorkers because, despite the protestation otherwise, the State of New York has opened its arms. Then, when thousands upon thousands of migrants find their way to the city of New York and are relocated to other parts like upstate New York, which I represent, the State starts to complain.

Enough is enough. The President needs to wake up and take this crisis seriously. It is not progressive. It is cruel, and he must take action. Yes, his current policies are worth denouncing.

Mr. NADLER. Mr. Speaker, I remind the gentlemen and gentlewomen on the other side of the aisle that when you talk about various victims of migrant crime, the FBI statistics show that the percentage of crime committed by migrants is lower than the percentage of crime committed by native-born Americans. Migrants, legal and illegal, seem to be more law-abiding, on average, than native-born Americans. So, to use a specific example to say that this is the fault of the immigration policy is nonsense.

Mr. Speaker, I yield 2 minutes to the distinguished gentlewoman from Texas (Ms. JACKSON LEE).

Ms. JACKSON LEE. Mr. Speaker, I thank the ranking member of the Judiciary Committee for yielding.

I would like to pose a rhetorical question to the gentleman: Where is the wall? Where is the wall that has been talked about now for a decade-plus?

I ask because others have had the same message, and here they come. Where is the wall?

Our friends on the other side of the aisle seem to fill their legislative agenda with platitudes, promises, broken promises, and ''I am going to get it done.'' The American people don't need ''I am going to get it done.''

What the American people need is to ensure that we have added more Border Patrol officers, which we have done under the Biden administration's plans. We will be doing that for Customs and Border Patrol. We will be doing that under the Biden effort. In addition, we will be doing more training and more recruitment.

We know that a wall, no matter how much you do, is always going to be overcome—not like the song, ''We Shall Overcome,'' when we do want to overcome in a better life and in a better world.

This is just a lot of talk. Mr. Speaker, I came to say that here is another resolution. There is no action in this resolution. It is a lot of talk.

As you remember, Mr. Speaker, how we got here was a bill that was so crushing that Republicans in the Senate could not vote for it, and that was H.R. 2. The resolution condemns many of the same policy choices on immigration, and they asked to be reversed in the last resolution. That is how bad it is. They want to reverse their own work.

Republicans now claim that no legislation is needed. Isn't that ridiculous, Mr. Speaker? They now have a bill that says that the other bills were not needed, don't listen to us.

Mr. Speaker, I ask my colleagues to vote against this senseless, do-nothing resolution. Let's come together and support President Biden's leadership on immigration reform.

The SPEAKER pro tempore. Members are reminded to direct their remarks to the Chair.

Mr. McCLINTOCK. Mr. Speaker, we just heard that immigrants are less likely to break the law than native-born Americans. Tell that to the angel families whose family tables have empty chairs because of the very policy that this bill condemns.

Put aside the fact that illegal aliens shouldn't be in this country to commit crimes in the first place because when the Federation for American Immigration Reform looked at reimbursement requests from the States for the cost of locking up illegal aliens, they found that illegals are 231 percent more likely to be jailed for crimes in California, 440 percent more likely in New Jersey, and 60 percent more likely in Texas.

Mr. Speaker, I yield 3 minutes to the gentleman from Indiana (Mr. YAKYM).

Mr. YAKYM. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I rise in strong support of this resolution, which denounces the Biden administration's failed border policies, and I do so because of this chart next to me.

I have sat here and listened to the debate of who is responsible and why. Let's look at the facts and the data. This chart shows southwestern border crossing encounters over the first 38

months of the last six Presidential terms. It doesn't say whose line it is, but if you guessed the Biden administration is the red one at the top with nearly six times the number of illegal border crossings, then you would be correct, Mr. Speaker.

The seeds of this crisis were planted on day one when 64 executive orders were signed by President Biden that undermined border security and encouraged illegal immigration. What followed has been an unprecedented surge of illegal immigration.

Instead of acknowledging this failure, we get denial. Biden administration officials wrote off the crisis as ''cyclical'' and ''seasonal'' right about here, 11 months into his term.

Biden administration officials continued to insist that the border crisis was just part of the normal ''ebbs and flows'' at 35 months into his Presidency.

President Biden only finally admitted that the border is ''not secure'' all the way up there at the top, right at the 36-month mark.

What changed, Mr. Speaker, from ''ebbs and flows'' to just 2 weeks later that the border is ''not secure''?

Mr. Speaker, there were no laws that changed during that time, just the will to enforce them.

The Biden administration created this crisis at the border with the stroke of a pen and these 64 executive orders, and, Mr. Speaker, he can end it with the stroke of a pen.

Be that as it may, there is no leadership. Instead, Biden administration officials treat border policy like a hot potato because it is politically thankless, and it shows.

Mr. Speaker, I thank my colleague, Mr. GONZALES, for introducing this resolution that methodically and thoroughly documents the Biden administration's border failures, and I urge my colleagues to vote ''yes.''

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

Mr. Speaker, whatever complaints House Republicans may have with the Biden administration's immigration policies, this resolution will do absolutely nothing to address them.

They have had plenty of opportunities to work with Democrats on bipartisan solutions to reform our broken immigration system, and they have walked away time and again. Most recently, they rejected a bipartisan border deal negotiated by one of the most conservative Republicans in the Senate because Donald Trump told them to. He and they would rather preserve the issue for the upcoming election than actually work to solve problems.

So, here we are again, for the third time already this year, with a meaningless, nonbinding resolution that talks tough and accomplishes nothing. What better way to sum up this Republican Congress?

Mr. Speaker, I urge all Members to oppose this meaningless resolution, and I yield back the balance of my time.

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

Mr. Speaker, the American people need to understand that this policy is deliberate. If you voted for this administration, then this is exactly what you voted for. If you are surprised by that, then you weren't paying any attention because this is exactly what the Democrats promised to do. This is exactly what they have done, and this is exactly what they have defended for the last 3 years in this House.

The laws didn't change 3 years ago; the Presidency changed. An administration that enforced the most secure borders in our lifetimes was replaced by one that deliberately opened them to the world.

Last year, House Republicans passed legislation that will make it easier for future Presidents like Donald Trump to enforce our immigration laws and harder for Presidents like Joe Biden to undermine those laws, but that will require a new Senate and a new President.

The cold, hard truth is that this growing crisis cannot be fixed by bills that Senate Democrats won't pass and that Biden won't sign or enforce if they are signed.

This crisis can be fixed only by replacing this entire administration and their enablers and abettors in Congress with those who are devoted to securing our borders, restoring our sovereignty, defending our people, and enforcing the rule of law. That can only be done by the American people at the ballot box.

Until then, at every opportunity, we will decry and condemn these policies that are bringing such suffering and such harm upon our great Nation. Let us pray there is still time.

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

The SPEAKER pro tempore. All time for debate has expired.

Pursuant to House Resolution 1137, the previous question is ordered on the resolution and the preamble.

The question is on adoption of the resolution.

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

Mr. MCCLINTOCK. 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 will be postponed.

□ 1315

ANTISEMITISM AWARENESS ACT OF 2023

Mr. MCCLINTOCK. Mr. Speaker, pursuant to House Resolution 1173, I call up the bill (H.R. 6090) to provide for the consideration of a definition of antisemitism set forth by the International Holocaust Remembrance Alliance for the enforcement of Federal antidiscrimination laws concerning education programs or activities, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 1173, the bill is considered read.

The text of the bill is as follows:

H.R. 6090

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 ''Antisemitism Awareness Act of 2023''.

SEC. 2. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.), prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance;

(2) while such title does not cover discrimination based solely on religion, individuals who face discrimination based on actual or perceived shared ancestry or ethnic characteristics do not lose protection under such title for also being members of a group that share a common religion;

(3) discrimination against Jews may give rise to a violation of such title when the discrimination is based on race, color, or national origin, which can include discrimination based on actual or perceived shared ancestry or ethnic characteristics;

(4) it is the policy of the United States to enforce such title against prohibited forms of discrimination rooted in antisemitism as vigorously as against all other forms of discrimination prohibited by such title; and

(5) as noted in the U.S. National Strategy to Counter Antisemitism issued by the White House on May 25, 2023, it is critical to—

(A) increase awareness and understanding of antisemitism, including its threat to America;

(B) improve safety and security for Jewish communities;

(C) reverse the normalization of antisemitism and counter antisemitic discrimination; and

(D) expand communication and collaboration between communities.

SEC. 3. FINDINGS.

Congress finds the following:

(1) Antisemitism is on the rise in the United States and is impacting Jewish students in K–12 schools, colleges, and universities.

(2) The International Holocaust Remembrance Alliance (referred to in this Act as the ''IHRA'') Working Definition of Antisemitism is a vital tool which helps individuals understand and identify the various manifestations of antisemitism.

(3) On December 11, 2019, Executive Order 13899 extended protections against discrimination under the Civil Rights Act of 1964 to individuals subjected to antisemitism on college and university campuses and tasked Federal agencies to consider the IHRA Working Definition of Antisemitism when enforcing title VI of such Act.

(4) Since 2018, the Department of Education has used the IHRA Working Definition of Antisemitism when investigating violations of that title VI.

(5) The use of alternative definitions of antisemitism impairs enforcement efforts by adding multiple standards and may fail to identify many of the modern manifestations of antisemitism.

(6) The White House released the first-ever United States National Strategy to Counter Antisemitism on May 25, 2023, making clear

that the fight against this hate is a national, bipartisan priority that must be successfully conducted through a whole-of-government-and-society approach.

SEC. 4. DEFINITIONS.

For purposes of this Act, the term ''definition of antisemitism''—

(1) means the definition of antisemitism adopted on May 26, 2016, by the IHRA, of which the United States is a member, which definition has been adopted by the Department of State; and

(2) includes the ''[c]ontemporary examples of antisemitism'' identified in the IHRA definition.

SEC. 5. RULE OF CONSTRUCTION FOR TITLE VI OF THE CIVIL RIGHTS ACT OF 1964.

In reviewing, investigating, or deciding whether there has been a violation of title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) on the basis of race, color, or national origin, based on an individual's actual or perceived shared Jewish ancestry or Jewish ethnic characteristics, the Department of Education shall take into consideration the definition of antisemitism as part of the Department's assessment of whether the practice was motivated by antisemitic intent.

SEC. 6. OTHER RULES OF CONSTRUCTION.

(a) GENERAL RULE OF CONSTRUCTION.—Nothing in this Act shall be construed—

(1) to expand the authority of the Secretary of Education;

(2) to alter the standards pursuant to which the Department of Education makes a determination that harassing conduct amounts to actionable discrimination; or

(3) to diminish or infringe upon the rights protected under any other provision of law that is in effect as of the date of enactment of this Act.

(b) CONSTITUTIONAL PROTECTIONS.—Nothing in this Act shall be construed to diminish or infringe upon any right protected under the First Amendment to the Constitution of the United States.

The SPEAKER pro tempore. The bill shall be debatable for 1 hour equally divided and controlled by the chair and ranking minority member of the Committee on the Judiciary or their respective designees.

The gentleman from California (Mr. MCCLINTOCK) and the gentleman from New York (Mr. NADLER) each will control 30 minutes.

The Chair recognizes the gentleman from California.

GENERAL LEAVE

Mr. MCCLINTOCK. 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 H.R. 6090.

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

There was no objection.

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

Mr. Speaker, H.R. 6090 is designed to combat the deeply disturbing trend of anti-Semitic harassment in schools, colleges, and universities across the country. We are seeing it unfold right now on our television screens.

Anti-Semitic harassment on these university campuses is, unfortunately, not a completely new phenomenon. As early as 2005, the U.S. Commission on Civil Rights warned that campus anti-Semitism had become a serious problem.

In 2013, a Pew Research Center survey of Jewish Americans found that experience with anti-Semitism was more prevalent among young adults in higher education.

In 2014, a Brandeis Center-Trinity College study found that anti-Semitism was particularly pervasive on college campuses, with 54 percent of Jewish students on 55 campuses having reported that they experienced or witnessed anti-Semitism during the 2013–2014 academic year.

In 2021, the Louis Brandeis Center for Human Rights Under Law conducted a survey of Jewish fraternity and sorority students, finding that most have felt unsafe at some point while on campus and in virtual campus settings. These fears are justified. The catalog of anti-Semitic harassment in America's top institutions of higher learning is there for everybody to see. Those incidents have increased sharply following the October 7, 2023, terrorist attacks in Israel perpetrated by Hamas and its allied groups.

In late October 2023, at Cooper Union in New York, visibly Jewish students were forced to shelter inside a library as pro-Palestinian protesters tried to gain entry, banging on doors and windows, with the purpose of terrifying them.

On October 26, 2023, anti-Israel protesters assaulted multiple Jewish students at Tulane University in New Orleans.

On November 3, 2023, a Harvard law student and other anti-Israel protesters physically and verbally attacked a first-year Israeli student at the Harvard Business School while he pleaded with them to stop.

From October 7 until mid-January of 2024, the Department of Education has launched 51 investigations into complaints alleging discrimination based on actual or perceived shared ancestry in K–12 schools and colleges and universities.

From January 16, 2024, until today, the Department has launched over 45 investigations into schools and colleges. These investigations overwhelmingly concern anti-Semitic conduct in these schools.

In fact, on April 23, 2024, the Education Department launched an investigation into Columbia University, and we all know what is happening there right now. Hundreds of anti-Israel protesters have occupied Columbia University's west lawn and erected dozens of tents, disrupting campus life and creating a hostile environment for Columbia's Jewish students. Hundreds of pro-Hamas students were arrested for trespassing after repeated warnings to vacate the area, only to be released and returned to Columbia.

A rabbi at Columbia's Orthodox Union Jewish Learning Initiative has advised Jewish students to leave campus because the university has shown that it cannot keep them safe.

Columbia revoked the campus access of a Jewish professor who has been critical of school administrators because the university said it couldn't ensure his safety.

Speaker JOHNSON, Chairwoman FOXX, and Republican members of the New York delegation went to Columbia University last week and, while addressing the campus, were greeted by anti-Israel chants of: ''From the river to the sea, Palestine will be free.''

What that calls for actually is the eradication of the Jewish people. We all know that expression is abhorrent in our society and, yet, it is going on, it seems now, hourly on our college campuses.

Mr. Speaker, enough is enough. The surge in the ancient bigotry of anti-Semitism over the years, especially since October 7, must not continue. It is long past time that Congress act to protect Jewish Americans from the scourge of anti-Semitism on campuses around our country.

The Antisemitism Awareness Act expresses the sense of Congress that discrimination against Jews may violate title VI of the Civil Rights Act of 1964 when it is based on race, color, or national origin, which can include discrimination based on actual or perceived shared ancestry or ethnic characteristics.

The bill requires the Department of Education to take into account the 2016 International Holocaust Remembrance Act's definition of anti-Semitism as part of its assessment of whether anti-Semitic discrimination has occurred. The IHRA definition provides a consistent framework for the Department of Education schools, colleges, and universities to apply to police anti-Semitic discrimination and harassment.

The IHRA's definition is widely accepted and a vital tool for identifying and addressing discriminatory conduct that is motivated by anti-Semitism. It has been adopted by at least 31 States. This bill is exactly the type of legislation needed to protect Jewish Americans from harassment and attacks for simply being who they are.

Mr. Speaker, I urge all Members to support this important bill, and I reserve the balance of my time.

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

Mr. Speaker, I devoted much of my life to combating anti-Semitism, and I am as attuned as anyone to threats and bigotry aimed at Jewish people. I will take lectures from no one about the need for vigorous efforts to fight anti-Semitism on campus or anywhere else.

I am also a deeply committed Zionist who firmly believes in Israel's right to exist as a homeland for the Jewish people. However, as someone who is also a longtime champion of protecting freedom of speech, I must oppose this misguided bill.

While there is much in the bill I agree with, its core provision would put a thumb on the scale in favor of

one particular definition of anti-Semitism to the exclusion of all others, to be used when the Department of Education assesses claims of anti-Semitism on campus.

This definition adopted by the International Holocaust Remembrance Alliance, or IHRA, includes ''contemporary examples of anti-Semitism.'' The problem is that these examples may include protected speech in some contexts, particularly with respect to criticism of the State of Israel.

To be clear, I vehemently disagree with the sentiments toward Israel expressed in those examples, and too often criticism of Israel does, in fact, take the form of virulent anti-Semitism.

Many Jewish students no longer feel safe on campus, and some colleges have not done nearly enough to protect them. However, while this definition and its examples may have useful applications in certain contexts, by effectively codifying them into title VI, this bill threatens to chill constitutionally protected speech. Speech that is critical of Israel alone does not constitute unlawful discrimination. By encompassing purely political speech about Israel into title VI's ambit, the bill sweeps too broadly.

As the ACLU notes, if this legislation were to become law, colleges and universities that want to avoid title VI investigations or the potential loss of Federal funding could end up suppressing protected speech that is criticizing Israel or supporting Palestinians.

Moreover, it could result in students and faculty self-censoring their political speech. Even the IHRA definition's lead author, Kenneth Stern, opposes codifying the definition that he wrote, the IHRA definition, for this reason.

Vigorous enforcement of the Federal civil rights law does not depend on defining terms like ''anti-Semitism'' or ''racism.'' In fact, codifying one definition of anti-Semitism to the exclusion of all other possible definitions could actually undermine Federal civil rights law because anti-Semitism, like other forms of bigotry, evolves over time, and future conduct that comes to be widely understood as anti-Semitic may no longer meet the statutory definition.

Mr. Speaker, we cannot ignore the context in which this legislation is being rushed to the floor in a cynical attempt to exploit, for political gain, the deep divisions currently on display at college campuses across the country.

Much of this activity, whether you agree with the sentiments expressed at these protests or not, constitutes legally protected speech and expression. Some participants, shamefully, have exhibited anti-Semitic conduct, and the Department of Education will rightfully investigate them, consulting the IHRA definition and other relevant definitions in the process. They do not need this legislation to help them with their inquiries.

Some students have even crossed the line into vandalism, destruction of private property, and willful disruption of campus life. They too will face legal consequences, and nothing in this bill will affect that. There is no excuse for bigotry, threats, or violence directed at anyone, anywhere, and it is imperative that we confront the scourge of anti-Semitism. Congress can help, but this legislation is not the answer.

Instead of engaging in political theatrics that do not do anything concrete to stop anti-Semitism on campus, we need to put our money where our mouth is. Last year, the Biden administration outlined a comprehensive national strategy to counter anti-Semitism, the cornerstone of which was increasing enforcement actions by the Office of Civil Rights at the Department of Education.

President Biden's budget called for a 27 percent increase in funding for that office. If my Republican colleagues are serious about fighting anti-Semitism, they would have fully funded that request. Instead, they bragged about proposing to slash funding by 25 percent, funding to enforce the laws against anti-Semitism on campus. They bragged about proposing to slash funding by 25 percent and ultimately insisted that funding be kept flat despite the marked increase in anti-Semitism complaints. If my Republican colleagues are serious about anti-Semitism, we would be considering legislation to codify the national strategy today instead of fiddling with definitions.

If my Republican colleagues were serious about anti-Semitism, they would have spoken up after neo-Nazis in Charlottesville chanted: ''Jews will not replace us.''

If my Republican colleagues were serious about anti-Semitism, they would have spoken up when President Trump declared that there were ''very fine people on both sides'' of that rally.

Additionally, just last week, former President Trump downplayed what happened in Charlottesville, calling it a ''peanut'' compared to recent campus protests of the Israel-Gaza war, and we heard crickets from the Republicans.

We hear nothing from our Republican colleagues when some conservatives repeated anti-Semitic tropes about George Soros or others.

I say to my Republican friends: For too long, your selective silence on these matters has been deafening. If you mean what you say here today and if you believe that the threats and vitriol that Jewish students face on college campuses is unjust and that combatting anti-Semitism is more than a convenient talking point in your politically motivated crusade against institutions of higher education, then I beseech you: Please move beyond pointless gestures and posturing and actually help us protect Jewish students. Fully fund the administration's efforts to counter anti-Semitism and other forms of discrimination. Our Nation's students deserve no less.

By contrast, this legislation threatens freedom of speech, one of our most cherished values, while doing nothing to combat anti-Semitism.

Mr. Speaker, for these reasons, I urge Members to oppose the bill, and I reserve the balance of my time.

The SPEAKER pro tempore. Members are reminded to direct their remarks to the Chair.

Mr. MCCLINTOCK. Mr. Speaker, I would suggest the gentleman turn on his television and watch what is going on right now.

Mr. Speaker, I yield 5 minutes to the gentleman from New York (Mr. LAWLER), the author of this bill.

Mr. LAWLER. Mr. Speaker, I respond to my colleague from New York and his misguided remarks.

In 2018, the gentleman was a cosponsor of the Anti-Semitism Awareness Act, which adopted the very definition that he just objected to. As a cosponsor of H.R. 5924, the definition that would be adopted is: ''Anti-Semitism is a certain perception of Jews which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of anti-Semitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities.''

He was a cosponsor of that bill.

H.R. 6090, which I introduced, which has 59 cosponsors, adopts the IHRA working definition and its contemporary examples. The definition is: ''Anti-Semitism is a certain perception of Jews which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of anti-Semitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities.''

It is the same definition, and, yet, now, somehow he is opposed to it.

Fundamentally, some of my colleagues on the left are allowing electoral politics to get in the way of doing what is right.

□ 1330

The gentleman from New York is a graduate of Columbia University, and yet couldn't muster the courage to take the subway north to stop by and call out the anti-Semitism that is running rampant at Columbia University. It is exactly why this bill is necessary today.

Mr. Speaker, I rise in support of my bill, the Antisemitism Awareness Act, and I thank my colleague, Congressman JOSH GOTTHEIMER from New Jersey, for his courage in leading on this issue.

In every generation, the Jewish people have been scapegoated, harassed, evicted from their homeland, and murdered. Many of us remember the Holocaust as the most recent large-scale instance of this, but it was hardly the first in the Jewish people's long history of persecution.

Prior to October 7, it may have seemed like we were making progress

in fighting anti-Semitism, especially in the United States. A prime example: Jewish students weren't afraid to attend classes on their college campuses.

And yet today, we hear calls for intifada ring out on school grounds. We see Jewish students being physically prevented from going to class, rioters chanting ''death to Israel'' and ''death to America,'' and so much more.

In the U.S., Jews account for only 2.4 percent of the population, and globally they make up 0.2 percent of the world's population. The Jewish people need our support now. They need action now. They need to know they have a place in our country now.

They cannot fight anti-Semitism alone, and they shouldn't have to either.

The Antisemitism Awareness Act requires the Department of Education to use the IHRA working definition of anti-Semitism and its contemporary examples when enforcing title VI violations of the Civil Rights Act of 1964.

Codifying a single definition of anti-Semitism will help the Department of Education and school administrators, who have been feckless, clearly identify instances of anti-Semitism and protect the safety of all students, including Jewish students.

Now, some opponents may try to make the argument that this imposes restrictions on our constitutional right to free speech. It is not true.

First of all, a constitutional protection is in the bill. It clearly states: ''Nothing in this act shall be construed to diminish or infringe upon any right protected under the First Amendment to the Constitution of the United States.''

Additionally, speech is already protected under the Civil Rights Act, but when the speech turns into harassment or other prohibited action and the action is motivated by anti-Semitism, that is when it becomes illegal conduct.

Right now, without a clear definition of anti-Semitism, the Department of Education and college administrators are having trouble discerning whether conduct is anti-Semitic or not, whether the activity we are seeing crosses the line to anti-Semitic harassment.

Other opponents to the bill say they would rather see a different bill tackling this.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. MCCLINTOCK. Mr. Speaker, I yield an additional 1 minute to the gentleman from New York.

Mr. LAWLER. That is no reason, and no ''political cover'' to vote against another helpful measure.

I ask my colleagues who would prefer other solutions to consider the good it will do for the Jewish students and, yes, keep pushing for more change in the future. We need to hold these institutions accountable.

My bill has bipartisan support: 59 cosponsors, dozens of Jewish advocacy groups, including the ADL, the AJC, and Agudath Israel. It is absurd to oppose this on the grounds that it somehow limits free speech.

Calling for death to Jews is not protected speech. It is anti-Semitic, and the fact that we have some of the highest-ranking Jewish officials in America refusing to defend the Jewish community because of politics is a disgrace, it is shameful, and it is pathetic.

Anyone who votes against this bill because they would rather put political expediency and electoral politics ahead of anything else has no business being a Member of Congress.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. MCCLINTOCK. Mr. Speaker, I yield an additional 30 seconds to the gentleman from New York.

Mr. LAWLER. Mr. Speaker, never again is now, and we must act. That is our responsibility.

I would remind everyone, when you cosponsor a bill that accomplishes the same thing, nothing has changed, and yet now we need to backtrack all because of politics.

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

Mr. Speaker, the gentleman's remarks are slanderous.

First of all, the bill that I cosponsored 2 years ago was a different bill. It did not exclude—let me read from this bill: ''The use of alternative definitions of anti-Semitism impairs enforcement efforts by adding multiple standards and may fail to identify many of the modern manifestations of anti-Semitism.''

That is nonsense, and it was not in the bill that was, I think, about 7 or 8 years ago. The two bills are different.

Second, I oppose this bill because it infringes on freedom of speech, and there are Jewish groups, such as Reconstructionist Judaism, J Street and T'ruah that oppose this bill for the same reason, and they are not anti-Semitic. There are Jewish groups that support the bill. There are Jewish groups that oppose the bill.

I have been a supporter of Israel and of Zionism, and an opponent of anti-Semitism all my life. I have been active in Zionist organizations ever since I was in high school, and to say that anyone who votes against this bill is supporting anti-Semitism is a disgrace.

There are differences of opinion that occur on this floor from time to time, honest differences. Someone who opposes this bill may think that it infringes on freedom of speech. Someone who opposes this bill may note that the author of the IHRA definition that this would enshrine in law said don't codify it. The author, Kenneth Stern, said this is a good working definition that may indicate anti-Semitism. So are the other two, but it should not be codified into law because that could make, depending on the circumstances, free speech illegal. The author of the IHRA definition said that.

There may be legitimate differences of opinion between those who support this bill and those who oppose this bill, but to say that anyone who opposes this bill supports anti-Semitism is a disgraceful slander.

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

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentleman from Tennessee (Mr. KUSTOFF).

Mr. KUSTOFF. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, I do rise today in support of the Antisemitism Awareness Act.

We all know that since Hamas' brutal and barbaric attack on Israel on October 7, 2023, we have seen an absolute explosion of anti-Semitic attacks and violence now, especially on our college and university campuses.

There is no doubt that the free exchange of ideas is a crucial pillar of our freedom, but there is also no doubt that the conversations must be grounded in truth and respect for one another.

Leadership at institutions of higher learning across our Nation have allowed these anti-Israel protests and anti-Semitic protests to descend into absolute chaos.

Ultimately, they have failed to support Jewish students. Such hatred has no place in our society.

Mr. Speaker, by clearly defining anti-Semitism, the Antisemitism Awareness Act will help the Department of Education better enforce Federal anti-discrimination laws.

This bill will, for the first time, codify protection for Jewish students who are and have been subject to anti-Semitic harassment, intimidation, and violence. It is imperative that all students feel safe on their campuses.

As such, I urge this body to pass this critical legislation and do what university leaders will not do and that is condemn these acts of hatred and support Jewish students across the country.

I am proud to join my colleague, Mr. LAWLER, in supporting this legislation, and I look forward to voting for it today.

Mr. NADLER. Mr. Speaker, I yield 3 minutes to the gentleman from New Jersey (Mr. GOTTHEIMER).

Mr. GOTTHEIMER. Mr. Speaker, I rise today in support of my bipartisan bill, the Antisemitism Awareness Act, to ensure that we are standing up to the Jew hatred that is spreading like wildfire on campuses across our country. I am proud to lead this legislation with my friend and fellow Problem Solvers Caucus member, Congressman MIKE LAWLER from New York.

As we are voting today in real time, our country's universities are experiencing a tidal wave of anti-Semitism. Protesters have targeted Jewish students, haranguing them with awful Jew-hating insults and cheering on Hamas, a barbaric, foreign terrorist organization that murdered Americans on October 7 and still hold five living Americans hostage, including my constituent, Edan Alexander. I met with hostage families just this morning.

I saw these protests up close, like many Americans did, at Columbia earlier this month. I have heard the sickening Jew-hating, anti-Semitic comments comparing Zionists to Nazis, promising a redux of October 7 a thousand times over, and calling for ''resistance by any means necessary'' and intifada revolution. Intifada is used to call for a violent uprising against Israel and Jewish people.

These protests embolden Hamas, America's enemy and Iranian-backed terrorist. In fact, they have put out a statement lauding professors as the leaders of the future. That is what our enemies said about the pro-Hamas protesters at these universities.

Let me clear up any confusion since I am a huge champion myself of free speech. This bill protects the First Amendment. It allows criticism of Israel. I ensured that. It was critical to me. It doesn't allow calls for the destruction or elimination of the Jewish state, but it certainly allows criticism of Israel.

Even more, it reminds us that our universities have a title VI obligation to stamp out harassment on the basis of race, color, or national origin.

Mr. Speaker, we cannot stand idly by as protesters call for the death of Jews on college campuses and across the country. This bill will require the Department of Education to use the International Holocaust Remembrance Alliance or IHRA definition of anti-Semitism when carrying out title VI investigations.

IHRA's anti-Semitism definition is the most widely recognized in the world. It is used by 36 countries. It condemns traditional hatred and the ugly, modern anti-Semitism that we are seeing on college campuses.

There shouldn't be anything controversial about this bill. As was mentioned when it was first introduced in 2018, 50 Democrats and Republicans cosponsored this legislation, including Members who are still in this body.

Right now, the Department of Education has 137 active title VI investigations, some of which have been open for years.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. NADLER. Mr. Speaker, I yield an additional 1 minute to the gentleman from New Jersey.

Mr. GOTTHEIMER. Mr. Speaker, the bill will give investigators a clear framework to evaluate anti-Semitism and finally hold harassers accountable.

Don't just take my word for it. Thirty of our Nation's leading Jewish groups back this bill. Under the last three administrations, the State Department has used the IHRA definition to monitor anti-Semitism worldwide. This bill takes a commonsense step to formalize the IHRA definition for our education systems. Again, three administrations accepted this definition of anti-Semitism.

When I was at Columbia University last week, I told the administrators that we need deeds, not words to protect Jewish students.

Mr. Speaker, I am making the same ask of my colleagues. This bill is a critical step we can take to stand against hate. I hope my colleagues on both sides of the aisle will join us in supporting this legislation and stand strong against anti-Semitism with no excuses, no claims of commas that they don't like. Standing strong today against hate and anti-Semitism is what our country should stand for.

□ 1345

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentleman from New York (Mr. MOLINARO).

Mr. MOLINARO. Mr. Speaker, I would never question those who oppose this legislation's beliefs, their ideology, their religious faith. I do, however, question the motive.

We are in a moment of choosing, and there are not two legitimate sides to this issue. The erection of encampments on college campuses isn't an expression of speech, it is a direct threat to Jewish students on college campuses.

Those who spew hate and ignorance and anti-Semitism in multiple horrid forms aren't simply expressing a constitutional right; it is an infringement on the rights of Jewish students. Those who conduct themselves in this way are wrong.

They harass Jewish students who are innocently attempting simply to study. I know it and I have seen it firsthand, as I have visited students at Cornell and Binghamton in upstate New York. These students who think that they are simply extending their freedom of speech aren't understanding the hate, ignorance, and violence that is emboldened by it. They are wrong to feel entitled that they can simply occupy buildings and public spaces and damage public property. They are wrong.

Congress should not only establish a firm commitment to the basic definition of anti-Semitism, but it ought to speak with clarity that this is wrong. Perhaps if we had said that decades ago, we wouldn't see the escalation that we are seeing today.

Perhaps if college presidents simply accepted responsibility for the safety and security of their Jewish students, we wouldn't see the violence we have today, we wouldn't need law enforcement on college campuses to protect students. My God, we don't and should never need that kind of enforcement to protect the rights of innocent students: not in tents, not occupying buildings, not threatening hate, violence, or ignorance. We shouldn't need that kind of enforcement to ensure Jewish students can simply be Jewish students.

For that reason, I not only support the bill, I encourage my colleagues to do the same. Speak with clarity.

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

Mr. Speaker, every bit of conduct that Mr. MOLINARO described is loathsome, as he says, but that does not mean that we ought to pass a bill that threatens freedom of speech.

This bill will do nothing to help stamp out anti-Semitism on campuses or anywhere else, but it will threaten free speech for the reasons I stated before.

Mr. Speaker, I yield 2 minutes to the distinguished gentleman from Tennessee (Mr. COHEN).

Mr. COHEN. Mr. Speaker, I appreciate my chairman, and I also found the remarks that were directed at you to be reprehensible. I know you and I know your commitment to fair play and the First Amendment.

However, I have questions about this bill, and that is why I am here to listen to the debate. I don't know if Mr. LAWLER wishes to respond, but there is another bill, Representative MANNING and Representative SMITH's bill. It is bipartisan. It has, I think, 15 Members of each party on it. I have been trying to get on it, but they are doing this crazy balancing act that eliminates certain people.

I yield to Mr. LAWLER to ask if he would support H.R. 7921 and work with Mr. SMITH to get that brought to the floor.

Mr. LAWLER. Sure. I think any legislation that we can bring forward to combat anti-Semitism is critical, and I think Ms. MANNING and Mr. SMITH have done a great job working to bring a piece of legislation forward. I have introduced a number. This is but one of them.

I think the objective is to clearly define anti-Semitism and force accountability on these administrators and make sure the Department of Education has the teeth to enforce the 1964 Civil Rights Act.

Mr. COHEN. Mr. Speaker, reclaiming my time. I thank the gentleman. I appreciate his support for that, I think it is very important. I think it is a more inclusive bill, a broader bill. It takes in not just the problems at the universities but also takes on problems in the communities at large.

There has been anti-Semitism for over 2,000 years. The Jews have a homeland. Before they had a homeland, they didn't have that sense of security anyplace where they were. It has been threatened so many times and so many places over the years, and it should not be taken from them.

I was concerned, and Mr. NADLER made the point, that in 2017 in Charlottesville there were national socialist movements, Vanguard America groups, traditional workers parties, Klan members, all kind of rightwing anti-Semitic crowds, racist skinheads that were in Charlottesville. They marched around saying: ''Jews will not replace us.''

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. NADLER. Mr. Speaker, I yield an additional 1 minute to the gentleman from Tennessee.

Mr. COHEN. President Trump said there are good people on both sides.

Well, there are good people on both sides in Columbia, but there were not good people on both sides in Charlottesville.

That anti-Semitism needs to be addressed and has not been addressed by my friends on the other side, although Mr. SMITH has addressed it and there are others, so I don't want to paint a broad brush. There have been so many instances in history that have come not from these Palestinian supporters, but from skinheads, Neo-Nazis, and Klansmen, and that needs to be addressed. I think Mr. SMITH's and Ms. MANNING's bill addresses it. I hope that comes to the floor and we do a comprehensive attack on anti-Semitism.

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. SMITH).

Mr. SMITH of New Jersey. Mr. Speaker, I first thank Mr. LAWLER for his very, very passionate and articulate defense of our Jewish brethren. It was very, very moving, and I thank him for that.

Mr. Speaker, 42 years ago, my first human rights trip as a Congressman was to the Soviet Union to defend Jews against pernicious anti-Semitism. I never thought, however, that the anti-Semitic hate that I saw in Moscow and Leningrad could ever happen here, but it has. It is happening, and it is escalating.

The bigotry, intolerance, prejudice, and unbridled hatred for Jews and the Nation of Israel exploding on American college campuses today is absolutely disgraceful. It is morally impermissible and illegal that Jewish students are the targets of anti-Semitic hate and violence.

In both word and deed, Hamas is a terrorist organization that commits mass murder of Jews and seeks the evisceration of Israel. Don't believe it? Remember the horrific violence of October 7 and the ongoing ordeal of the hostages, or just read the Hamas Charter of 1988, the blueprint for genocide against Jews, a modern-day Nazi-like final solution.

As co-chair of the House Bipartisan Task Force for Combating Antisemitism, I thank my good friends and colleagues, MIKE LAWLER and JOSH GOTTHEIMER, for authoring the Antisemitism Awareness Act.

This important legislation will codify the IHRA working definition of anti-Semitism into title VI of the Civil Rights Act of 1964, the landmark antidiscrimination law. Schools that receive Federal funds must comply with title VI, and this bill will clarify that the Hamas hatred infecting our campuses must be dealt with as anti-Semitic discrimination that violates civil rights.

Special thanks, Mr. Speaker, to the police, who at great risk to their own personal safety are trying to mitigate the threats to Jewish students.

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

Again, anti-Semitism is a terrible thing. Hamas is a genocidal organization which wants to kill all Jews, not just the State of Israel. There is no question about that. There is no question we have to fight anti-Semitism. There is no question the Manning bill is a good step in that direction. There is no question we ought to give the Office for Civil Rights the 25 percent increase the President has requested to enforce title VI on college campuses where there has been no question there has been vile anti-Semitism.

That, however, does not mean we should pass this bill. This bill enshrines the IHRA definition, and I would remind you that the IHRA definition's chief author, Kenneth Stern said: Don't codify it in law because if codified into law, it would be destructive of free speech. The author of the IHRA definition said that.

The bill also specifically excludes the Jerusalem and Nexus definitions. There is no good reason for that. All three definitions give examples of things that may be seen as anti-Semitism, that may indicate anti-Semitism. None of them should be codified into law, as this bill would do for one of them.

I don't know why one and not the other two, but this bill would enshrine one of them into law against the will of its own author, who said this is my best definition, but don't enshrine it into law, or, rather, don't codify it into law because if it is made law, it could infringe free expression, and that is why not only the ACLU, but J Street, T'ruah, the Reconstructionist Jewish Movement, and a dozen other Jewish groups oppose this law, not because they support anti-Semitism—they obviously don't—but because they both oppose anti-Semitism and support freedom of speech, and those of us who oppose anti-Semitism and support freedom of speech ought to vote ''no'' on this bill.

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentlewoman from North Carolina (Ms. FOXX), the chairman of the Education and the Workforce Committee of the House.

Ms. FOXX. Mr. Speaker, America's colleges and universities are experiencing an explosion in anti-Semitism, including explicit support for terrorism. That these taxpayer-funded institutions have become forums for promoting terrorism is unacceptable.

Campus life has become a daily trial of intimidation and harassment for America's Jewish students. Two months ago, nine brave Jewish students described for the Education Committee how their schools have become hostile environments that include death threats and physical attacks.

At numerous schools, unlawful encampments now disrupt learning and endanger students. At Columbia, a campus rabbi warned Jewish students to leave campus. A Jewish Yale student was stabbed in the eye. The Antisemitism Awareness Act would provide a needed tool to help better determine anti-Semitic intent, which in turn would help ensure the safety of Jewish students.

I commend Representative LAWLER for this bipartisan, bicameral bill, and I urge its passage.

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

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentleman from Ohio (Mr. JORDAN), the chairman of the House Judiciary Committee.

Mr. JORDAN. Mr. Speaker, I thank the gentleman for yielding. Calls for the destruction of Israel, our dearest and closest ally, are wrong. Attacks on Jewish students on college campuses are wrong, as well. I thank Representative LAWLER and Representative GOTTHEIMER for this fine piece of legislation, and I thank the chairman of the Immigration Integrity, Security, and Enforcement Subcommittee of the Judiciary Committee.

The only way you stop this is to take action, and the Judiciary Committee started that yesterday. We sent a letter both to Secretary Blinken and Secretary Mayorkas asking three simple questions: Are the students, are the people engaged in this activity, this wrong activity, this radical activity on campuses against Jewish students, are they here on a visa? If they are, is the State Department taking actions to revoke that visa? If the State Department is taking those actions, is the Department of Homeland Security looking to remove these individuals?

Pretty basic questions, pretty important questions I think the Congress has the right to know about and the American people have a right to know about if we are ever going to stop the egregious activity going on. In order to stop it, you have to take action.

We are a legislative body. We have a piece of legislation that begins that process. Let's pass this legislation, and then let's do the oversight to get the answers to those questions so the bad guys doing this stuff on college campuses can't do it on a visa.

Remember, at Columbia, 55 percent of the student body is here on a visa.

Maybe the American people have a right to know the answers to those three questions. We posed them yesterday to Secretary Mayorkas and Secretary Blinken. Let's hope we get an answer soon. Let's hope the Biden administration steps up and starts taking action to stop what is going on.

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

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentleman from Georgia (Mr. CARTER).

Mr. CARTER of Georgia. Mr. Speaker, I rise today in support of H.R. 6090, the Antisemitism Awareness Act.

The pro-Hamas protests we are seeing now play out on TV that are taking place on college campuses are living proof of what happens when we tolerate hate and ignorance.

I recently spoke with the aunt of a 4-year-old girl who saw her parents and siblings murdered on October 7 by Hamas, and she was held hostage for 51 days, a 4-year-old held hostage after

seeing her parents killed in front of her.

That is the behavior that anti-Semitic college students are tolerating? It is disgusting, and it is criminal. They are learning it from those at the very top. We had a hearing not too long ago where college presidents refused to state that calling for the genocide of Jews was against their code of conduct.

Jewish students should feel safe on campus and deserve to be treated with dignity and respect. All students do. The Department of Education needs to use every tool at its disposal to provide Jewish students with a safe environment to learn.

Our laws should clearly reflect that discrimination includes the indisputable anti-Semitic rhetoric calling for violence against Jews. There are far too many inexcusable examples from this year alone, and this must stop. It cannot go on.

□ 1400

Mr. MCCLINTOCK. Mr. Speaker, I yield 2 minutes to the gentleman from Kansas (Mr. MANN).

Mr. MANN. Mr. Speaker, I thank the gentleman for yielding.

Mr. Speaker, the events unfolding at our country's colleges and universities are devastating. For years, we have taught Americans and committed ourselves to ''never again.'' Yet, we are watching the rot of anti-Semitism stain our American colleges and universities. We must reject the spoil of anti-Semitism and adopt a clear definition of what anti-Semitism is to better position college administrators and officials to respond to the terror these so-called protesters are bringing to Jewish students.

Many of these are not pro-Palestinian protests. They are ill-informed mobs who believe that Hamas, a terrorist organization, is somehow good for the people of Gaza. That couldn't be further from the truth. Hamas continues to use innocent lives as human shields and intentionally positions civilians in the middle of combat zones while using their tunnels to protect their own military leaders and fighters.

Is this what our Nation's students want to support?

To my colleagues across the aisle who have chosen to praise these anti-Semitism protests, is that what you stand for?

School administrators cannot straddle both sides of the fence here. We would not tolerate this sort of behavior toward any other group of students, and we must not start when the target is again on America's Jewish students.

All students deserve a safe learning environment, and by adopting this definition of anti-Semitism, our college campuses are more empowered to uphold and protect safe environments for Jewish students.

Congress must be clear. America stands with Israel, and we stand with Jewish students across every college campus in America.

Mr. Speaker, I urge all of my colleagues to stand with Jewish students and vote in favor of this legislation.

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

Mr. Speaker, I strongly support meaningful action to combat anti-Semitism. Unfortunately, that is not the legislation before us. We risk threatening freedom of speech while providing no new tools that the Department of Education does not already have to investigate claims of anti-Semitism.

The White House has developed a strong blueprint for countering anti-Semitism, and there is already legislation to implement these policies. We should be working together to pass that legislation and to provide our civil rights enforcement agencies with the resources they need to address anti-Semitism wherever it occurs.

This legislation is a distraction from the important work ahead of us to protect our students and all those who face discrimination. Not only is it a distraction, but it also threatens freedom of speech.

Mr. Speaker, I urge Members to oppose it, and I yield back the balance of my time.

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

Mr. Speaker, you cannot fight anti-Semitism if you cannot define it. The International Holocaust Remembrance Alliance offers us a clear and widely accepted definition rooted in the tragedy of the ages. After that horrific crime against humanity, the civilized nations of the world took a sacred oath: Never again.

To support that oath, these united nations restored the Jewish state to its historic homelands. That state is now under attack at home and abroad, and with this act, America stands with our Jewish brethren at home and abroad.

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

Ms. JACKSON LEE. Mr. Speaker, I rise today to speak on H.R. 6090—Antisemitism Awareness Act of 2023.

In light of recent events across the globe and here in the United States, where anti-Semitic attacks and hate crimes have risen, this bipartisan bill is an attempt to codify the definition of ''antisemitism''

Specifically, this bill would require the Department of Education to take the International Holocaust Remembrance Alliance (IHRA) definition of antisemitism into account when determining if an action or practice that violates Title VI of the Civil Rights Act of 1964 was motivated by antisemitic intent.

The IHRA defines antisemitism as the following:

''Antisemitism is a certain perception of Jews, which may be expressed as hatred toward Jews. Rhetorical and physical manifestations of antisemitism are directed toward Jewish or non-Jewish individuals and/or their property, toward Jewish community institutions and religious facilities.''

In its list of examples of anti-Semitic conduct, the IHRA includes ''[d]enying the Jewish people their right to self-determination, e.g., by claiming that the existence of a State of Israel is a racist endeavor,'' and ''[d]rawing comparisons of contemporary Israeli policy to that of the Nazis.''

While there is both support and opposition for this bill it is important to highlight the issues and concerns.

Namely, there is a concern that this bill will undermine free speech by codifying a singular definition of antisemitism.

Notably, however, the bill language provides a provision to explicitly protect against infringement of the First Amendment.

Additionally, while the Department of Education already utilizes this definition of ''antisemitism'' in its enforcement of Title VI civil rights claims, there is a concern that forcing the Department of Education to ''consider'' a particular definition of antisemitism does nothing to protect houses of worship, check antisemitic threats, or otherwise keep students safe on campus.

Rather, improving civil rights enforcement should be the real key to fighting antisemitism.

In May 2023, the Biden Administration created a ''U.S. National Strategy to Counter Antisemitism,'' a cornerstone of which is increasing enforcement actions by the Department of Education's Office for Civil Rights (OCR).

Since the October 7 attacks on Israel, OCR has seen a dramatic rise in discrimination claims.

President Biden's budget called for a 27 percent increase in funding to OCR, but funding remained level for FY 2024.

Last year, House Republicans pushed to cut funds for federal civil rights enforcement on college campuses by 25 percent.

Ultimately, however, House Republicans refused to increase OCR's funding.

Instead, they have fought adequately funding OCR to meet the surge in antisemitism complaints because, in the political hierarchy governing their culture war priorities, undermining LGBTQ civil rights is more important than protecting Jewish students from discrimination.

I think we can all agree that the recent rise in antisemitism in the U.S. is a real problem, yet sadly House Republicans mostly ignored it.

Thus, it is important to highlight that any support for this bill should also include corresponding support for the agency tasked with investigating claims of harassment and hate.

Supporting such a measure while stripping away the tools to effectively carry out its duties is short-sided.

In particularly, as we celebrate Jewish American Heritage Month this May, I must reiterate my condemnation to the rise of antisemitism—and call on my fellow elected officials,

faith leaders, and civil society leaders to continue to condemn and combat antisemitism, and to identify and educate others on the contributions of the Jewish American community.

And so, as we celebrate the Jewish American community's contributions this month, we too must honor their resilience in the face of a long and painful history of persecution.

Indeed, as stated by President Biden in his Proclamation on Jewish American Heritage Month, 2024—we must all ''remember that the power lies within each of us to rise together against hate, to see each other as fellow human beings, and to ensure that the Jewish community is afforded the safety, security, and dignity they deserve as they continue to shine their light in America and around the world.''

Ms. MCCOLLUM. Mr. Speaker, I rise to address my intended vote on H.R. 6090, the Antisemitism Awareness Act.

This bill would require the Department of Education to utilize the International Holocaust Remembrance Alliance (IHRA) definition of antisemitism when interpreting whether an action or practice violates the Civil Rights Act of 1964.

To be clear: I condemn antisemitism in all its forms and stand with the Jewish community as they mourn the losses sustained in the October 7 terrorist attack by Hamas and the subsequent increase in antisemitic incidents in the U.S. and around the world.

But requiring the Department of Education to use the IHRA definition would stifle free speech and curtail legitimate criticisms of the Israeli government's actions.

I concur with J Street, which noted: ''On its own, the IHRA Working Definition, coupled with its contemporary examples, is broad and can label legitimate political speech and critique of Israel as inherently antisemitic. We are concerned that this concerted campaign to require the use of the IHRA definition and its examples by law and regulation creates significant opportunities for abuse and politicization, including by future MAGA-aligned administrations.''

This bill violates First Amendment rights to share and debate ideas and express peaceful dissent. It is too broad and could lead to colleges and universities banning student groups that aim to provide safe refuge, community, and space to discuss issues that are important to them based on the opinion or statement of one student.

Mr. GALLEGO. Mr. Speaker, while I was unable to attend today's vote series, had I been able to attend, I would have proudly voted yes on H.R. 6090, the Antisemitism Awareness Act, which I am a cosponsor of. This legislation is an important step to protecting the American Jewish community, particularly in light of the alarming rise in antisemitic incidents across the country. The State Department has used the International Holocaust Remembrance. Alliance (IHRA) Definition since 2010, while the Department of Education has considered the IHRA definition of antisemitism since 2019 when reviewing, investigating, or deciding whether there has been a violation of Title VI of the Civil Rights Act of 1964. This legislation would make the IHRA definition the official policy of federal agencies, and I urge Congress to swiftly pass it.

The SPEAKER pro tempore (Mr. MEUSER). All time for debate has expired.

Pursuant to House Resolution 1173, the previous question is ordered on the bill.

Pursuant to clause 1(c) of rule XIX, further consideration of H.R. 6090 is postponed.

MESSAGE FROM THE SENATE

A message from the Senate by Ms. Lasky, one of its clerks, announced that the Senate has passed without amendment a bill of the House of the following title:

H.R. 1042. An act to prohibit the importation into the United States of unirradiated low-enriched uranium that is produced in the Russian Federation, and for other purposes.

The message also announced that the Senate has passed a bill of the following title in which the concurrence of the House is requested:

S. 2116. An act to require the Secretary of Commerce to produce a report that provides recommendations to improve the effectiveness, efficiency, and impact of Department of Commerce programs related to supply chain resilience and manufacturing and industrial innovation, and for other purposes.

The message also announced that pursuant to Public Law 106–398, as amended by Public Law 108–7, the Chair, on behalf of the Majority Leader, and in consultation with the Chairs of the Senate Committee on Armed Services and the Senate Committee on Finance, announces the reappointment of the following individual to serve as a member of the United States-China Economic and Security Review Commission:

The Honorable Carte P. Goodwin of West Virginia for a term beginning January 1, 2023 and expiring December 31, 2025.

MINING REGULATORY CLARITY ACT OF 2024

Mr. WESTERMAN. Mr. Speaker, pursuant to House Resolution 1173, I call up 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, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 1173, the amendment in the nature of a substitute recommended by the Committee on Natural Resources, printed in the bill, shall be considered as adopted, and the bill, as amended, is considered read.

The text of the bill, as amended, is as follows:

H.R. 2925

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 ''Mining Regulatory Clarity Act of 2024''.

SEC. 2. USE OF MINING CLAIMS FOR ANCILLARY ACTIVITIES.

Section 10101 of the Omnibus Budget Reconciliation Act of 1993 (30 U.S.C. 28f) is amended by adding at the end the following:

''(e) SECURITY OF TENURE.—

''(1) CLAIMANT RIGHTS.—

''(A) DEFINITION OF OPERATIONS.—In this paragraph, the term 'operations' means—

''(i) with respect to a locatable mineral, any activity or work carried out in connection with—

''(I) prospecting;

''(II) exploration;

''(III) discovery and assessment;

''(IV) development;

''(V) extraction; or

''(VI) processing;

''(ii) the reclamation of an area disturbed by an activity described in clause (i); and

''(iii) any activity reasonably incident to an activity described in clause (i) or (ii), regardless of whether that incidental activity is carried out on a mining claim, including the construction and maintenance of any road, transmission line, pipeline, or any other necessary infrastructure or means of access on public land for a support facility.

''(B) RIGHTS TO USE, OCCUPATION, AND OPERATIONS.—A claimant shall have the right to use and occupy to conduct operations on public land, with or without the discovery of a valuable mineral deposit, if—

''(i) the claimant makes a timely payment of—

''(I) the location fee required by section 10102; and

''(II) the claim maintenance fee required by subsection (a); or

''(ii) in the case of a claimant who qualifies for a waiver of the claim maintenance fee under subsection (d)—

''(I) the claimant makes a timely payment of the location fee required by section 10102; and

''(II) the claimant complies with the required assessment work under the general mining laws.

''(2) FULFILLMENT OF FEDERAL LAND POLICY AND MANAGEMENT ACT OF 1976.—A claimant that fulfills the requirements of this section and section 10102 shall be deemed to satisfy any requirements under the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.) for the payment of fair market value to the United States for the use of public land and resources pursuant to the general mining laws.

''(3) SAVINGS CLAUSE.—Nothing in this subsection—

''(A) diminishes any right (including a right of entry, use, or occupancy) of a claimant;

''(B) creates or increases any right (including a right of exploration, entry, use, or occupancy) of a claimant on lands that are not open to location under the general mining laws;

''(C) modifies any provision of law or any prior administrative action withdrawing lands from location or entry;

''(D) limits the right of the Federal Government to regulate mining and mining-related activities (including requiring claim validity examinations to establish the discovery of a valuable mineral deposit) in areas withdrawn from mining (including under—

''(i) the general mining laws;

''(ii) the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1701 et seq.);

''(iii) the Wilderness Act (16 U.S.C. 1131 et seq.);

''(iv) sections 100731 through 100737 of title 54, United States Code (commonly referred to as the 'Mining in the Parks Act');

''(v) the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.); or

''(vi) division A of subtitle III of title 54, United States Code (commonly referred to as the 'National Historic Preservation Act')); or

''(E) restores any right (including a right of entry, use, or occupancy, or right to conduct operations) of a claimant that existed prior to the date that the lands were closed to or withdrawn

from location under the general mining laws and that has been extinguished by such closure or withdrawal.''.

The SPEAKER pro tempore. The bill, as amended, shall be debatable for 1 hour, equally divided and controlled by the chair and ranking minority member of the Committee on Natural Resources, or their respective designees.

The gentleman from Arkansas (Mr. WESTERMAN) and the gentlewoman from New Mexico (Ms. STANSBURY) each will control 30 minutes.

The Chair recognizes the gentleman from Arkansas (Mr. WESTERMAN).

GENERAL LEAVE

Mr. WESTERMAN. 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. 2925.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 2925, the Mining Regulatory Clarity Act of 2024.

In May 2022, the United States Court of Appeals for the Ninth Circuit affirmed a lower decision revoking an approved mine plan for the Rosemont Copper Mine Project in Arizona. Commonly called the Rosemont decision, this determination upended decades of regulatory precedent and specific U.S. Forest Service regulations that allow approvals of operations on or off a mining claim so long as these operations meet environmental and regulatory standards.

If allowed to stand, the Rosemont decision would require the discovery and determination of a valid mineral deposit, meaning that operators must prove the existence of a commercially developable deposit on a claim before a plan of operations can be approved.

However, operators' plans of operations must include the intended uses of the surface of the mining claim, including those for waste rock placements, mills, offices, and roads. The mining plan of operations is key in determining the economic feasibility of a mining site, which in turn factors into the basis of determining which mineral deposits are commercially developable and, therefore, valid.

In short, the court's ruling puts the cart before the horse and fails to reflect the actual process of how one develops a mine. This bill would restore status quo as it existed before the misguided Rosemont decision and clarify that mine operators can continue to operate on Federal lands as they have for decades.

According to the Federal Land Policy and Management Act of 1976, ''It is the policy of the United States that . . . the public lands be managed in a manner which recognizes the Nation's need for domestic sources of minerals.'' The Rosemont decision blatantly disregards this statement.

With mineral demand expected to grow exponentially in the coming decades, Congress must safeguard and defend the country's ability to access our own resources.

Mr. Speaker, I urge all of my colleagues to join me in support of H.R. 2925, and I reserve the balance of my time.

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

Mr. Speaker, I rise today in strong but respectful opposition to H.R. 2925, the Mining Regulatory Clarity Act, as it has been named here, the fifth bill this week brought to you by our friends across the aisle, the GOP, who, unfortunately, this week seem to stand for guns, oil, and pollution.

My home State of New Mexico has a wealth of minerals, many of which are critical to the clean energy transition. We also have a very long history of mining. Mining, of course, has created thousands of jobs, supported economies across the Southwest and the country, and, of course, is an important part of our economies and communities. It has also left a toxic legacy of pollution in its wake.

As we move to the clean energy future, we cannot repeat the shortsightedness and injustices of the past. The Mining Law of 1872—let me say that again, 1872—a 150-year-old law that was signed into law by President Ulysses S. Grant after the Civil War, is still the law that governs mining on public lands to this day.

It gives mining companies rights over public lands that all other industries could only dream of. It makes mining the top priority use of our public lands and gives companies the right to develop any valid mining claim, no matter if that land is a sacred site, a beloved local recreation spot, the headwaters of a critical watershed, or a priority area for other kinds of development—not even if it would pollute a nearby community's water supply.

The Mining Act of 1872—not the bill before us but the one that is currently in effect—contains no environmental or community protections, does not require Tribal consultation, and does not charge companies a cent—not one—in royalties for the minerals that they extract on our public lands. Oil, gas, and coal don't even have that good of a deal.

Mr. Speaker, you heard that right. These mining companies, many of which are foreign-owned at this point, don't pay a cent back to the American people for the royalties of those publicly owned minerals. Not even Big Oil has a deal that good.

We cannot build a sustainable mining future for the United States on such a flawed foundation. This is a law from when the government was helping out prospectors, when it was chasing manifest destiny, and we didn't care if we destroyed everything in our wake.

Wake up. It is the year 2024. We don't have to manage our public lands using laws from the 1870s. Many of us agree that the mining law is badly in need of reform. Republicans, Democrats, Tribal leaders, local leaders, environmental advocates, even members of the mining industry themselves think that it is insufficient. What is astounding about the bill that is on the floor today, the so-called Mining Regulatory Clarity Act, is that it doesn't clarify the situation at all. In fact, it chooses to take us in the opposite direction, to before the 1870s. This bill removes the one frail safeguard that we have in that mining law of 1872. Under current law, a mining claim is valid only if it contains valuable minerals. Miners get the rights to the land only if there is something they can show to be mined there.

□ 1415

Under this bill, any American or, frankly, any American subsidiary of a foreign company, including those that are located in adversarial countries, can put four stakes in the ground on open public lands and pay less than $10 an acre per year to have exclusive rights to that land forever.

This bill would create a free-for-all on our public lands. It would enable our public lands to be given away, not just to the highest bidder but to the first person who got there.

Mining companies—or really anyone with any motive—could lock up any public lands to conduct whatever mining-related activities they want, from destroying sacred sites to building a power plant to encroaching on recreational areas.

What if the public wanted to use the land for recreation? What if it was an important site for cultural reasons? What if we wanted to put renewable energy on that land?

Too bad. Under this bill, the mining industry can use it for whatever it wants, including to dump toxic waste.

Now, some of my colleagues say that this is just codifying the existing practice, but let me tell you, that is not true.

As bad as the mining law is already, and we are talking about the one from the 1870s, it at least allows for the invalidating of claims when the claimant can't show or prove that the lands actually contain a valuable mineral, but this bill doesn't do that.

We have seen that in Ranking Member GRIJALVA's backyard where the proposed Rosemont mine wanted to dump toxic waste on public land. It wasn't allowed because the mine's land claim was invalid.

Now, here is the thing: When the company lost its case in court, it immediately—and when I say immediately, I mean the same day. That company announced that it found an alternative waste site on private lands. Wow.

Clearly, there was not an imminent need. The company simply would have preferred to put its dumpsite on land that was basically for free from the American people.

Let's be honest about what this bill is. It is essentially stripping away the only safeguards we have in a deeply flawed, very old mining law to give away more giveaways to corporate polluters.

On behalf of Ranking Member GRIJALVA, whom our prayers and our thoughts are with today, I include in the RECORD a letter from the Pima County Board of Supervisors in support of responsible mining and in opposition to this bill.

COUNTY ADMINISTRATOR'S OFFICE,
PIMA COUNTY GOVERNMENTAL CENTER,
Tucson, AZ, May 23, 2023.

Hon. Congressman RAÚL GRIJALVA,
House of Representatives,
Tucson, AZ.

DEAR CONGRESSMAN GRIJALVA: On May 16, 2023, the Pima County Board of Supervisors approved the attached Resolution 2023–12 opposing the Permitting for Mining Needs Act (H.R. 209) and the Mining Regulatory Clarity Act (S. 1281), and supporting meaningful mining reform. Since then, we became aware of H.R. 2925, which is identical to S. 1281. All three of these bills contain similar language intended to legislatively reverse decisions by the U.S. District Court for Arizona and the Ninth Circuit Court of Appeals, which halted the construction of the proposed Rosemont mine on the eastern slopes of the Santa Rita Mountains, within the Coronado National Forest. Located south of Tucson, within Pima County, this mountain range provides disproportionally high amounts of water for runoff and ground water recharge for the greater Tucson basin, is recognized worldwide for its biodiversity, is culturally important to a number of tribes, and serves as a respite for Southern Arizonans. The ruling confirmed that the Forest Service should have required proof that the mining company's unpatented mining claims were valid before permitting the mining company to dump waste rock and tailings on public land.

All three bills contain language that would allow those with mining claims to ''use, occupy and conduct operations on public land, with or without the discovery of a valuable mineral deposit.'' In addition, those with claims could carry out mining activities on other federal lands absent of claims. This legislation prioritizes mining over other equally important interests and is likely to result in significant unintended consequences. This legislation would remove the ability of federal land management agencies to balance the need for other equally important uses of public land. Furthermore, this legislation is not needed. The mining industry still has the ability to gain access to public land via land exchanges, special use permits, and other permitted means. However, because these actions are discretionary, they allow for an informed and balanced approach to managing a multitude of uses across public lands.

This legislation also has a number of unintended consequences that are alarming for the State of Arizona and Pima County. Not only would these bills increase the ability for nuisance claims on Federal land that could block other necessary federal projects and increase destructive speculation without mineral extraction, our understanding is that they could also impact split estate lands. Split estate lands are lands where the surface is owned separately from the subsurface mineral rights. In Arizona, this is a common occurrence. For instance, the surface can be owned privately, by a local government like Pima County, or managed in trust by the Arizona State Land Department; whereas the subsurface mineral rights are publically owned and managed by the Federal Government. Mining companies or others can make claim to these subsurface minerals, the exploration and development of which can significantly impair the rights of the surface owner to use the surface for its intended purposes.

As the Bureau of Land Management explains on their website:

''When the surface rights to a piece of land and the subsurface rights (such as the rights to develop minerals) are owned by different parties, the mineral rights often take precedence over other rights.''

In addition, the legislation essentially makes mill site claims moot, which were one way that mines could gain access to federal land for waste and tailings in areas that specifically did not have mineral value. Congressional or administrative mineral withdrawals would also be substantially impacted, or complicated. Valid unpatented mining claims are protected or excluded from withdrawals, but this legislation makes moot the concept of ''validity.''

What is needed is comprehensive and meaningful mining reform, not these shortsighted changes that provide the mining industry with exclusive rights to public land.

Please know that Pima County is not antimining. The copper mines in Pima County have contributed significantly to national and international copper supplies. Pima County has a good relationship with our two largest copper producers, Freeport-McMoRan and ASARCO, and in particular has taken actions to support expansion of existing mining operations in the area southwest of Tucson. This area is less biologically diverse and more suitable for development, according to the County's comprehensive Sonoran Desert Conservation Plan and U.S. Fish and Wildlife Service Section 10 permit, both of which were developed based on the best available science and informed by extensive public input. This area also has significant copper reserves for future development. Pima County has also worked cooperatively with two copper mining companies that proposed reopening an underground mine on Mt. Lemmon, north of Tucson, both of which voluntary offered to comply with the County's Sonoran Desert Conservation Plan and related conservation guidelines.

In summary, Pima County strongly opposes S. 1281, H.R. 2925 and H.R. 209 and the damaging intended and unintended consequences to the public health, safety and welfare of our community. In addition, we continue to seek comprehensive mining reform akin to the comprehensive, science-based and community informed conservation planning undertaken by our local community in partnership with Federal agencies.

Sincerely,

JAN LESHER,
Pima County Administrator.

Attachment:

RESOLUTION OF THE PIMA COUNTY BOARD OF SUPERVISORS OPPOSING THE PERMITTING FOR MINING NEEDS ACT AND THE MINING REGULATORY CLARITY ACT, AND SUPPORTING MEANINGFUL MINING REFORM

Whereas, Pima County and the Pima County Board of Supervisors have long advocated for meaningful reform of the 1872 Mining Law, acknowledging that mining is necessary and should occur in places and with methods that protect the health, safety, and welfare of our County's residents; and

Whereas, on January 2, 2023, the ''Permitting for Mining Needs Act of 2023'' was introduced as H.R. 209 in the United States House of Representatives; and

Whereas, on April 25, 2023, the ''Mining Regulatory Clarity Act'' was introduced as S. 1281 in the United States Senate; and

Whereas, both Acts do not provide meaningful mining reform and instead would make it easier for mining companies to gain access to federal lands at the expense of all other uses such as recreation, tourism, conservation, watershed protection, climate mitigation, traditional uses by Tribal Nations, cultural and historic preservation, healthy forest management, and other uses that contribute significantly to the local, state, and national economies; and

Whereas, both Acts would allow mining companies to ''. . . use, occupy, and conduct operations on public land, with or without the discovery of a valuable mineral deposit.'' This includes dumping waste and tailings on federal land without the need to prove valid mining claims, as well as on federal land absent of claims; and

Whereas, both Acts would authorize actions where mining companies secure rights on our federal public lands through unpatented mining claims without proving that the claims are valid, actions that have occurred for too many years; and

Whereas, both Acts are intended to legislatively reverse recent decisions by the United States District Court for the District of Arizona (''District Court'') in 2019 and the Ninth Circuit Court of Appeals (''Ninth Circuit'') in 2022 halting the construction of the proposed Rosemont Mine on the eastern slopes of the Santa Rita Mountains, located in Pima County, and the dumping of waste rock and tailings on 2,500 acres of unpatented mining claims in the National Forest; and

Whereas, the District Court's ruling, which the Ninth Circuit later affirmed, confirmed a long-standing concern, raised by Pima County since the beginning of the Rosemont Mine federal review process in 2006, that Federal agencies such as the U.S. Forest Service failed to consider whether Rosemont held valid unpatented mining claims; and

Whereas, the District Court's ruling confirmed that the Forest Service needs to consider reasonable alternatives when reviewing mining proposals, providing the opportunity for a more balanced approach to public lands management.

Now Therefore Be It Resolved That:

1. The Pima County Board of Supervisors opposes the Permitting for Mining Needs Act and the Mining Regulatory Clarity Act, as well as any similar legislation that attempts to allow mining projects on public lands in areas without mining claims and in areas with unproven mining claims, and supports meaningful mining reform;

2. The Pima County Board of Supervisors calls on Arizona's Congressional delegation to oppose the Permitting for Mining Needs Act and the Mining Regulatory Clarity Act;

3. The Pima County Board of Supervisors directs the County Administrator and the County's Federal lobbyists to take the necessary measures to communicate Pima County's opposition to the Permitting for Mining Needs Act and the Mining Regulatory Clarity Act;

4. The Pima County Board of Supervisors directs that communications to our Congressional delegation emphasize Pima County's support for meaningful mining reform and our record of supporting mining projects in Pima County that adhere to local health, safety, and conservation guidelines;

5. The Pima County Board of Supervisors opposes piece-meal legislation that does not address the issue of mining reform comprehensively; and

6. The Pima County Board of Supervisors affirms support for the rulings by the District Court and the Ninth Circuit Court of Appeals, which is consistent with past resolutions and actions of the Pima County Board of Supervisors.

Ms. STANSBURY. Mr. Speaker, it is not just the mining industry that gets

to have free rein on these lands from other uses.

One of the things that is important to understand about the language in this bill is that any actor with a few dollars to spare could lock up these public lands and just sit on them until somebody buys them out.

That means anyone who wants to use the land, and that could be for recreation, renewable energy, transmission, or even for another mining claim, would be blocked out so long as somebody was sitting on that claim. Again, this bill takes away the only requirement to show an interest in actually mining the land and just rewards the first person to make a claim.

This bill is not only a giveaway to the mining industry; it is literally a giveaway of our public lands. It is completely mystifying because this isn't even what the American people want.

Our friends across the aisle continue to push for an agenda that the American people haven't even asked for. They voted to cut veterans' benefits, to raise healthcare costs, and to enrich and provide these corporate giveaways, just like in this bill. Where is this coming from? I ask my friends: Where is this coming from?

I urge my colleagues to vote against this toxic polluter giveaway, and I reserve the balance of my time.

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

With all due respect to my friend from New Mexico, I greatly appreciate her passion to protect this administration, to protect an administration that is having an attack on American mining, on American energy that is causing prices to increase, for inflation to go up, and it is causing us to be more dependent on our adversaries like China for minerals and elements, like Russia, OPEC, Venezuela, all of the above, Iran, for our energy. I understand that she is passionate about that, and I respect her passion.

When we talk about an old, archaic mining law that Ulysses S. Grant signed into law in 1872, I am reminded of something our Founders did long before that.

In 1787, they passed or established our Constitution that says that there is separation of powers, that the legislative branch legislates and that the executive branch enforces.

Now, almost 250 years later, we have got an administrative branch, and thanks to the administrative state in the Administrative Powers Act, we have bureaucrats that think their job is to legislate.

We are not changing the law, the mining law. We are pushing back on rules that are being pushed out by an administration that thinks it is their job to legislate.

I will remind my friends across the aisle that 2 years ago, they controlled the House, the Senate, and the White House. They had an opportunity to change the mining law, and they didn't do it. We are not changing the mining law. We are pushing back on overreaching regulations from the administration.

Mr. Speaker, I yield 4 minutes to the gentleman from Minnesota (Mr. STAUBER), the chair of the Subcommittee on Energy and Mineral Resources.

Mr. STAUBER. Mr. Speaker, I rise to support H.R. 2925, the bipartisan, bicameral Mining Regulatory Clarity Act of 2023, offered by my good friend from Nevada, Representative AMODEI. I thank Representative AMODEI for introducing this legislation.

Nevada and Minnesota are both mineral-rich States, and they are both States that the Biden administration has targeted as part of their antimining agenda.

The bill before us is simple. It codifies what is known as the Rosemont fix. It restores the longstanding interpretation of the Mining Law of 1872, along with agency regulations governing hardrock mining policy on our Federal lands.

In May of 2022, the U.S. Court of Appeals for the Ninth Circuit upended decades of said law when it affirmed a lower court decision revoking an approved mine plan for the Rosemont Copper mine project.

The decision limited the ability of the Forest Service to approve necessary mining support facilities and activity, which is necessary for mining operations. This decision from the Ninth Circuit put virtually every new domestic mining project in jeopardy.

During our legislative hearing earlier this year, an official from the Biden administration argued that it won't be necessary to codify the Rosemont fix into law simply because of an existing solicitor's opinion from last year that he argued addressed the issue at hand.

However, this same witness also admitted the obvious. The solicitor's opinion can be rescinded or changed with the stroke of a pen. The solicitor's opinion is an administrative action that can be undone or changed at the whim of this or any future administration.

We all know the durability of administrative actions. These actions are law of the land for 4, maybe 8 years in some cases.

Mr. Speaker, considering domestic mining projects are multidecade investments, why would a mining company ever decide to invest billions of dollars in a project when they are only guaranteed 4 or perhaps 8 years of regulatory clarity? That is why the bicameral, bipartisan Mining Regulatory Clarity Act is necessary.

The only way to fix the Rosemont decision is to codify the fix in law. This legislation, contrary to what some of my colleagues will argue, won't radically change or create new domestic mining policy. It simply builds regulatory certainty and reinstates the longstanding interpretation of the Mining Law of 1872 and longstanding agency regulations that were the law of the land before 2022.

We are all well aware of the Biden administration's ambitious goals to transition to renewable energy and other technologies that rely on critical and rare earth minerals.

Mr. Speaker, if we can't mine these minerals domestically, thanks, in part, to the Rosemont decision blocking new domestic mines, where does the administration expect these minerals to come from? The only answer I can think of is adversarial nations like China.

Continued lack of clarity on the Rosemont decision is not a benefit to the American people but a benefit to the Chinese Communist Party.

The answer is pretty clear. You can either support domestic mining with the strictest environmental and labor standards here in the United States and across the world, or you can support Chinese Communist Party-controlled mineral supplies that have zero environmental standards, zero labor standards, and they use child and forced slave labor. That is a fact.

I urge my colleagues to support this bill, Mr. Speaker.

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

I deeply appreciate my friends across the aisle for their clarification of their intent, but unfortunately, we can't go forward based on intent. We actually have to go forward based on the bill that they introduced and are asking us to vote on.

I am going to do a little reading from your bill to help clarify for the American people what this bill actually says.

First of all, it addresses security of tenure. For folks that aren't familiar with this kind of jargon, that means ownership, who gets to hold the rights to this land.

Then it defines the kinds of operations that would be tied to this tenure. So let me read them to you. This is what it says in the bill: ''Prospecting, exploration, discovery and assessment, development, extraction, or processing.'' It also goes on to clarify that you can do any activity that is found to be reasonably incident to an activity described in another clause of this bill.

It goes on to say right here in the bill, words on the page, and this is what we were asked to vote on: The ''Rights to Use, Occupation and Operations''—which we have already laid out is basically anything you want to do on the land—''A claimant shall have the right to use and occupy to conduct operations on public land, with or without the discovery of a valuable mineral deposit. . . . ''

Yo. This is a giveaway of our public lands. You can say whatever you want on the floor, but the bill that we are voting on literally says: Whatever you want to do on that land, as long as you pay the fee of $10, you show up, and you

make the claim, it is yours. This is a giveaway of public lands. It guts the only safeguard from our Mining Law of 1872.

I want to just make that clarification, and in a moment, we will get more into Rosemont, but I do want to take the opportunity to yield to my dear friend.

Mr. Speaker, I yield 6 minutes to the gentleman from California (Mr. HUFFMAN).

Mr. HUFFMAN. Mr. Speaker, I thank the gentlewoman from New Mexico for yielding, and I thank her for also actually reading the bill. Sometimes the truth matters in these debates.

We have to take many things with a grain of salt. We have been lectured about national security from folks who just last week voted to deny aid to Ukraine. The pro-Putin caucus is actually lecturing us about national security. You have to take it all with a grain of salt or maybe with a glass of vodka in this particular case.

In regard to this bill, the mining industry says they need this bill to provide regulatory clarity. Well, if it is clarity our colleagues across the aisle are seeking, this bill certainly delivers it because in the name of regulatory clarity, they would let any mining company do, essentially, whatever they want in any open area of public lands.

We have our long-outdated Mining Law of 1872 that already gives more rights to miners than any other public land users by far.

Under current law, as long as they have four stakes in the ground and keep up with their nominal annual fees, any open public lands are theirs for the taking.

Of course, for our colleagues across the aisle, that is not enough. For the mining industry, it is never enough.

□ 1430

Under this bill, the land that they are after wouldn't even need to have valuable minerals for miners to hold a valid mining claim. Under this bill, they actually don't even need to have a mining claim at all. This bill would allow any activity even slightly related to prospecting, exploration, discovery and assessment, development, extraction, or processing of minerals, regardless of whether that activity is carried out on a mining claim. It also waives any payment of fair market value for the use of public lands and resources for mining-related activities.

My colleagues say they are interested in clarity. Let's be very clear what all of this means. If a mining corporation decided to build a large-scale power plant directly outside a national park to support their claim, they could do it under this bill. That same mining corporation could build a polluting processing plant right next to the power plant and suck the aquifers dry to support their mine, under this bill.

They could build a network of pipelines and roads or anything else the mining company decides is ''necessary infrastructure'' across grazing areas or priority areas for renewable energy development or anything else they want.

They could also permanently bury sacred sites near their mining claim. They could bury it in toxic waste under this bill. None of these tangential activities would have to go through the usual evaluation of public lands use because they would be given the same priority rights the mining industry already enjoys on public lands.

If all of that wasn't enough, under this bill, the mining industry, or, frankly, any bad actor with a handful of dollars, could effectively block any other use of our public lands, like recreation, like natural carbon storage, access to traditional and cultural resources, renewable energy projects, or any number of other important uses.

This bill says that anyone—and I do mean anyone—could do any so-called mining-related activities on or off a mining claim for a mere $10 per acre per year.

This entire bill is one of the most egregious giveaways of our public lands and resources most of us have ever seen, and that is saying something because we have seen a lot of proposed giveaways from our friends across the aisle. Our public lands would become the mining industry's playground or dumping grounds as they see fit.

There are other important uses for our public lands. Our public lands and waters should also be considered for solar, for wind, and for geothermal resources. This bill threatens to hand absolute control to mining companies and would jeopardize the crucial role public lands can play in responsible, renewable energy production, among other important uses.

Our public lands serve as substantial carbon sinks, aiding both communities and ecosystems in adapting to the challenges brought on by the climate crisis that our friends ignore and deny.

These lands should not belong to the mining industry and other exploitive actors. They should belong to all Americans.

Our public lands deserve our protection. We need real reform of this antiquated mining law from 1872 to put other uses of our public lands on equal footing with the mining industry. We need to prioritize Tribal sovereignty, community input, and environmental protection to give Americans a fair return for their public minerals.

The good news is, that bill already exists, and I am a proud cosponsor of ranking member Grijalva's Clean Energy Minerals Reform Act. It would do all of those important things. That is the bill we should be considering today. Instead, we have the bill before us that would double down on the mining law of 1872's worst ideas.

This is the wrong move for a modern, sustainable mining industry, it is the wrong move for America, and I urge my colleagues to vote ''no.''

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

As I talked earlier about the Constitution and how it is the legislature that makes the laws, it is not through an administrative rule and it is also not by court decision, not the third branch of government that gets to make the laws. It is Congress that gets to make the laws.

When the Court has stepped in and made a ruling that creates uncertainty, it is causing mines not to be developed in the United States. Mining companies don't know if they can get a permit. If they cannot get a permit, they have to prove that there is material there before they get a chance to develop the permit. We need this legislative fix that only Congress can provide, to provide clarity and certainty so that we can develop these mineral resources here in the United States, which simply isn't happening today.

I will remind my friends across the aisle that under the law that this bill would codify, operators must still, as they have for decades, submit a mine plan of operations to the BLM or Forest Service for approval before building a new mine under the authorities that we would be giving them in this legislation.

The Bureau of Land Management and the Forest Service both have strict time-bound requirements on what a claimant must do to maintain a claim and what they can do with a claim on Federal land to conduct mining.

If a claim holder does not meet these requirements, BLM or the Forest Service has the power to enforce compliance or immediately suspend the claimant from the area.

Now, while my friends across the aisle are doubling down on this administration's attack on American mining and energy development, while they are cheering on the Ninth Circuit, Republicans are taking action.

Mining is not happening in the United States because of the impediments that my friends across the aisle are causing.

Where is mining taking place? It is happening in China. If you go back just to 1995 and take one mineral that is critical to the lower-carbon energy sector that my friends talk about so much, you can't do that without copper. In 1995, the United States produced over three times more copper than China. If you look at 2020, China is producing about 10 times more copper than we are.

This is one metal. We could repeat this chart for critical elements and for other metals. If you look at it for steel, we produced more steel than China in 1995. They produce 12 times more steel than we do today.

When these renewable energy projects take place, when mandates are put out there to build electric vehicles, where are these materials coming from? We don't have the processing capacity anymore either. We have got two copper smelters. China has got over 50.

China controls 60 percent of global production, an estimated 90 percent of

processing, and over 75 percent of manufacturing of critical minerals. In terms of individual minerals, China refines 72 percent of global-refined cobalt, 98 percent of global gallium, and 85 percent of global-refined rare-earth elements.

China also currently dominates the world's electric battery market, producing about 90 percent of the raw materials and 77 percent of global EV battery manufacturing capacity.

Disallowing domestic mining will only drive both our allies and ourselves into further reliance on China. We are disallowing mining at the same time we are putting mandates out there for people to drive electric vehicles.

By breaking even the first link in the Chinese global supply chain, we will be able to send strong market signals to American companies looking to invest in domestic mining and processing ventures. That is what H.R. 2925 would do.

The Republican ideas are pro-America and pro-American supply chain. They are using the resources that God has blessed us with. If we don't pass this bill, we are just going to be more reliant on China, and we are going to see less development in the U.S.

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

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

I want to take on some of these arguments to make sure that folks understand the broader context in which American mining and manufacturing occurs.

First of all, we just heard some claims that these mining companies can't figure out how to get their mines permitted. Well, I hate to inform my colleagues across the aisle, but most of our companies these days are multibillion-dollar, multinational companies that spend literally millions of dollars a year to lobby Federal, State, and local entities and to employ folks to navigate these processes. These are not entities that are struggling to figure out processes.

Secondly, the United States has not disallowed mining. There are many mines in operation. If my friends across the aisle would like to visit New Mexico, I can take you to one of the largest copper mines in North America. There is lots of mining happening in the United States.

It is true that up until the 1990s, we were a net exporter of critical minerals here in the United States. What caused American production to tank was not laws and regulations; it was global commodity prices, just like oil and gas. What happens when there is international competition is that local entities cannot compete because of competitiveness on the global commodities market.

We are all for American competition. We are all for Made in America. That is why our President, of course, has led, and the Democratic Congress passed, three major bills for a renaissance of American manufacturing and our economy: The Bipartisan Infrastructure Law, the American Chips and Science Act, and the Inflation Reduction Act, which are making the largest single investment in reshoring American jobs in modern history. That is the reality of what is happening on the ground.

I want to take the opportunity to yield to my dear friend and my sister from New Mexico.

Mr. Speaker, I yield 4 minutes to the gentlewoman from New Mexico (Ms. LEDGER FERNANDEZ).

Ms. LEGER FERNANDEZ. Mr. Speaker, America was blessed by our creator with natural beauty and an abundance of natural resources, from grazing to farmlands to minerals, fossil fuels, solar, and wind so we could feed our families and fuel our progress.

We owe the American people, and, most importantly, our children and grandchildren, a duty to protect those resources so they are available for future generations and Americans are not left with public lands that have been degraded, mines that have been depleted, and profits sent off to foreign corporations. Yes, there are profits sent to China because they own some of those mines.

H.R. 2925 would make it harder to protect the lands that make this country beautiful. Worst of all, it favors the biggest mining corporations and even allows foreign corporations to take American resources for free.

There is a long history of bad actors exploiting, misusing, and abusing their mining claims, especially those corporations with ties to foreign adversarial nations.

H.R. 2925 would give away our Federal lands to these bad actors. Why would Republicans work on a bipartisan basis to ban China from mining American data with TikTok but then be okay with China mining American natural resources for free? Why?

Under the Republicans' proposal, Chinese corporations with the money could put four sticks in the ground, pay a fee, and then claim that land for mining without even proving the existence of these important minerals.

I also point out, in response to my esteemed colleague, that there is mining going on. As noted earlier, we have the Chino mine in New Mexico. It produces copper. It has been producing copper for generations, in fact, for hundreds of years.

Guess what. It is an American company. Freeport-McMoRan is an American company. It is international, but it is American.

We want to do that. We want to make sure that American companies are the ones mining American resources. These are public resources.

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

My amendment would bar companies from adversarial nations, including China, from conducting mining activities on our public lands. They shouldn't be allowed to exploit American resources and pollute our public lands and to take those resources back to China for free.

Let's make sure the profits stay here, the resources stay here, and the innovation stays here. Why wouldn't my Republican colleagues support that kind of amendment?

I ask unanimous consent to insert in the RECORD the text of this amendment immediately prior to the motion to recommit.

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

There was no objection.

Ms. LEGER FERNANDEZ. Mr. Speaker, I hope my colleagues will join me in pushing back against China owning our resources and voting for this and making sure American companies are the ones owning our resources. I hope they will vote for the motion to recommit.

□ 1445

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

Mr. Speaker, I find it very rich that my friends across the aisle are bringing China into the equation now. The simple fact is that, under this administration and under this court ruling, nobody is going to be mining in the United States. They know China is not going to mine anything here under their policies, but also no American companies are going to be able to develop mines under their policies.

At the same time, they are pushing this electrification of everything and electric vehicles. They approved billions and billions of dollars in the so-called Inflation Reduction Act. That is hard to say because we all know it drove inflation higher. In that bill, the IRA, they approved billions of dollars to invest in things that require metals and critical minerals.

The question was asked in the opening statement: Who wants this? Who wants mining in the United States?

I think the answer is everybody wants what comes from mining except my friends across the aisle. They don't want it in their backyard. They want their cake, and they want to be able to eat it, too. They want to have all these metals and critical elements that can be used to make and manufacture the things that they think are going to save the planet, but they just don't want it to happen here in the U.S., where we have the strictest mining laws, the strictest labor laws, and the strictest safety laws. We do things right here. We recover mines correctly.

What they want to do is have all their electric cars, solar farms, windmills, and transmission lines and magically get this material from somewhere else.

There are mines. There are still mines all across this country, but the

fact is they are not even coming close to meeting the demands that we have. Even though we have everything we need in the U.S., it is just in the ground.

Reaching net zero emissions by 2050 would require more copper than has been produced over the entire course of human history. That is the challenge we face under Democratic policy: a demand for more copper than we have mined in human history between now and 2050 if we were going to get to net zero emissions.

How are we going to do that if we don't use the elements and minerals that God has blessed us with here in our country? The simple answer is that we are going to have to rely on somebody else to supply that. Guess who the number one supplier of nearly every one of those metals and elements is in the world today? It is China. That is the simple fact.

We can make a decision to either support H.R. 2925 and support American minerals and resources, or we can leave the status quo under the Rosemont court ruling and rely more on China and others, even Russia. We have talked about nuclear power, which could be a great contributor to zero emission energy. Most of our uranium now comes from Russia.

So whom do we want to rely on? Where do we want that wealth to go when Americans spend their money on energy and minerals? I would rather it stay here in America supporting American mining, supporting American jobs, and supporting American processing and manufacturing.

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

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

Mr. Speaker, I want to reiterate that we do have mining in our backyards. As the gentlewoman from New Mexico and I both noted, we have multiple mines in New Mexico. What we don't want are mines poisoning our watersheds and destroying sacred sites irrevocably. What we fear and what we know, based on the language that is in the bill that we will be voting on and that we are debating today, is that that would be the outcome of what they are trying to pass.

I also want to clarify for the record that we actually had Secretary Deb Haaland this morning in front of our committee. She stated this morning that the Biden administration has approved 40 new mines or mining modification permits just since President Biden took office, including 5 critical minerals mines, so the assertion that we heard this afternoon that there has been no new mining is just false.

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

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

Mr. Speaker, there is another side to this story, as well. My colleagues can try to frame it that they are okay with it in their backyard because they have some of it there, but for the future, they don't want any more of it in their backyard.

I am from Arkansas. We have about 10 percent of our landmass as Federal lands, but when you go out West, Federal lands can account for as much as 86 percent of the land area in certain States and can account for 75 percent of our Nation's metals production.

When you look at that, Mr. Speaker, more than one-half of federally owned public lands are already either restricted or banned to mining operations due to withdrawals under the Federal Land Policy and Management Act, the Antiquities Act, and specific congressional actions.

If land hasn't been withdrawn from operation under the mining law, such as the land outside the Grand Canyon, then no new mining claims can be staked.

So, I am asking, how much is enough? How much of our land do we have to lock up and say that you can't have access, can't manage it, can't produce energy off of it, and can't mine on it?

It seems as if, as time goes on, the answer is all of it. We want to lock all of it up. We want to be reliant on somebody else who is doing a lot more damage to the environment somewhere on the planet than we do here in the U.S. when we mine in a very environmentally friendly manner and sustainably with the highest levels of standards.

Mr. Speaker, we can try to frame this any way you want to, but when we are having to import so much of our metals and critical minerals when they are right here in the ground in the United States, then that is a ''not in my backyard'' policy.

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

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

Mr. Speaker, I feel compelled to address the specific example that was just brought forward about a mining exclusion in the Grand Canyon because I believe that the exclusion that we are talking about was to mine uranium in the Grand Canyon.

Now, I ask the American people: Is that what you would like to see?

In New Mexico, we know the legacy of uranium mining. Our communities are dying from it, the mining communities whose water has been poisoned for generations and those who have been impacted by the materials that were built from that uranium.

That is why Congresswoman LEGER FERNANDEZ has been leading an effort that is bipartisan and bicameral with our colleagues from New Mexico to get a RECA amendment passed in this Chamber so that we can help address those communities.

That is why we should not be mining uranium in the Grand Canyon.

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

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

Mr. Speaker, I want to assert my firm belief that we should not be mining uranium in the Grand Canyon.

Nobody was ever proposing to mine uranium in the Grand Canyon, but a favorite talking point of my colleagues across the aisle is to say that these evil mining companies are going to be mining uranium in the Grand Canyon.

It is as if there is going to be this big excavator reaching over the side, digging out and making the Grand Canyon even more grand. The uranium deposits are well outside the boundaries of Grand Canyon National Park. They are in land north of the Grand Canyon between the boundary of the Grand Canyon National Park and the State of Utah.

It is an easy talking point to say that we are going to ban mining in the Grand Canyon. Guess what, Mr. Speaker? I don't know anybody who wants to mine in the Grand Canyon.

I do want to reiterate and push back on the assertion that the Mining Regulatory Clarity Act is unnecessary and that mining companies should have to prove the existence of a valid claim before beginning any operations.

A 2020 Department of the Interior solicitor's opinion stated: ''As a practical matter, requiring the discovery of a valuable mineral deposit before allowing any reasonably incident mining uses, including the removal of any minerals, puts the cart before the horse, since such uses and removal are necessary to make a discovery. If entering open lands to explore for and develop minerals is considered 'unauthorized' unless or until miners have proven a discovery of a valuable mineral deposit, they could not, as a practical matter, ever discover a valuable mineral deposit and all mining would effectively be prohibited. Such an outcome was clearly not the intent of Congress, in no small part because such an interpretation would also leave many, if not most, miners legally in trespass.'' That all came from that solicitor's opinion.

It is clear that H.R. 2925 is a legislative fix that only Congress can provide. It is needed to provide clarity and certainty in the United States' ability to responsibly mine materials essential to our national security and to make us economically competitive.

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

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

Mr. Speaker, proponents of H.R. 2925 would like to argue that this bill is a surgical fix to a problem created by the Ninth Circuit Court of Appeals' decision on the Rosemont Copper Mine. If this is surgery, then like the mining law of 1872, it is surgery with an ax, not a scalpel. If that evokes an image for you of our post-Civil War surgical maneuvers, then that is what this bill

does because it takes away guardrails to protect our communities.

Let's clarify. In 2022, a panel of the Ninth Circuit Court ruled that the proposed Rosemont mine in southern Arizona could not use invalid mining claims to permanently bury Colorado's thousands of acres of national forests in mining waste, including sites that were sacred to multiple Tribes. The court ruled that it was not a valid mining claim to do this.

The requirement that mining claims must contain valuable minerals for the claim to be valid is a core tenet of the mining law. It is the one, as we have said, fragile guardrail that we have in this antiquated law.

For over 150 years, the mining law of 1872 has given mining precedence over all other uses and values of our public lands. This imbalance of power has left a toxic trail of pollution, destruction, and desecration of sacred sites, and it continues to impact our communities today.

We urgently need to reform the mining law. Instead, the bill that is being put forward here today would make things worse and take us back. It is such a breathtaking giveaway of our public lands that former Department of the Interior Solicitor John Leshy said that it should be called the mining charity act because of the giveaways for these mining companies rather than the Mining Regulatory Clarity Act.

This bill allows anyone to put a stake in the ground in any open public land and pay less than $10 a year to make a claim to those rights forever. Our public land managers have long said that once there is a mining claim in place, they cannot say no to anything mining related on that land.

If this bill becomes law, then the mining industry would be free to pick and choose which of our public lands to lock away and then permanently bury, destroy watersheds, or pollute our communities, to do whatever it wants on those lands that it has tied up. The unintended consequences of this bill go far beyond mining and could hurt our communities irrevocably.

I want to reiterate that this bill empowers anyone with a few dollars, including foreign companies in adversarial nations, to blanket our public lands in untouchable mining claims and block other uses of this land. This bill will create chaos, not clarity, on our public lands.

Mr. Speaker, I urge opposition to this bill, and I yield back the balance of my time.

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

Mr. Speaker, again, I urge my colleagues to support H.R. 2925. Contrary to the misconceptions that I have heard regarding the bill, this legislation does not grant mining companies free license to do whatever they want on Federal lands. It does not exempt mining activity from NEPA or any other environmental review. It does not allow companies to subvert governmental authority or oversight. It simply restates over a century of mining law and decades of regulatory practice.

In passing this bill, we will reaffirm American miners' rights to operate under the law, just as they have done for decades, to provide the essential materials we depend on every day.

Mr. Speaker, I thank Congressman AMODEI for his work to bring H.R. 2925 to the floor, and I yield back the balance of my time.

The SPEAKER pro tempore. Pursuant to House Resolution 1173, the previous question is ordered on the bill, as amended.

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

Ms. LEGER FERNANDEZ. 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:

Ms. Leger Fernandez of New Mexico moves to recommit the bill H.R. 2925 to the Committee on Natural Resources.

The material previously referred to by Ms. LEGER FERNANDEZ is as follows:

Ms. Leger Fernandez moves to recommit the bill H.R. 2925 to the Committee on Natural Resources with instructions to report the same back to the House forthwith, with the following amendment:

Add at the end the following:

SEC. 3. BARRING ADVERSARIAL NATIONS FROM OPERATING ON PUBLIC LAND.

Section 10101 of the Omnibus Budget Reconciliation Act of 1993 (30 U.S.C. 28f) is amended by adding at the end the following:

''(f) BARRING ADVERSARIAL NATIONS FROM OPERATING ON PUBLIC LAND.—A mining claimant shall be barred from the right to use, occupy, and conduct operations on public land if the Secretary of the Interior finds the claimant has a parent company that is incorporated in, located in, or controlled by an adversarial nation.''.

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.

Ms. LEGER FERNANDEZ. 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.

□ 1500

ALASKA'S RIGHT TO PRODUCE ACT OF 2023

Mr. WESTERMAN. Mr. Speaker, pursuant to House Resolution 1173, I call up the bill (H.R. 6285) to ratify and approve all authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders issued pursuant to Federal law necessary for the establishment and administration of the Coastal Plain oil and gas leasing program, and for other purposes, and ask for its immediate consideration in the House.

The Clerk read the title of the bill.

The SPEAKER pro tempore (Mr. SELF). Pursuant to House Resolution 1173, the amendment in the nature of a substitute recommended by the Committee on Natural Resources, printed in the bill, modified by the amendment printed in part A of House Report 118–477 shall be considered as adopted and the bill, as amended, is considered read.

The text of the bill is as follows:

H.R. 6285

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 ''Alaska's Right to Produce Act of 2023''.

SEC. 2. CONGRESSIONAL FINDINGS.

Congress finds that—

(1) Congress provided clear authorization and direction that the Secretary of the Interior ''shall establish and administer a competitive oil and gas program for the leasing, development, production, and transportation of oil and gas in and from the Coastal Plain'' in section 20001 of Public Law 115–97 (16 U.S.C. 3143 note) (commonly known as the Tax Cuts and Jobs Act);

(2) the timely administration of the Coastal Plain Oil and Gas Leasing Program is required and in the national and public interest;

(3) the Department of the Interior's cancelling of the leases for the covered Coastal Plain lease tracts represents a major decision of economic and political significance that Congress did not delegate to the Secretary;

(4) the Naval Petroleum Reserves Production Act of 1976 (42 U.S.C. 6501 et seq.) requires that the Bureau of Land Management—

(A) allow for the exploration, development, and production of petroleum products in the National Petroleum Reserve in Alaska; and

(B) balance, to the extent consistent with that Act, the protection of ecological and cultural values in the National Petroleum Reserve in Alaska; and

(5) the proposed rule of the Bureau of Land Management entitled ''Management and Protection of the National Petroleum Reserve in Alaska'' (88 Fed. Reg. 62025 (September 8, 2023)) fails to reflect the intent of Congress for the Naval Petroleum Reserves Production Act of 1976 (42 U.S.C. 6501 et seq.).

SEC. 3. DEFINITIONS.

In this Act:

(1) COASTAL PLAIN.—The term ''Coastal Plain'' has the meaning given the term in section 20001(a) of Public Law 115–97 (16 U.S.C. 3143 note).

(2) COASTAL PLAIN OIL AND GAS LEASING PROGRAM.—The term ''Coastal Plain oil and gas leasing program'' means the program established under section 20001(b)(2)(A) of Public Law 115–97 (16 U.S.C. 3143 note).

(3) COVERED COASTAL PLAIN LEASE TRACT.—The term ''covered Coastal Plain lease tract'' means any of tracts 16, 17, 24, 26, 27, and 30 as listed in exhibit B of the document published by the Bureau of Land Management entitled ''Amendment to the Detailed Statement of Sale'' and dated December 18, 2020 (relating to oil and gas leasing within the Coastal Plain Alaska).

(4) RECORD OF DECISION.—The term ''Record of Decision'' means the record of decision described in the notice of availability of the Bureau of Land Management entitled ''Notice of Availability of the Record of Decision for the Final Environmental Impact Statement for the Coastal Plain Oil and Gas Leasing Program, Alaska'' (85 Fed. Reg. 51754 (August 21, 2020)).

(5) SECRETARY.—The term ''Secretary'' means the Secretary of the Interior.

SEC. 4. CONGRESSIONAL APPROVAL OF ORDERS.

(a) MORATORIUM ON OIL AND GAS LEASING.—Any order or action by the President or the Secretary that has the effect of placing a moratorium on or otherwise suspending or pausing oil and gas leasing in the Coastal Plain shall have no force or effect.

(b) APPROVAL AND RATIFICATION OF EXISTING DOCUMENTATION AND AUTHORIZATIONS.—Notwithstanding any other provision of law, Congress—

(1) ratifies and approves all authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders issued pursuant to Federal law, as described in the Record of Decision, necessary for the establishment and administration of the Coastal Plain Oil and Gas Leasing Program; and

(2) directs the Secretary, the Administrator of the Environmental Protection Agency, and the heads of other as applicable Federal departments and agencies to process, reinstate, or continue to maintain such authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders described in paragraph (1).

(c) APPLICABILITY OF OTHER LAW.—Notwithstanding any other provision of law, the authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders described in subsection (b)(1) shall be considered to satisfy the requirements of—

(1) section 1002 of the Alaska National Interest Lands Conservation Act (16 U.S.C. 3142);

(2) section 102(2)(c) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(c));

(3) section 20001 of Public Law 115–97 (16 U.S.C. 3143 note);

(4) the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq.); and

(5) subchapter II of chapter 5 of title 5, United States Code, and chapter 7 of title 5, United States Code.

SEC. 5. COASTAL PLAIN OIL AND GAS LEASING PROGRAM.

(a) REISSUANCE OF CANCELED LEASES.—

(1) ACCEPTANCE OF BIDS.—Not later than 30 days after the date of enactment of this Act, the Secretary shall, without modification or delay—

(A) accept the highest valid bid for each covered Coastal Plain lease tract for which a valid bid was received on January 6, 2021, pursuant to the requirement to hold the first lease sale in the Coastal Plain oil and gas leasing program; and

(B) provide the appropriate lease form to each winning bidder under subparagraph (A) to execute and return to the Secretary.

(2) LEASE ISSUANCE.—On receipt of an executed lease form under paragraph (1)(B) and payment in accordance with that lease of the rental for the first year, the balance of the bonus bid (unless deferred), and any required bond or security from the high bidder, the Secretary shall promptly issue to the high bidder a fully executed lease, in accordance with—

(A) the applicable regulations, as in effect on January 6, 2021; and

(B) the terms and conditions of the Record of Decision.

(b) REQUIREMENT FOR FUTURE LEASES.—

(1) SECOND LEASE SALE.—Not later than December 22, 2024, the Secretary shall conduct the second lease sale required by section 20001(c)(1)(B)(ii)(II) of Public Law 115–97 (16 U.S.C. 3143 note) in accordance with the Record of Decision.

(2) EXCEPTIONS FOR CANCELING A LEASE.—Notwithstanding any other provision of law, the President and the Secretary may not cancel a lease issued under the Coastal Plain oil and gas leasing program if the Secretary has previously opened bids for such a lease or disclosed the high bidder for any tract that was included in a lease sale under the Coastal Plain oil and gas leasing program unless the lessee is in violation of the terms of the lease and fails to cure the violation after a reasonable period of time.

(c) APPLICABILITY OF PRIOR RECORD OF DECISION.—Notwithstanding any other provision of law and with respect to reissuing leases under subsection (a), the Record of Decision shall be considered to satisfy the requirements of—

(1) section 1002 of the Alaska National Interest Lands Conservation Act (16 U.S.C. 3142);

(2) section 102(2)(c) of the National Environmental Policy Act of 1969 (42 U.S.C. 4332(2)(c));

(3) section 20001 of Public Law 115–97 (16 U.S.C. 3143 note);

(4) the Endangered Species Act of 1973 (Public Law 93–205; 16 U.S.C. 1533); and

(5) subchapter II of chapter 5 of title 5, United States Code, and chapter 7 of title 5, United States Code.

(d) WITHDRAWAL OF SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT.—The Director of the Bureau of Land Management—

(1) shall withdraw the notice of availability entitled ''Notice of Availability of the Draft Coastal Plain Oil and Gas Leasing Program Supplemental Environmental Impact Statement'' (88 Fed. Reg. 62104 (September 8, 2023)); and

(2) may not take any action to finalize, implement, or enforce the supplemental environmental impact statement described in paragraph (1).

(e) JUDICIAL REVIEW.—

(1) JUDICIAL PRECLUSION.—Notwithstanding any other provision of law and except as provided in paragraph (2), no court shall have jurisdiction to review any action taken by the Secretary, the Administrator of the Environmental Protection Agency, a State administrative agency, an Indian Tribe, or any other Federal agency acting pursuant to Federal law that grants an authorization, permit, verification, biological opinion, incidental take statement, or other approval described in section 4(b) for the Coastal Plain Oil and Gas Leasing Program, whether issued prior to, on, or after the date of enactment of this Act, and including any lawsuit or any other action pending in a court as of the date of enactment of this Act.

(2) FORUM EXCLUSIVITY.—The United States Court of Appeals for the District of Columbia Circuit shall have original and exclusive jurisdiction over any claim regarding—

(A) the validity of this section; or

(B) the scope of authority conferred by this section.

(3) RIGHT TO PETITION.—

(A) IN GENERAL.—Notwithstanding paragraph (1), a lease holder may obtain a review of an alleged failure by an agency to act in accordance with section 20001 of Public Law 115–97 (16 U.S.C. 3143 note) or with any law pertaining to the grant of an authorization, permit, verification, biological opinion, incidental take statement, or other approval related to the lease holder's lease by filing a written petition with a court of competent jurisdiction seeking an order under subparagraph (B).

(B) DEADLINES.—If a court of competent jurisdiction finds that an agency has failed to act in accordance with section 20001 of Public Law 115–97 (16 U.S.C. 3143 note) or with any law pertaining to the grant of an authorization, permit, verification, biological opinion, incidental take statement, or other approval related to the lease holder's lease, the court shall set a schedule and deadline for the agency to act as soon as practicable, which shall not exceed 90 days from the date on which the order of the court is issued, unless the court determines a longer time period is necessary to comply with applicable law.

SEC. 6. NULLIFICATION OF CERTAIN FEDERAL AGENCY ACTIONS.

(a) NPRA RULE.—The final rule based on the proposed rule of the Bureau of Land Management entitled ''Management and Protection of the National Petroleum Reserve in Alaska'' (88 Fed. Reg. 62025 (September 8, 2023)) shall have no force or effect.

(b) EXECUTIVE ORDER 13990.—

(1) IN GENERAL.—Section 4 of Executive Order 13990 (86 Fed. Reg. 7037; relating to protecting public health and the environment and restoring science to tackle the climate crisis) shall have no force or effect.

(2) FUNDING.—No Federal funds may be obligated or expended to carry out section 4 of the Executive Order described in paragraph (1).

(c) SECRETARIAL ORDER 3401.—

(1) IN GENERAL.—Secretarial Order 3401 (relating to the Comprehensive Analysis and Temporary Halt on all Activities in the Arctic National Wildlife Refuge Relating to the Coastal Plain Oil and Gas Leasing Program), issued by the Secretary on June 1, 2021, shall have no force or effect.

(2) FUNDING.—No Federal funds may be obligated or expended to carry out the Secretarial Order described in paragraph (1).

The SPEAKER pro tempore. The bill shall be debatable for 1 hour, equally divided and controlled by the chair and ranking minority member of the Committee on Natural Resources, or their respective designees.

After 1 hour of debate, it shall be in order to consider the further amendment printed in part B of House Report 118–477, if offered by the Member designated in the report, which shall be considered read, shall be separately debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, and shall not be subject to a demand for division of the question.

The gentleman from Arkansas (Mr. WESTERMAN) and the gentleman from California (Mr. HUFFMAN) each will control 30 minutes.

The chair recognizes the gentleman from Arkansas (Mr. WESTERMAN).

GENERAL LEAVE

Mr. WESTERMAN. 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 H.R. 6285.

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 6285, Alaska's Right to Produce Act.

H.R. 6285, introduced by Congressman STAUBER, would block the Biden administration's attacks on Alaska, its North Slope communities, and their elected indigenous leaders.

Last September, the Biden administration announced two decisions that would disenfranchise Alaskan and North Slope communities.

First, the administration announced it was rescinding energy leases in the 1002 Area of the Arctic National Wildlife Refuge, or ANWR.

When it passed the Tax Cuts and Jobs Act, Congress approved and mandated the Department of the Interior for commercial leasing, exploration, development, and production in the 1002 Area. Production in the 1002 Area would be limited to roughly 2,000 acres out of the 19-million-acre refuge. This is just a tiny postage stamp when looking at the big picture.

Specifically, the law required the Department to conduct two lease sales in ANWR, the first by December 2021 and the second by December 2024. The Trump administration held the first lease sale, but the Biden administration immediately halted it and canceled the leases without warning last September.

Again, this was a law passed by Congress. Congress mandated lease sales in the 1002 Area with the goal of improving energy security and generating revenue for our country, the State of Alaska, and local communities on the North Slope. The funds these energy projects generate are necessary to support public projects and basic amenities, like roads and modern water and sewer systems, which have only recently arrived on the North Slope within the last 40 years. These amenities are ubiquitous to the lower 48, but the infrastructure is still being developed up in the North Slope.

In a hearing on these issues in September, Nagruk Harcharek, president of The Voice of the Arctic Inupiat, testified on the importance of energy production to quality of life for Alaskans living on the North Slope: ''We can quantify the powerful impact of these projects by observing the increase of life expectancy on the North Slope. In 1969, before our people had any land rights and no economic prospects as a result, life expectancy was just 34 years. By 1980, our average life expectancy was 65, roughly equivalent with Libya and lower than North Korea. Today, our people can expect to live to an average of 77 years. This increase, the most dramatic in the United States, can be directly connected to the proliferation of a basic economy, modern infrastructure, and services supported by resource development projects.''

While the administration canceled the ANWR leases, it also issued a proposed rulemaking for the management of the National Petroleum Reserve in Alaska, or NPR-A. This rulemaking, the final version of which was announced 2 weeks ago, would lock up 13 million acres out of the 23 million acres that comprise the petroleum reserve and make it more challenging to conduct exploration and production activities in the rest of the petroleum reserve.

To make matters worse, meaningful engagement with local governments, Alaska Native corporations, federally recognized Tribes, and Tribal nonprofits across the North Slope of Alaska was severely lacking throughout the rulemaking process. It was utterly nonexistent before the rule was proposed. Additionally, an affront to the communities on the North Slope, the rule was proposed during the whaling season and overlapped with the ANWR comment period.

When pressed to provide more time to comment during a virtual meeting, Department officials explained that they couldn't extend the comment period further because of the Congressional Review Act.

These actions and the utter lack of meaningful engagement and input were panned by the entire Alaska delegation, along with every elected official, local governments, Alaska Native corporations, federally recognized Tribes, and Tribal nonprofits across the North Slope of Alaska.

Again, I thank Congressman STAUBER for his work on this bill to repeal these disastrous actions by the Biden administration and for listening to the voices of Alaskans.

Mr. Speaker, I urge all of my colleagues to join me in support of H.R. 6285, and I reserve the balance of my time.

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

Mr. Speaker, once again, instead of dealing with the real problems facing Americans every day, we are back on the House floor talking about the GOP agenda—guns, oil, and polluters. It is a relentless mission to wreak havoc on our planet and communities, but before we go into the merits of this bill, here is a dose of reality.

Last year, as our Republican friends turned a blind eye, the global climate surpassed 2 degrees Celsius, a threshold that ought to be taken quite seriously. For the first time in recorded history, we passed this threshold, and that made it the hottest year on record.

Experts have determined that a 2-degree rise in global temperatures will inarguably cause dangerous and cascading effects on humans and our planet. That hasn't stopped my colleagues across the aisle. It is as if the majority is playing a dangerous game of chicken with our environment, betting against Mother Nature.

In the disaster department, 2023 was a showcase of calamity. We tallied up a staggering $63 billion in weather-related catastrophes. This includes 19 severe storms, 2 tropical cyclones, 4 floods, a winter weather event, a drought, and a wildfire event. It is as if Republicans were sitting on the front row with the popcorn in their hands, leaning over to ask their oil and gas buddies what they needed in addition to all the other giveaways they have received from the Republican majority.

There is actually even more. In a display of unparalleled negligence, 2023 also came with 10 oil tanker spills because apparently the GOP agenda is also: Spill, baby, spill, and let the taxpayer foot the bill.

We are not even talking yet about pipeline leaks. Every day in America, some aspect of this spiderweb of fossil fuel infrastructure is exploding, bursting, leaking, spilling. Last fall, there were almost 1.1 million gallons of crude oil released into the Gulf of Mexico, yet my friends across the aisle don't ever legislate about that or do oversight about that. Republican Members don't talk about it or acknowledge it. One has to wonder if my colleagues on the other side of the aisle even care about it.

Here we are again with an effort to expand our Nation's carbon footprint and expose our coastal communities to future disasters and oil spills. Not only does this bill grant access to one of our most ecologically sensitive and difficult regions to productively drill, but it reverses significant strides by the Biden administration to protect lands that Tribal nations have occupied and held sacred since time immemorial.

The Arctic refuge is one of the last truly wild places left in America, and the urgency to preserve the Arctic refuge transcends environmental concerns. It is a rallying cry against irreversible devastation and destruction, things that would fundamentally change and ruin this unique, fragile, and wild place.

The coastal plain, which is the heart of the Porcupine caribou herd's calving grounds, hosts nearly 200 migratory bird species annually. Equally vital, the 9,000-strong Gwich'in Nation, whose subsistence and culture depend on the caribou herd, resides along the migratory route. This means that development in this area would disrupt not only biodiversity, but it would be an assault on their indigenous livelihoods and traditions.

We have already seen how that plays out. In Nuiqsut, the Alaska Native village nearest to the Willow oil and gas project, 70 percent of households rely on subsistence resources for more than half of their diet. With the new Willow development, hunters are being forced to travel farther and farther to find resources and avoid hunting grounds that are now dominated by the fossil fuel industry. Rolling back NPR-A protections would make matters even worse.

In the Bering Sea, which is home to many unique marine ecosystems and rich in indigenous cultures, sea ice is melting earlier and freezing later. This threatens access to subsistence hunting and fishing grounds. Any increased vessel traffic related to oil and gas development would further stress and create risk for an already vulnerable ecosystem.

Exploiting these sensitive areas is equivalent to sacrificing those on the front lines of the climate crisis as martyrs in order to temporarily quench the insatiable thirst of Big Oil for money.

Let's get one more thing clear. The drilling that would be green-lighted in this bill would not make us energy independent. The United States is already the number one producer of oil and gas in the world. We are exporting record amounts of fossil fuel, but consumers still get hit with price shocks

anytime OPEC decides to raise prices or Russia starts a war in Europe because oil and gas are global commodities.

Fossil fuel dependence is not true energy independence because you are always on the roller coaster. You are always subject to the whims of some cartel, somebody gaming the global commodity market, some explosion, some international event.

If we want energy independence, we need a transition to clean energy, which is cheaper, safer, and generated entirely here at home, instead of being at the mercy of global price shocks like oil and gas.

The Republican agenda is predictable, repetitive, and dangerous. They need to stop putting polluters over people.

Enough is enough. We can no longer exploit our frontline communities and delicate ecosystems to pad the pockets of the fossil fuel industries and its GOP cronies.

Mr. Speaker, I urge my colleagues to oppose this bill, and I reserve the balance of my time.

□ 1515

Mr. WESTERMAN. Mr. Speaker, I yield 5 minutes to the gentleman from Minnesota (Mr. STAUBER), the lead sponsor of this bill.

Mr. STAUBER. Mr. Speaker, I rise today in support of H.R. 6285, Alaska's Right to Produce Act.

From Minnesota to Alaska, President Biden has repeatedly prevented the responsible production of America's abundant natural resources.

In Minnesota's Eighth District, which I am proud to represent, the Biden administration banned mining, locking up the world's largest untapped copper-nickel mine in the world.

Now he has turned his focus to the great State of Alaska, where he has made multiple moves to block energy development on Alaska's North Slope.

Last fall, the Biden administration first announced their plans to cancel the remaining oil and gas lease sales in the Arctic National Wildlife Refuge and limit energy development within the National Petroleum Reserve-Alaska. I will repeat that, National Petroleum Reserve-Alaska. And within the last 2 weeks, the Biden administration finalized this devastating blow to the Alaska communities.

To quote from the testimony of Charles Lampe, the president of Kaktovik Inupiat Corporation in response to these actions, ''We are a small community that suffers as the Federal winds blow and feel the Biden administration is working to effectively erase us from the land that we have inhabited for hundreds of years.''

These actions have only further reinforced my view that Biden's energy and mining policy can be summed up as ''anywhere but America, any worker but American.''

In fact, Mr. Speaker, the Biden administration has levied more sanctions against the great State of Alaska than they have Iran. The Biden administration has put 63 sanctions against energy production in Alaska, more than Iran. In fact, they are taking off sanctions from Iran. This administration has taken off sanctions from Iran.

They are punishing the great State of Alaska. It is uncalled for. Not only does this decision run counter to the wishes of Alaska's Tribes and other hardworking Alaskans who stood to benefit from the jobs, opportunities, and revenue that the responsible production of these resources would create, but it will further cement our reliance on Iran, Russia, China, and Venezuela for the energy and natural resources on which we all rely.

Mr. Speaker, how does that make any sense?

As our adversaries become more and more hostile, shouldn't the President be doing everything in his power to make American energy independent once again?

Energy security is national security.

At a time when American families are struggling under the weight of record-high inflation and energy prices due to Biden policies, shouldn't the President be doing everything he can to support domestic energy projects that will create jobs and lower costs?

As the chairman of the Energy and Mineral Resources Subcommittee, I am proud to introduce the Alaska's Right to Produce Act to allow Alaskans to develop their God-given natural resources. I introduced this commonsense legislation with Alaska's Representative MARY PELTOLA, a Democrat, and Alaska's two Senators, and I thank them for their leadership on this critical issue.

The Alaskans on the North Slope support this legislation, Mr. Speaker. They support it because the oil and gas revenues allow them to build schools and hospitals, pay for their police, pay for their fire service, have libraries, have the fundamental parts of our communities that we all have and all deserve.

The only way they can sustain that, Mr. Speaker, is allowing things like this to go forward. Alaskans should be proud to ethically and responsibly resource this. Again, there were 63 sanctions against the great State. You have got to be kidding me. As my co-chair of the Tennis Caucus would agree, John McEnroe, ''You have got to be kidding me.'' It is unbelievable. The great people of Alaska deserve better than what this administration is forcing upon them.

Mr. HUFFMAN. Mr. Speaker, I do appreciate my colleague's love of tennis, our mutual love of tennis and his sense of humor. I have less appreciation when he draws tortured analogies to international sanctions and national security issues. It is just hard to take that kind of sanctimony seriously from somebody who just last week voted, along with the majority of the House Republican Conference, to hand Ukraine over to Vladimir Putin.

As I often say in these debates, you have to take a lot of this political theater with a grain of salt, in this case, with a glass of vodka.

Mr. Speaker, I yield 6 minutes to the gentlewoman from Alaska (Mrs. PELTOLA).

Mrs. PELTOLA. Mr. Speaker, I thank my colleague, the honorable Mr. STAUBER, for his work on this measure.

I rise today to speak about Alaska's Right to Produce Act and how I will be voting.

This bill unintentionally pits two of Alaska's most important industries, energy and fisheries, against one another. Alaska faces an energy crisis, which is more than slightly ironic since our State has vast energy resources. Alaska pays some of the highest prices in the country for the petroleum we need to heat our homes through winter and the fuel that we need to transport ourselves and our goods.

Everyone knows Alaska is rich in oil and gas, but we also have great wind energy potential in the Cook Inlet, geothermal exploration in the Aleutians, and expanding hydropower in the southeast.

However, many Alaskans live in extremely rural areas that rely on diesel and biomass to heat our homes through harsh winters. Those fuels are more expensive and contribute to air pollution in regions like Fairbanks, which has some of the worst air quality in the Nation.

While some would love to jump straight from diesel to wind, that is unrealistic in Alaska. What we can do is use natural gas as a bridge fuel to move more people to cleaner-burning energy and reduced air pollution.

That is why I believe Alaskans should be able to develop and transport the natural gas we have available on our North Slope for our use throughout the State. I genuinely support an all-of-the-above approach on energy.

Alaskans can't afford to be picky about where energy comes from. My personal energy bills are over $1,000 a month, a reality that many of my lower 48 colleagues do not fully understand.

I was the only Democrat to support this legislation at markup, and I still support the bill's intent. Alaska needs to develop energy for our use and economic well-being.

However, this bill would nullify the Northern Bering Sea Climate Resilience Area. This resilience area was created at the request of Alaska Native Tribes in the region. It empowers the people who have lived there for thousands of years to exercise their self-determination and be equal voices on policy decisions facing the Northern Bering Sea.

Let me be clear: This bill never intended to target the Northern Bering Sea Climate Resilience Area. That is why I proposed an amendment that would have removed this resilience area from the final bill text. That is

also why today I introduced a clean version of the Alaska's Right to Produce Act that doesn't impact the Northern Bering Sea Climate Resilience Area.

Alaska's Right to Produce aims to ensure my State can continue to develop its onshore oil and gas resources in areas like the National Petroleum Reserve-Alaska.

It is a reserve, not a refuge. It was set aside for oil and gas development, not permanent preservation. Even as recently as the Obama administration, companies were encouraged to develop in the National Petroleum Reserve as opposed to other parts of Alaska.

On the other hand, the Northern Bering Sea Climate Resilience Area is necessary to help manage the impacts of climate change on our Arctic environments, including increased vessel traffic, moving fish stocks, marine debris, and increased military activity.

We saw recently why the Northern Bering Sea Climate Resilience Area needs to remain in place. NOAA developed the Northern Bering Sea Effects of Trawling Survey, an experiment to see the impacts of commercial bottom trawling in an area of the Bering Sea where it is currently banned.

In their opposition to this project, the Northern Bering Sea Climate Resilience intertribal advisory council said that NOAA's plan perfectly illustrated the two reasons why the area was established in the first place: the history of the Bering Sea Tribes not being involved in policy discussions and decisions, and the threat of bottom trawling moving into the Northern Bering Sea ecosystem.

By nullifying this area, we are breaking our promise to the Tribes and directly harming fishing communities. Alaskans face many challenges and threats to our unique ways of life. We are on the brink of being forced to import natural gas from a foreign country, and our fishermen are in the midst of an economic free fall, coupled with depleted fish stocks.

Unfortunately, the way this bill was written puts energy development against fisheries, and for that reason I will be voting ''present'' today.

Mr. WESTERMAN. Mr. Speaker, I yield 2 minutes to the gentleman from Texas (Mr. PFLUGER).

Mr. PFLUGER. Mr. Speaker, I thank the chairman and my good friend, Mr. STAUBER, for this bill.

Let's just call it what it is. It is not a big secret that the Biden administration hates American energy. Since day one, they have waged a complete and all-out war on domestic production.

If you take yourself back to 2019, then-candidate Biden said he would kill fossil fuels. I think they made good on that promise, and this is another example of that.

In September 2023, the administration canceled existing oil and gas leases in the Coastal Plain of Alaska, violating statutorily mandated lease sales and suspending operations crucial to Alaska's economy. These actions were taken despite bipartisan opposition in Alaska as we just heard from our colleague across the aisle.

H.R. 6285, a House Energy Action Team initiative, would reverse Biden's harmful anti-Alaska policies by reinstating mandated ANWR oil and gas leases and prohibiting a leasing moratorium in the Coastal Plain, and nullifying executive orders by the President.

Just last week, the administration denied permission for the development of the Ambler Road, once again, superseding ongoing conversations at the State level.

Alaskans should be able to decide what they want to develop, not the administration, but Alaskans who know Alaska.

Mr. Speaker, I thank the RSC HEAT staff for their work on this legislation and Representative STAUBER.

Let me just respond to something that we have heard about Ukraine, about Russia, about the administration. Let me remind all Americans, Mr. Speaker, that it was this President in 2021 who refused to continue and to enhance the sanctions on the Nord Stream pipeline that would have helped all of Europe. It would have helped the Ukrainians more than anything.

If you want to talk about being strong and standing up to Russia, let's take ourselves back to that point where this administration failed to do that, and instead handed Putin a huge gift and decided to declare an all-out war on American energy. This is just yet another example of that.

Mr. Speaker, I urge my colleagues to vote ''yes.''

Mr. WESTERMAN. Mr. Speaker, I thank the gentleman for his leadership on the HEAT team.

I will also point out to the American people that the Biden administration is the gift that keeps on giving to Putin. Not only would they not put sanctions on the Nord Stream 2 pipeline, now they have put sanctions on U.S. pipelines.

They have put a pause on LNG gas exports. Our friends in Europe, Germany, and Poland would love to have our LNG. They would love to have U.S. LNG, but guess what? We have got a lot of it, but we can't send it there because this President not only won't restrict Russia, he restricts American producers and allows Putin to continue to fund his war machine by selling gas to Europe.

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

Mr. HUFFMAN. Mr. Speaker, this is certainly a master class in deflection. I think perhaps the fact that a majority of the Republican Conference voted to hand Ukraine to Russia last week has touched a nerve as people have begun to consider the reality of that.

Going back and trying to deflect to a pipeline from many years ago that no longer even functions, because it was blown up, certainly doesn't change the fact that last week when we had a chance to vote for critical lifeline military support for Ukraine as it fights for its survival against Russia, a significant majority of my colleagues across the aisle voted ''no.''

They voted with Vladimir Putin and so congratulations on the deflection. Moscow Marge couldn't have done it any better. It might even make the highlight reel on RT tonight.

I don't watch that network, but I just have to wonder if maybe there wouldn't be coverage of some of these things that we are hearing from across the aisle.

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

□ 1530

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

I love the way my colleague across the aisle operates. He talks about deflecting when what he is doing is deflecting. He is trying to deflect from the issue in Alaska—where, once again, the Biden administration has failed miserably—by talking about Ukraine.

I don't know if the gentleman has checked the voting record, but I voted to support Ukraine. It is regrettable that we have to send more foreign aid, more military equipment to support countries that are fighting against evil regimes like Putin, like Iran because of bad foreign policy, and a lot of it has to do with energy policy.

I would prefer not to have to vote to send more military aid to our allies and our friends who are fighting for freedom and democracy, but this President and his administration has put us in a weakened place on the world stage, and, unfortunately, we have to take votes like that.

Mr. Speaker, I yield 2 minutes to the gentleman from Oklahoma (Mr. HERN).

Mr. HERN. Mr. Speaker, I rise today in support of the Alaska Right to Produce Act, and I thank my colleagues PETE STAUBER and AUGUST PFLUGER for the work with RSC's House Energy Action Team to put the legislation forward.

Mr. Speaker, it has been noted here that we talk certain ways but vote others. I think nothing is more evident than what we just saw just a few minutes ago where the gentlewoman from Alaska supported the bill but is going to vote ''present.''

You are either with Alaska or you are not. The Republicans are with Alaska. I just want to note for the record that we are going to vote to support Alaska.

This legislation is only necessary because of the disastrous policymaking coming out of the Biden administration. It is hard to believe today that the national average for a gallon of gas in 2020 was just over $2. Under President Trump, the United States was well on our way not only to being energy independent, but energy dominant.

Where do we and our allies get our oil from when we are not producing it ourselves? We get it from Russia, Venezuela, and other bad actors around the globe.

Let's be clear: Halting domestic production of oil and gas does absolutely nothing to lower our dependence on oil and gas, as the climate lobby wants you to believe. It just increases our dependence on people like Vladimir Putin.

I don't want the United States to rely on anything from Vladimir Putin. The solution is so simple: Use the resources under our own feet. The Alaska Right to Produce Act reverses the damaging policies from Joe Biden to unleash our domestic energy potential.

Alaska has been blessed with tremendous oil and natural gas deposits, and the people of Alaska are incredibly supportive of utilizing those resources.

This bill empowers the Native Alaskan communities and residents of the State to profit from the resources under their own soil. In a future where America is energy dominant, the only loser is Vladimir Putin, and others like him.

It helps our allies when we can provide them with oil and gas so that they are not reliant on Putin, either. It helps our own people by lowering costs and providing cleaner, more affordable energy sources, and it helps Alaska reap the benefits of the resources in their land.

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. WESTERMAN. Mr. Speaker, I yield an additional 15 seconds to the gentleman from Oklahoma.

Mr. HERN. It is just common sense, and I urge my colleagues to vote ''yes'' on this essential legislation.

Mr. WESTERMAN. Mr. Speaker, I also appreciate Mr. HERN's leadership on the RSC and the establishment of the HEAT team and the efforts that they have been putting into making sure we are energy independent here in America.

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

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

Mr. Speaker, this is getting almost comical. I have now heard yet another speech pretending to oppose Vladimir Putin and Russia less than a week after the gentleman who just spoke voted to hand Ukraine over to Putin, voted ''no'' on essential military aid to our Ukrainian allies who are fighting for their very existence against this terrible war of aggression by Vladimir Putin made possible and financed, of course, by the fossil fuel industry in Russia, which American oil and gas companies truly helped to develop.

You just have to wonder if there is not a lot of damage control underway right now across the aisle. Maybe folks realize just how reckless and dangerous that vote against Ukraine was last week, that vote that a majority, solid majority of my Republican friends took right along with Moscow Marge and the rest of the pro-Putin caucus.

I am going to keep bringing this up each time I hear one of these anti-Ukraine voters pretend to care about Ukraine or pretend to oppose Vladimir Putin and Russia because last week they had a chance to actually show their colors, and we saw their colors.

There is another way in which they are really doing a great favor to Vladimir Putin and Russia, and it is by opposing the clean energy transition at every turn and in every possible way. Vladimir Putin's worst nightmare is to break the fossil fuel paradigm that made him rich and powerful, that enabled him to have all this influence and leverage over Europe because a clean energy economy would make him irrelevant. It would make him a lot less powerful.

Go ahead and keep helping Vladimir Putin with your votes, with your energy policy, but we are going to stand for a clean energy transition, and we are going to support Ukraine.

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

Mr. WESTERMAN. Mr. Speaker, I yield 2 minutes to the gentleman from Washington (Mr. NEWHOUSE), the chairman of the Western Caucus.

Mr. NEWHOUSE. Mr. Speaker, I thank the chairman of the Natural Resources Committee for allowing me to join in this conversation in support of the Alaska's Right to Produce Act.

Alaska truly is blessed with abundant natural resources that could empower American energy and mineral dominance. Alaskan oil and gas production cannot be taken lightly. It is home to our Nation's fourth largest oil reserve and third largest gas reserve. It is so unfortunate that the President has made the political choice to lock up millions of acres where these resources could be utilized.

The list of attacks on Alaskan energy production from this administration is long. Just 2 weeks ago, he added perhaps the most egregious example yet, when the Department of the Interior announced new restrictions on oil and gas development in the National Petroleum Reserve Alaska. These actions are not only detrimental to American energy production but also limit the future opportunities for prosperity in rural communities in Alaska that depend on energy projects.

When you look at what Alaska wants, the result is clear. The majority of Tribal communities and Alaskan residents support resource development. Why? Because these projects bring in unprecedented income and development to communities that desperately want and need it.

As chairman of the Western Caucus, I have been advocating for energy production across the United States of America. High domestic production keeps global prices down and ensures America is competitive with our global adversaries. That is why I am a staunch supporter of this bill to overturn the administration's restrictions on oil and gas development in the Last Frontier.

I encourage all my colleagues to support this legislation to ensure robust, reliable production in Alaska, and I am proud to join my friend from Minnesota in support of the legislation to unleash the full potential of Alaskan energy.

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

I thank the gentleman from Washington for his refreshingly rare vote for Ukraine military aid and also the chairman, Mr. WESTERMAN, for joining Democrats in that very important vote in the interests of our national security.

I think, as we continue with this debate, it is worth talking about just what a fiscal and financial boondoggle drilling in the Arctic refuge is. It is, first of all, a proposition that is so deeply unpopular that the only way it became law was to sneak it into the 2017 Tax Cuts and Jobs Act, the Trump tax scam.

Two lease sales were included in the legislation to partly offset tax cuts for the wealthy. Initially, Republicans in Congress and the Trump administration claimed that these lease sales would bring in $1.8 billion in revenues for the Federal Government and the State of Alaska through bonus bids, and they proceeded to give a whole bunch of tax cuts away to billionaires and corporations on the basis of this illusory offset.

Later, the Congressional Budget Office lowered the estimate to $900 million, specifically $725 million for the first lease sale. Fast forward to the first lease sale that finally took place in 2021 in the final days of the Trump administration. Guess what happened? Well, it generated less than $15 million—not billion—in bonus bids, around 2 percent of what even CBO's reduced estimate had projected.

In 2022, two of those lessees actually asked BLM to cancel and refund their leases. They wanted out. Separately in 2021, two development companies, Chevron and Hilcorp, paid $10 million to get out, just to walk away from their legacy leases in the Arctic refuge. At least five major U.S. banks and 18 other international banks have said they won't finance drilling in the refuge.

If my Republican colleagues are interested in Federal revenues, if they are interested in fiscal conservatism, I am sorry to say that the pristine Alaska wilderness is not their piggy bank, and, in any event, it turns out that it is empty.

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

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

I just have to take issue with this issue about lackluster sales or lackluster lease sales. I note that the first ANWR lease sale was held in early 2021

during the throes of the COVID pandemic when oil prices were historically low, and the argument is that the administration projected, the Trump administration projected $1.8 billion from ANWR lease sales over 10 years, and my friends are arguing they only made less than 1 percent of those initial projections. They are not telling, as Paul Harvey would say, the rest of the story.

This one sale was held after the election of President Biden who said on the campaign trail that he would end oil and gas production on Federal lands. I have to point out to my friends that revenue comes from oil and gas royalties based on production, not leasing.

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

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

Mr. WESTERMAN. Mr. Speaker, I yield 5 minutes to the gentleman from Louisiana (Mr. GRAVES).

Mr. GRAVES of Louisiana. Mr. Speaker, I thank the chairman of the Committee on Natural Resources for leading on this legislation.

Mr. Chairman, I often wonder where in the world we are sometimes. We are under an administration that has set energy policies that are causing energy prices to go up, to increase for Americans.

My friend from California's home State, I believe the average gasoline price in L.A. County right now is $5.40 a gallon. In my home State of Louisiana when President Biden took office, lowest gasoline prices were $1.74 a gallon.

I struggle to understand why my friend from California would want to force their ideas and policies on the rest of the country. This is the State that is the most dependent State on Amazon Rainforest oil to power their State's economy. This is the State that has the least reliable energy grid in America, the State that has had the eighth-worst emissions growth in the country, and, according to the American Lung Association, just last week, the State that has the dirtiest air over and over and over again in all of these cities including where my friend represents.

Mr. Speaker, I ask my friend, please keep his ideas to himself. Ruin California, but don't ruin the rest of the country. Don't ruin the other 49 States.

This is absolutely remarkable. We have watched as this administration comes in and does a ban on exporting American energy, on new exports of American energy, does a ban. That very tool would have been one of the most powerful tools available to actually reduce global emissions, but what my friend's policies are advocating and what they are supporting is supporting more Iranian energy because Iran is increasing their exports and filling the void.

The Biden administration's own figures show that there is going to be a 50 percent growth in global energy demand, 57 percent increase in natural gas, and we have the cleanest sources of gas in the world.

I don't understand why my friend thinks that it is better to cede this, to give this to Iran. This is the Biden administration's figures. I don't understand why my friend thinks we should cede this to Russia, why we should cede this to Venezuela.

□ 1545

President Biden facilitated. He lifted sanctions that allowed for the Nord Stream 2 pipeline to be built, the pipeline that took Russian energy and sent it into the European Union. Then, in the same breath, he blocked pipelines in the United States.

Let's review. We support Russian energy and Russian pipelines. We support Iranian energy, including the $65 billion they got that has gone directly to funding groups like Hamas, Hezbollah, and other terrorist groups that have killed American soldiers and invaded our ally, Israel.

We have watched as these very strategies have resulted in emissions actually going up. As the United States has led the world in reducing emissions, for every ton we reduce, China has multiple times more increases.

How many more times do we have to learn from these flawed energy strategies that harm America, enrich Venezuela, enrich Russia, enrich Iran, and harm the United States?

There is evidence all over the place. We can sit here and have these emotional arguments all day long. Math and science prove these policies are flawed. This bill helps to address it, and the fact we are even here when a law already says you are supposed to open up leases, including in areas called the National Petroleum Reserve. That is right. It is reserved for wildlife. What? This is outrageous.

The fact that we even have to be here doing this bill that the gentlewoman who represents the entire State of Alaska voted for in committee, that the gentlewoman who represents the entire State of Alaska has clearly said she will not oppose—yet, my friends from California are coming in and saying: Don't worry. We have the solution. We are going to impose our harmful strategies, our harmful energy policies, on you, as well. That way, maybe people stop leaving California.

Mr. Speaker, I can't even begin to emphasize how important it is that we move forward with this legislation, that we treat American energy fairly. I urge adoption of this legislation.

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

Mr. Speaker, I sometimes feel like, serving in this Congress, I need a good chiropractor because you just political whiplash one day to another, one week to another.

Just now, my friend from Louisiana, in service of the fossil fuel agenda, made a sanctimonious speech opposing Russia and Vladimir Putin as if the whole country, the whole world, didn't watch his vote last week with the rest of his Republican Conference to hand Ukraine over to Russia, to vote ''no'' on critical military aid to Ukraine.

It is like that. It is remarkable whiplash.

My friend has the ability to actually criticize the air quality in California caused by catastrophic wildfires driven by the climate crisis caused by our fossil fuel addiction and suggests that that is because of California's climate agenda, which is absurd, while ignoring the fact that the one place of persistent air pollution and respiratory illness and other problems with air quality in California is in the oil patch, Bakersfield, former Speaker McCarthy's district where it is frankly a lot like Louisiana and Texas. It is pretty rich.

Yet, we also have a Record if anybody is interested in cutting through the political theater and seeing where people really stand, including last week's vote against Ukraine.

Mr. Speaker, I yield 4 minutes to the gentlewoman from Florida (Ms. CASTOR).

Ms. CASTOR of Florida. Mr. Speaker, I thank my good friend, Mr. HUFFMAN, for yielding the time.

Mr. Speaker, I rise in opposition to H.R. 6285.

Mr. Speaker, while Democrats are working hard to lower the cost of living for Americans and protect our communities, House Republicans seek to make their lives much more expensive. They seek to pillage the places that make America special, the special places that we value.

In doing so, here is the dirty secret: They are simply carrying the water for powerful special interests and polluters that have way too much power and influence here on Capitol Hill.

Fortunately, H.R. 6285 has no chance of becoming law, but it does provide a glimpse of the GOP's alliance with polluters over the best interests of the American people.

Whether we are talking about the Arctic refuge or my beautiful part of the country along the Gulf of Mexico, Republicans simply are aiming to sell out America's public lands and waters to their friends in Big Oil and the NRA.

One of the six bills that were considered today would roll back the Biden administration's rules supporting conservation on public lands. Another would prohibit the government from regulating the use of toxic lead in ammunition. That is the single-largest source of unregulated lead discharged into our environment. The so-called Trust in Science Act would make it easier to hunt and kill the endangered gray wolf.

The bill currently before us would threaten millions of acres of wildlands by mandating unfettered oil and gas development in the Arctic National Wildlife Refuge, regardless of the impacts on wildlife and nearby communities or what it will do to increase the costs of the overheating planet.

We have to ask ourselves if this is really what the American people are asking the Congress to do right now. Does the average American really want to see Congress make it easier to pollute and needlessly develop our special places, our wildlife refuges? I don't think so.

There is an incredible contrast right now in our country between when it comes to who is on the side of the people and who is standing up to the polluters. We just celebrated the 54th Earth Day. Look at the actions of President Biden compared to the Republican pro-polluter messaging bills.

First, last week, the Department of the Interior finalized a new rule that would protect more than 13 million acres of irreplaceable wildlife habitat in the Western Arctic.

Then, President Biden announced the creation of the American Climate Corps, kind of modeled after the Conservation Corps of decades ago. It is a groundbreaking initiative that will put more than 20,000 young Americans to work, protecting our communities, building environmental infrastructure, and helping us to lower costs and be more resilient to the rising costs of the overheating climate.

Last but not least, the EPA rolled out awards under a new Solar for All initiative, a $7 billion grant to help deliver cleaner, cheaper energy across this great country, especially to working-class communities that really need help on their electric bills. This is going to be a godsend in my State, the so-called Sunshine State. We are going to help families put rooftop solar on their roofs, lower their electric bills.

The SPEAKER pro tempore. The time of the gentlewoman has expired.

Mr. HUFFMAN. Mr. Speaker, I yield an additional 1 minute to the gentlewoman from Florida.

Ms. CASTOR of Florida. Because I couldn't help our good friend from Louisiana when he was talking about how unfettered oil and gas will really help lower bills, on the front page of my hometown paper today, the Tampa Bay Times, was a story about why our electric bills are so high. Do you know why they are so high? Because in the so-called Sunshine State, 75 percent of electricity is generated from gas. Our utilities are keeping us hooked on gas.

That is why Solar for All, helping to unleash the abundant, free energy from the sun to help lower electric bills, is vital.

It is time for the House to get serious about cleaner, cheaper energy. Enough with these messaging bills. Let's move to bipartisan legislation that will help us achieve a prosperous, sustainable future. Banning offshore oil drilling off of the beautiful Florida coast is where we should start.

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

Mr. Speaker, I ask unanimous consent to insert the text of my amendment in the RECORD immediately prior to the vote on the motion to recommit.

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

There was no objection.

Mr. HUFFMAN. Mr. Speaker, I would also point out that if our friends across the aisle are so concerned with American energy bills, you would think they would at some point say no to the LNG export extravaganza that all serious economic analysis shows is driving up U.S. energy prices. Yet, they continue to come to this floor to introduce legislation and advocate against the commonsense pause that the Biden administration has taken so that we can look at the impacts of more LNG export infrastructure on U.S. energy prices as well as our climate crisis.

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

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

Mr. Speaker, a lot of things to contest here and issues to cover, but I want to start with this idea of environmental treasures and this idea that ANWR is this environmental treasure that was never intended for any kind of development. Let's look at a little history.

When ANWR was created in 1980, the law included a section, section 1002, setting aside 1.5 million acres of the coastal plain to be assessed for its development potential. After years of careful study, in 1987, the Department of the Interior recommended that the 1002 Area be open to responsible development projects.

The Alaska Native village of Kaktovik, which has public interest in the lands in ANWR and multiple entities as members of Voice, is the sole community located in the 1002 Area of ANWR and the only community located in all of the over 19 million acres of ANWR.

The president of Kaktovik Inupiat Corporation testified: ''We are a small community that suffers as the Federal winds blow and feel the Biden administration is working to effectively erase us from the land that we have inhabited for hundreds of years. Since 1980, we have fought to open the 1002 Area, also known as the coastal plain, to oil drilling and pursue economic freedom.''

On to another issue that my friend from California mentioned about the poor air quality there due to forest fires: if my colleagues would work with us on that, we could fix that issue, as well.

What California has is very poor forest management. They have a hands-off approach to forest management. As a result of that, we are even losing giant sequoias. As much as 20 percent of the ones on the planet we lost in 2 years due to catastrophic wildfire were not because of climate change but because fire had been suppressed in those groves for over 100 years. They finally had to pay the piper. You had white fir trees that grew up into the lower canopy of the giant sequoias. My colleague from California knows I am a forester and would love to help fix some of those problems with forests in California.

Now, to this issue about energy cost and reliability, as my friends across the aisle are pushing for more and more solar and wind, I am an all-of-the-above energy kind of guy. I would love to have more solar and wind, but we have to have baseload power. We have to have either coal or natural gas or a lot more hydro or a lot more nuclear power.

Going back to an earlier discussion that nuclear power is generated from uranium and that we are now dependent on Russia, we have to buy our uranium—most of it—from Russia or Kazakhstan to generate our nuclear power.

When we talk about low-cost solar energy, I have a real problem with that. Maybe it is low cost in the United States because we pay solar farm developers 30 percent of their costs with our tax dollars. If you build a solar farm, you get a 30 percent tax credit back. If you spend a million dollars, you get $300,000 back from your fellow taxpayers. If you build a windmill, you get 2.7 cents per kilowatt hour.

Maybe that is a way that it is lower cost, but if it is truly lower cost, why is the number one manufacturer of solar farms in the world building 50 gigawatts of coal power plants every year? That is China, which we rely on to buy not only the elements and minerals that we need to do electrification but also builds most of the solar panels with Uyghur slave labor. They are building a big coal plant every 5 days.

□ 1600

Now, natural gas in the United States has caused us to be able to reduce global greenhouse gas emissions more than any other country in the world. We are only around 13 percent of the global greenhouse gas emissions now, and China is over twice that.

When we become more dependent on China, when we become more dependent on Russia, who are big polluters, then we are becoming more responsible for global greenhouse gas emissions than if we would use our own energy and our own minerals to build things here, to build them more efficiently and more effectively than any place in the world.

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

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

Mr. Speaker, I am glad to hear the gentleman from Arkansas talk about energy subsidies and to criticize the subsidies that he believes should be questioned for clean energy.

I hope he has the same concern about the much greater amount of subsidy, especially if you consider all the environmental externalities that taxpayers just pick up the tab for and have for the past hundred years when it comes to the fossil fuel industry.

There is a lot of work we could do together to take inappropriate subsidies out of U.S. energy policy, and I hope the gentleman would be interested in that.

I want to assure him when it comes to the forestry and trees and air quality part of our conversation that the wildfires and the air quality problems in California, because of them, are not something you can log your way out of.

I know the gentleman is interested in forest management, and there is a lot that we could work on there together as well for healthy forests. Some of the worst wildfires in California that produced the worst air quality were through heavily cutover land where there had been all the clear-cutting anybody could ever want.

The same can be said for some of the terrible Canadian wildfires last year that gave us awful air quality right here in Washington, D.C. Much of that ripped right through heavily cutover, clear-cut land.

Logging, you know, is not the simple solution to these problems. A better solution is to step back and realize the climate crisis that is driving it and to begin working together to actually reduce the worst impacts of that crisis.

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

Mr. WESTERMAN. Mr. Speaker, I have no further requests for time. I am prepared to close, and I reserve the balance of my time.

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

Mr. Speaker, obviously, I oppose this bill. We have massive wildfires, prolonged droughts, stronger hurricanes, and coastal flooding. All across this country, our communities are feeling the increased severity and frequency of tragic events from the climate crisis, sending us dire warnings.

The crisis is real, it is here, and we need to act now for the sake of this planet and future generations.

In the Arctic, temperatures are rising four times faster than the global average. In the indigenous communities in northern Alaska who are so disproportionately facing the devastating impacts of the climate crisis, we must also pay attention to the impacts on them.

The melting permafrost is creating our country's first but not last climate refugees. Changing species migration patterns are threatening food security and cultural continuity. Oil and gas development only exacerbates all of these impacts.

Of course, not all Alaskans, including indigenous Alaskans, share the same perspective on oil and gas development. Native American Tribes are not a monolith.

You can bet that whenever my friends across the aisle can find some indigenous individual or advocacy group or other entity that supports oil and gas development, they are going to wrap themselves around Tribal consultation and pretend to be great champions for Indian Country.

In many other votes, when Indian Country opposes pipelines and dams and mining projects and other things that are against their interests, I am afraid the Tribes are thrown under the bus by my Republican friends pretty much every time.

Revenue from extraction often supports local governments and indigenous regional and village corporations.

That is part of the consideration in Alaska, but in so many cases, the tradeoffs create unacceptable impacts as well. That is why it is not a monolith when you talk to indigenous communities in Alaska.

This bill is an instrument of blunt force that allows for extraction across Alaska in places that are too special and too fragile to drill.

It would reinstate oil and gas leases in the Arctic National Wildlife Refuge, an area known to the Gwich'in people as ''The sacred place where life begins.'' These were leases the Biden administration canceled because they were based on shoddy Trump-era analyses.

The bill would withdraw the administration's rule to protect over 13 million acres of public land in the NPR–A, a region that is already feeling the impacts of oil and gas development.

It would undo protection of 125 million acres of the Arctic Ocean from offshore drilling, and it would undo the reinstatement of the Northern Bering Sea Climate Resilience Area. In the Bering Sea, an oil spill would be beyond detrimental. It would be catastrophic.

Rolling back these protections is the wrong approach. We can't simply give these lands and waters away to the highest bidder.

I urge my colleagues to vote ''no'' on this bill and yield back the balance of my time.

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

To close, I am going to quote from the testimony of Charles Lampe, the President of the Kaktovik Inupiat Corporation who testified on the Biden administration's action in November.

> We do not approve of efforts to turn our homeland into one giant national park, which literally guarantees us a fate with no economy, no jobs, reduced subsistence, and no hope for the future of our people.

I urge all my colleagues to show their support for Alaska and the Alaska Native communities on the North Slope by voting for this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. All time for debate on the bill has expired.

AMENDMENT NO. 1 OFFERED BY MR. STAUBER

The SPEAKER pro tempore. It is now in order to consider amendment No. 1 printed in House Report 118–477.

Mr. STAUBER. Mr. Chair, I have an amendment at the desk.

The SPEAKER pro tempore. The Clerk will designate the amendment.

The text of the amendment is as follows:

Add at the end the following:

SEC. 7. DESIGNATION OF SPECIAL AREAS OF THE NATIONAL PETROLEUM RESERVE IN ALASKA.

Beginning on the date of enactment of this Act, the Secretary may not designate any new Special Areas, add resource values to existing Special Areas, or expand existing Special Areas in the National Petroleum Reserve in Alaska unless an Act of Congress enacted after the date of enactment of this Act specifically authorizes the Secretary to do so.

The SPEAKER pro tempore. Pursuant to House Resolution 1173, the gentleman from Minnesota (Mr. STAUBER) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Minnesota.

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

I rise to offer my amendment that strengthens the underlying legislation to prevent the Biden administration from taking further steps to block oil and gas production in the great State of Alaska.

In the Bureau of Land Management's press release announcing the final NPR-A rule, they teased future action by the administration to create new special areas or expand/adjust existing special areas within the boundaries of the National Petroleum Reserve-Alaska. These special areas are a means to lock up acreage from oil and gas production. There is no disputing that.

My amendment prohibits the Department of the Interior from creating or expanding special areas without congressional authorization.

When the administration announced its moratorium and canceled leases in ANWR and withdrew millions of acreage from development within the NPR-A, the local Alaska Native communities on the North Slope weren't given a proper heads-up, just like members of the Navajo Nation heard about the Chaco Canyon withdrawal. Alaska Native community leaders learned of these policy changes in the media.

This administration did not even properly consult with the very communities this oil and gas development would benefit, and it is clear why, because they weren't in lockstep with the administration's policies.

Mr. Speaker, just this morning we had a hearing. I asked the Secretary of the Interior five times if she consulted with the North Slope Native American communities, and she would not answer.

I finally had to go get some emails where they requested a meeting with her, and she denied meeting with them.

Let's make it very clear. The Alaskans on the North Slope requested a meeting with the Secretary of the Interior prior to this rule, and she blew them off. She didn't have the courtesy to meet with them after she was up there in Alaska already.

The administration also held an incredibly short public comment period on these actions. When the Bureau of Land Management was pressed on this

timeline, which was right in the middle of whaling season for the sustenance fishing communities that support oil and gas development, a BLM official responded that the administration wanted a short comment period to rush a rule through in order to prevent it from falling into the Congressional Review Act window.

Mr. Speaker, not only did this administration fail to properly consult with local Native Alaskan communities on the North Slope, but they have taken explicit steps to subvert Congress' constitutional responsibility to serve as a check on the executive branch.

This administration cannot be trusted to do right by the American people. Policies coming out of this administration, especially energy and natural resources policies, undermine the American people and the hardworking men and women who stand ready to responsibly develop our vast natural resources.

That is why Congress must take every step to prevent the administration from pushing forward these policies. We must close every loophole that might be out there to shut down domestic energy production.

This includes preventing the administration from creating new or expanding existing special areas within the NPR-A.

They can't be trusted to do the right thing by the American people and the Alaska Native communities on the North Slope.

Congress must step in. I urge my colleagues to join me in voting for this amendment, as well as joining me in voting for the underlying legislation.

The Alaskan communities deserve this. They have been producing energy under their feet in their natural resource space for years.

The energy production—we want to be energy independent, and again, the oil and gas royalties will help the North Slope communities, Mr. Speaker.

I said 10 minutes ago they had come to an EMR hearing stating that these royalties help us live, help us buy our food, help us build our infrastructure. Without those revenues, they can't do it. They simply can't do it. In fact, at the EMR hearing, there was a resident that actually was in tears, Mr. Speaker, because of this rule. It is going to be devastating for her and her family to not be able to live on the North Slope comfortably.

Actually, Mr. Speaker, my good friend from Louisiana, I actually liked his expression, and I think my colleague on the other side of the aisle may be offended by this, but you know, my good friend from Louisiana actually said—

The SPEAKER pro tempore. The time of the gentleman has expired.

Mr. HUFFMAN. Mr. Speaker, I rise in opposition to the amendment.

The SPEAKER pro tempore. The gentleman from California is recognized for 5 minutes.

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

We have a process problem. Last week, the Rules Committee issued a notice for amendment submission for this bill, and 16 amendments were submitted: 12 from Democrats, 4 from Republicans.

We really should be having an open, robust, and lively debate, but no. The amendment debate this afternoon will be really quick because all six Natural Resources bills up this week, with all six of those bills, this is the only bill that was open to any amendments, and Republicans made only one, this one, this fossil fuel industry wish. That was the only one made in order.

Republicans have made a mockery of what they promised, and they boasted about back in the early days of this Congress.

They guaranteed it would be a robust and open process. Half the time, the Rules Committee isn't even open, but when it is, it is cooking the books like we see this week with this one single amendment for us to debate.

With other bills that have been up this afternoon, the so-called Mining Regulatory Clarity Act, my colleague, Representative LEGER FERNANDEZ, filed several amendments, amendments that Ranking Member GRIJALVA previously offered at the bill's markup.

They would prevent foreign bad actors, for example, including adversaries like China from mining our Federal lands, something that is all too common today through their thinly veiled American subsidiaries, but no, that was not ruled in order, so we don't get to talk about it.

Yesterday at the Rules Committee hearing, Chair WESTERMAN told us he didn't accept the amendment because it wasn't worded properly.

Well, this language was already in the Republicans' prized H.R. 1 where it was included as a Republican amendment, so it is hard to take that argument seriously.

Maybe they realized H.R. 1 would never become law and that is why more than a year later, Republicans still haven't sent that bill even to the Senate, or maybe they realized foreign bad actors also happen to be padding their pockets.

□ 1615

If that is not the case, I am eager to continue working across the aisle to get these bad actors off our Federal lands, and we will be following up.

Now, back to Alaska. The amendment we are here to debate would do nothing but make the bill more extreme. It would prevent the administration from designating any further special areas without an act of Congress, preventing further protections for an area that is so fragile, special, and ecologically important.

They blocked debate on every other amendment, including my amendment to require a study on the impacts to subsistence resources, another to prohibit the Secretary from issuing the lease sale until revenue is raised at least to the level that CBO estimates, and one to prohibit oil and gas leasing in the Arctic Ocean.

Representative PELTOLA, the sole House Representative for Alaska, filed an amendment to protect the critically important Northern Bering Sea Climate Resilience Area, but Republicans refused to let that proceed. This is not good faith debate.

I will end with a word about my friend's statement that he asked Secretary Haaland repeatedly about Tribal consultation. My friend would have been well-served to listen to Secretary Haaland and learn a thing or two about Tribal consultation. She is the highest-ranking indigenous person in American history. She knows a thing or two about this subject, including the fact that a nonprofit advocacy group, which is the consultation that my friend was referring to, is not a group she has to meet with or consult as part of Tribal consultation.

Tribal consultation is government to government. That is how it works. If there was a little more listening and a little less screaming and table-pounding, there might be a better understanding of Tribal consultation across the aisle.

Mr. Speaker, I urge a ''no'' vote, and I yield back the balance of my time.

The SPEAKER pro tempore. Pursuant to the rule, the previous question is ordered on the bill and on the amendment offered by the gentleman from Minnesota (Mr. STAUBER).

The question is on the amendment offered by the gentleman from Minnesota (Mr. STAUBER).

The amendment was agreed to.

The SPEAKER pro tempore. The question is on 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

Ms. CASTOR. 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:

Ms. Castor of Florida moves to recommit the bill H.R. 6285 to the Committee on Natural Resources.

The material previously referred to by Ms. CASTOR of Florida is as follows:

Ms. Castor of Florida moves to recommit the bill H.R. 6285 to the Committee on Natural Resources with instructions to report the same back to the House forthwith, with the following amendment:

Add at the end the following:

SEC. 7. PROHIBITION OF OIL AND NATURAL GAS PRELEASING, LEASING, AND RELATED ACTIVITIES IN CERTAIN AREAS OFF THE COAST OF FLORIDA.

Section 18 of the Outer Continental Shelf Lands Act (43 U.S.C. 1344) is amended by adding at the end the following:

''(j) PROHIBITION OF OIL AND NATURAL GAS PRELEASING, LEASING, AND RELATED ACTIVITIES IN CERTAIN AREAS OFF THE COAST OF FLORIDA.—

''(1) PROHIBITION.—Notwithstanding any other provision of this section or any other law, the Secretary may not offer for oil and gas leasing, preleasing, or any related activity any tract located in—

''(A) any area of the Eastern Gulf of Mexico that is referred to in section 104(a) of the Gulf of Mexico Energy Security Act of 2006;

''(B) the portion of the South Atlantic Planning Area south of 30 degrees 43 minutes North Latitude; or

''(C) the Straits of Florida Planning Area.

''(2) LIMITATION ON EFFECT.—Nothing in this subsection affects any right under any lease issued under this Act before the date of enactment of this subsection.''.

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.

Ms. CASTOR of Florida. 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.

ANTISEMITISM AWARENESS ACT OF 2023

The SPEAKER pro tempore. Pursuant to clause 1(c) of rule XIX, further consideration of the bill (H.R. 6090) to provide for the consideration of a definition of antisemitism set forth by the International Holocaust Remembrance Alliance for the enforcement of Federal antidiscrimination laws concerning education programs or activities, and for other purposes will now resume.

The Clerk read the title of the bill.

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.

The SPEAKER pro tempore. The question is on passage of the bill.

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

Mr. ARMSTRONG. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, this 15-minute vote on passage of H.R. 6090 will be followed by 5-minute votes on:

The motion to recommit on H.R. 6285;

Passage of H.R. 6285, if ordered;

The motion to recommit on H.R. 2925;

Passage of H.R. 2925, if ordered; and

Adoption of H. Res. 1112.

The vote was taken by electronic device, and there were—yeas 320, nays 91, not voting 18, as follows:

[Roll No. 172]

YEAS—320

Adams	Fulcher	Meng
Aderholt	Garbarino	Meuser
Aguilar	Garcia, Mike	Mfume
Alford	Gimenez	Miller (IL)
Allen	Golden (ME)	Miller (OH)
Allred	Goldman (NY)	Miller (WV)
Amodei	Gonzales, Tony	Miller-Meeks
Armstrong	Gonzalez, Vicente	Mills
Babin	Good (VA)	Molinaro
Bacon	Gooden (TX)	Moolenaar
Baird	Gottheimer	Mooney
Balderson	Granger	Moore (AL)
Banks	Graves (LA)	Moore (UT)
Barr	Graves (MO)	Moran
Barragán	Green (TN)	Morelle
Bean (FL)	Griffith	Moskowitz
Beatty	Guest	Moulton
Bentz	Guthrie	Mrvan
Bera	Harder (CA)	Mullin
Bergman	Harris	Napolitano
Bice	Harshbarger	Neal
Bilirakis	Hayes	Neguse
Bishop (GA)	Hern	Nehls
Bishop (NC)	Hill	Newhouse
Blunt Rochester	Himes	Norcross
Bost	Hinson	Nunn (IA)
Boyle (PA)	Horsford	Obernolte
Brown	Houchin	Ogles
Brownley	Houlahan	Owens
Buchanan	Hoyer	Pallone
Bucshon	Hudson	Palmer
Budzinski	Huffman	Panetta
Burchett	Huizenga	Pappas
Burgess	Issa	Pascrell
Calvert	Ivey	Pelosi
Cammack	Jackson (NC)	Peltola
Caraveo	Jackson (TX)	Pence
Carbajal	Jackson Lee	Perez
Carey	James	Perry
Carl	Jeffries	Peters
Carter (GA)	Johnson (LA)	Pettersen
Carter (TX)	Johnson (SD)	Pfluger
Cartwright	Jordan	Phillips
Castor (FL)	Joyce (OH)	Posey
Chavez-DeRemer	Joyce (PA)	Quigley
Cherfilus-McCormick	Kamlager-Dove	Raskin
Chu	Kaptur	Reschenthaler
Ciscomani	Kean (NJ)	Rodgers (WA)
Clark (MA)	Keating	Rogers (AL)
Cline	Kelly (MS)	Rogers (KY)
Cohen	Kelly (PA)	Rose
Comer	Kiggans (VA)	Ross
Connolly	Kildee	Rouzer
Correa	Kiley	Ruiz
Costa	Kilmer	Ruppersberger
Courtney	Kim (CA)	Rutherford
Craig	Krishnamoorthi	Ryan
Crawford	Kuster	Salazar
Crow	Kustoff	Salinas
Cuellar	LaHood	Sarbanes
Curtis	LaLota	Scalise
D'Esposito	LaMalfa	Schiff
Davids (KS)	Lamborn	Schneider
Davis (NC)	Landsman	Scholten
Dean (PA)	Larsen (WA)	Schrier
DeLauro	Larson (CT)	Schweikert
DelBene	Latta	Scott, Austin
Deluzio	LaTurner	Scott, David
DesJarlais	Lawler	Self
Dingell	Lee (FL)	Sessions
Duarte	Lee (NV)	Sewell
Duncan	Lesko	Sherman
Dunn (FL)	Letlow	Sherrill
Edwards	Levin	Simpson
Ellzey	Lieu	Slotkin
Emmer	Loudermilk	Smith (MO)
Escobar	Lucas	Smith (NE)
Eshoo	Luetkemeyer	Smith (NJ)
Espaillat	Luttrell	Smith (WA)
Estes	Lynch	Smucker
Ezell	Mace	Sorensen
Fallon	Malliotakis	Soto
Feenstra	Maloy	Spanberger
Ferguson	Mann	Spartz
Finstad	Manning	Stanton
Fischbach	Mast	Stauber
Fitzgerald	Matsui	Steel
Fitzpatrick	McBath	Stefanik
Fleischmann	McCaul	Steil
Fletcher	McClain	Steube
Flood	McClintock	Stevens
Foxx	McCormick	Strickland
Frankel, Lois	McHenry	Strong
Franklin, Scott	Meeks	Suozzi
Fry	Menendez	Swalwell
Thanedar	Van Duyne	Wenstrup
Thompson (CA)	Van Orden	Westerman
Tiffany	Vargas	Wild
Timmons	Vasquez	Williams (NY)
Titus	Veasey	Williams (TX)
Tonko	Wagner	Wilson (FL)
Torres (CA)	Walberg	Wilson (SC)
Torres (NY)	Waltz	Wittman
Trahan	Wasserman Schultz	Womack
Turner	Weber (TX)	Yakym
Valadao	Webster (FL)	Zinke
Van Drew		

NAYS—91

Amo	Donalds	McGarvey
Auchincloss	Evans	McGovern
Balint	Foster	Moore (WI)
Beyer	Foushee	Nadler
Biggs	Frost	Norman
Blumenauer	Gaetz	Ocasio-Cortez
Boebert	Garamendi	Omar
Bonamici	García (IL)	Pingree
Bowman	Garcia (TX)	Pocan
Brecheen	Gosar	Porter
Burlison	Green, Al (TX)	Pressley
Bush	Greene (GA)	Ramirez
Cárdenas	Hageman	Rosendale
Carson	Higgins (LA)	Roy
Carter (LA)	Hoyle (OR)	Sánchez
Casar	Hunt	Scanlon
Case	Jackson (IL)	Schakowsky
Casten	Jacobs	Scott (VA)
Castro (TX)	Jayapal	Stansbury
Clarke (NY)	Johnson (GA)	Takano
Cloud	Kelly (IL)	Thompson (MS)
Clyburn	Khanna	Tlaib
Clyde	Kim (NJ)	Tokuda
Collins	Lee (CA)	Underwood
Crane	Lee (PA)	Velázquez
Crockett	Leger Fernandez	Waters
Davidson	Lofgren	Watson Coleman
Davis (IL)	Luna	Wexton
DeGette	Massie	Williams (GA)
DeSaulnier	McClellan	
Doggett	McCollum	

NOT VOTING—18

Arrington	Gallego	Magaziner
Cleaver	Garcia, Robert	Murphy
Cole	Gomez	Nickel
Crenshaw	Grijalva	Sykes
De La Cruz	Grothman	Thompson (PA)
Diaz-Balart	Langworthy	Trone

□ 1650

Mr. HUNT changed his vote from ''yea'' to ''nay.''

Messrs. BURCHETT and MILLS changed their vote from ''nay'' to ''yea.''

So the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

Stated for:

Mr. GALLEGO. Madam Speaker, I regretfully missed the vote on H.R. 6090, the Antisemitism Awareness Act. Had I been present, I would have voted YEA on Roll Call No. 172.

Mr. THOMPSON of Pennsylvania. Madam Speaker, I was unable to cast my vote for H.R. 6090, the Antisemitism Awareness Act. Had I been present, I would have voted YEA on Roll Call No. 172.

ALASKA'S RIGHT TO PRODUCE ACT OF 2023

The SPEAKER pro tempore (Mrs. CAMMACK). Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to recommit on the bill (H.R. 6285) to ratify and approve all authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders issued pursuant to Federal law necessary for the establishment and administration of the

Coastal Plain oil and gas leasing program, and for other purposes, offered by the gentlewoman from Florida (Ms. CASTOR), on which the yeas and nays were ordered.

The Clerk will redesignate the motion.

The Clerk redesignated the motion.

The SPEAKER pro tempore. The question is on the motion to recommit.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 201, nays 211, not voting 17, as follows:

[Roll No. 173]

YEAS—201

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
Carson
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
Foushee
Frankel, Lois
Frost
Garamendi
García (IL)
Garcia (TX)
Golden (ME)
Goldman (NY)
Gottheimer
Green, Al (TX)
Harder (CA)
Hayes
Himes
Horsford
Houlahan
Hoyer
Hoyle (OR)
Huffman
Ivey
Jackson (IL)
Jackson (NC)
Jackson Lee
Jacobs
Jayapal
Jeffries
Johnson (GA)
Kamlager-Dove
Kaptur
Keating
Kelly (IL)
Khanna
Kildee
Kilmer
Kim (NJ)
Krishnamoorthi
Kuster
Landsman
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
Morelle
Moskowitz
Moulton
Mrvan
Mullin
Nadler
Napolitano
Neal
Neguse
Norcross
Ocasio-Cortez
Omar
Pallone
Panetta
Pappas
Pascrell
Pelosi
Peltola
Perez
Peters
Pettersen
Phillips
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
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—211

Aderholt
Alford
Allen
Amodei
Armstrong
Babin
Bacon
Baird
Balderson
Banks
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Carter (TX)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Collins
Comer
Crane
Crawford
Crenshaw
Curtis
D'Esposito
Davidson
DesJarlais
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Ferguson
Finstad
Fischbach
Fitzgerald
Fitzpatrick
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Golden (ME)
Gonzales, Tony
Good (VA)
Gooden (TX)
Gosar
Granger
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Griffith
Grothman
Guest
Guthrie
Hageman
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
LaMalfa
Lamborn
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
Mooney
Moore (AL)
Moore (UT)
Moran
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Pence
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Self
Sessions
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Spartz
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—17

Arrington
Cleaver
Cole
De La Cruz
Diaz-Balart
Gallego
Garcia, Robert
Gomez
Gonzalez, Vicente
Grijalva
Langworthy
Magaziner
Moore (WI)
Murphy
Nickel
Sykes
Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

□ 1656

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.

RECORDED VOTE

Mr. HUFFMAN. Madam Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. This is a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 214, noes 199, answered ''present'' 2, not voting 14, as follows:

[Roll No. 174]

AYES—214

Aderholt
Alford
Allen
Amodei
Armstrong
Babin
Bacon
Baird
Balderson
Banks
Barr
Bean (FL)
Bentz
Bergman
Bice
Biggs
Bilirakis
Bishop (GA)
Bishop (NC)
Boebert
Bost
Brecheen
Buchanan
Bucshon
Burchett
Burgess
Burlison
Calvert
Cammack
Carey
Carl
Carter (GA)
Carter (TX)
Chavez-DeRemer
Ciscomani
Cline
Cloud
Clyde
Collins
Comer
Crane
Crawford
Crenshaw
Cuellar
Curtis
D'Esposito
Davidson
DesJarlais
Donalds
Duarte
Duncan
Dunn (FL)
Edwards
Ellzey
Emmer
Estes
Ezell
Fallon
Feenstra
Ferguson
Finstad
Fischbach
Fitzgerald
Fleischmann
Flood
Foxx
Franklin, Scott
Fry
Fulcher
Gaetz
Garbarino
Garcia, Mike
Gimenez
Golden (ME)
Gonzales, Tony
Gonzalez, Vicente
Good (VA)
Gooden (TX)
Gosar
Granger
Graves (LA)
Graves (MO)
Green (TN)
Greene (GA)
Grothman
Guest
Guthrie
Hageman
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
LaMalfa
Lamborn
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
Mooney
Moore (AL)
Moore (UT)
Moran
Nehls
Newhouse
Norman
Nunn (IA)
Obernolte
Ogles
Owens
Palmer
Pence
Perez
Perry
Pfluger
Posey
Reschenthaler
Rodgers (WA)
Rogers (AL)
Rogers (KY)
Rose
Rosendale
Rouzer
Roy
Rutherford
Salazar
Scalise
Schweikert
Scott, Austin
Self
Sessions
Simpson
Smith (MO)
Smith (NE)
Smith (NJ)
Smucker
Spartz
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
Blumenauer
Blunt Rochester
Bonamici
Bowman
Boyle (PA)
Brown
Brownley
Budzinski
Bush
Caraveo
Carbajal
Cárdenas
Carson
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	Levin	Sánchez
Evans	Lieu	Sarbanes
Fitzpatrick	Lofgren	Scanlon
Fletcher	Lynch	Schakowsky
Foster	Manning	Schiff
Foushee	Matsui	Schneider
Frankel, Lois	McBath	Scholten
Frost	McClellan	Schrier
Garamendi	McCollum	Scott (VA)
García (IL)	McGarvey	Scott, David
Garcia (TX)	McGovern	Sewell
Goldman (NY)	Meeks	Sherman
Gomez	Menendez	Sherrill
Gottheimer	Meng	Slotkin
Green, Al (TX)	Mfume	Smith (WA)
Harder (CA)	Moore (WI)	Sorensen
Hayes	Morelle	Soto
Himes	Moskowitz	Spanberger
Horsford	Moulton	Stansbury
Houlahan	Mrvan	Stanton
Hoyer	Mullin	Stevens
Hoyle (OR)	Nadler	Strickland
Huffman	Napolitano	Suozzi
Ivey	Neal	Swalwell
Jackson (IL)	Neguse	Takano
Jackson (NC)	Norcross	Thanedar
Jackson Lee	Ocasio-Cortez	Thompson (CA)
Jacobs	Omar	Thompson (MS)
Jayapal	Pallone	Titus
Jeffries	Panetta	Tlaib
Johnson (GA)	Pappas	Tokuda
Kamlager-Dove	Pascrell	Tonko
Kaptur	Pelosi	Torres (CA)
Keating	Peters	Torres (NY)
Kelly (IL)	Pettersen	Trahan
Khanna	Phillips	Underwood
Kildee	Pingree	Vargas
Kilmer	Pocan	Vasquez
Kim (NJ)	Porter	Veasey
Krishnamoorthi	Pressley	Velázquez
Kuster	Quigley	Wasserman Schultz
Landsman	Ramirez	
Larsen (WA)	Raskin	Waters
Larson (CT)	Ross	Watson Coleman
Lee (CA)	Ruiz	Wexton
Lee (NV)	Ruppersberger	Wild
Lee (PA)	Ryan	Williams (GA)
Leger Fernandez	Salinas	Wilson (FL)

ANSWERED ''PRESENT''—2

Griffith	Peltola

NOT VOTING—14

Arrington	Gallego	Murphy
Cleaver	Garcia, Robert	Nickel
Cole	Grijalva	Sykes
De La Cruz	Langworthy	Trone
Diaz-Balart	Magaziner	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

□ 1703

Ms. MOORE of Wisconsin 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.

MINING REGULATORY CLARITY ACT OF 2024

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on the motion to recommit on 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, offered by the gentlewoman from New Mexico (Ms. LEGER FERNANDEZ), on which the yeas and nays were ordered.

The Clerk will redesignate the motion.

The Clerk redesignated the motion.

The SPEAKER pro tempore. The question is on the motion to recommit.

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 210, nays 204, not voting 15, as follows:

[Roll No. 175]

YEAS—210

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

NAYS—204

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

NOT VOTING—15

Arrington	Gallego	Murphy
Cleaver	Garcia, Robert	Nickel
Cole	Grijalva	Roy
De La Cruz	Langworthy	Sykes
Diaz-Balart	Magaziner	Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

□ 1714

So the motion to recommit was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

DENOUNCING THE BIDEN ADMINISTRATION'S IMMIGRATION POLICIES

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the unfinished business is the vote on adoption of the resolution (H. Res. 1112) denouncing the Biden administration's immigration policies, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

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

This is a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 223, nays 191, not voting 15, as follows:

[Roll No. 176]

YEAS—223

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

NAYS—191

Adams	Carbajal	Costa
Aguilar	Cárdenas	Courtney
Allred	Carson	Crockett
Amo	Carter (LA)	Crow
Auchincloss	Cartwright	Davis (IL)
Balint	Casar	Dean (PA)
Barragán	Case	DeGette
Beatty	Casten	DeLauro
Bera	Castor (FL)	DelBene
Beyer	Castro (TX)	Deluzio
Bishop (GA)	Cherfilus-McCormick	DeSaulnier
Blumenauer	Chu	Dingell
Blunt Rochester	Clark (MA)	Doggett
Bonamici	Clarke (NY)	Escobar
Bowman	Clyburn	Eshoo
Boyle (PA)	Cohen	Espaillat
Brown	Connolly	Evans
Brownley	Correa	Fletcher
Bush	Foushee	Foster
	Frankel, Lois	Manning
	Frost	Matsui
	Garamendi	McBath
	García (IL)	McClellan
	Garcia (TX)	McCollum
	Goldman (NY)	McGarvey
	Gomez	McGovern
	Gonzalez, Vicente	Meeks
	Gottheimer	Menendez
	Green, Al (TX)	Meng
	Hayes	Mfume
	Himes	Moore (WI)
	Houlahan	Morelle
	Hoyer	Moskowitz
	Hoyle (OR)	Moulton
	Huffman	Mrvan
	Ivey	Mullin
	Jackson (IL)	Nadler
	Jackson (NC)	Napolitano
	Jackson Lee	Neal
	Jacobs	Neguse
	Jayapal	Norcross
	Jeffries	Ocasio-Cortez
	Johnson (GA)	Omar
	Kamlager-Dove	Pallone
	Kaptur	Panetta
	Keating	Pappas
	Kelly (IL)	Pascrell
	Khanna	Pelosi
	Kildee	Peters
	Kilmer	Pettersen
	Kim (NJ)	Phillips
	Krishnamoorthi	Pingree
	Kuster	Pocan
	Landsman	Porter
	Larsen (WA)	Pressley
	Larson (CT)	Quigley
	Lee (CA)	Ramirez
	Lee (PA)	Raskin
	Leger Fernandez	Ross
	Levin	Ruiz
	Lieu	Ruppersberger
	Lofgren	Ryan
	Lynch	Salinas
		Sánchez
		Sarbanes
		Scanlon
		Schakowsky
		Schiff
		Schneider
		Scholten
		Schrier
		Scott (VA)
		Scott, David
		Sewell
		Sherman
		Sherrill
		Slotkin
		Smith (WA)
		Soto
		Spanberger
		Stansbury
		Stanton
		Stevens
		Strickland
		Suozzi
		Swalwell
		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—15

Arrington	Gallego	Murphy
Cleaver	Garcia, Robert	Nickel
Cole	Grijalva	Roy
De La Cruz	Langworthy	Sykes
Diaz-Balart	Magaziner	Trone

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

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

□ 1720

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

Mr. LANGWORTHY. Madam Speaker, due to a family illness, I was unable to be present for votes today. Had I been present, I would have voted YEA on Roll Call No. 172, NAY on Roll Call No. 173, YEA on Roll Call No. 174, NAY on Roll Call No. 175, and YEA on Roll Call No. 176.

ADJOURNMENT TO THURSDAY, MAY 2, 2024; AND ADJOURNMENT FROM THURSDAY, MAY 2, 2024, TO MONDAY, MAY 6, 2024

Mr. SMITH of Nebraska. Madam Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 10 a.m. tomorrow; and further, when the House adjourns on that day, it adjourn to meet on Monday, May 6, 2024, when it shall convene at noon for morning-hour debate and 2 p.m. for legislative business.

The SPEAKER pro tempore (Ms. MALOY). Is there objection to the request of the gentleman from Nebraska?

There was no objection.

GIVE-UP GROUPS

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

Mr. LALOTA. Madam Speaker, ''give-up groups'' is the new term coined by our brave Border Patrol for an assembly of about 10 to 30 migrants who cross north across America's southern border, where there is no wall or barrier, and who don't even attempt to evade Border Patrol.

Rather, the give-up groups know that if they falsely claim asylum, President Biden will facilitate their parole into our country. Not only that, the Biden administration will give them a pair of Crocs, a sandwich, a sweat suit, and a plane ride to a city, like New York.

I learned about give-up groups this past weekend on my fourth trip to the southern border. This new tactic is another way the migrants are taking advantage of President Biden's terrible border policy.

Madam Speaker, to secure the border and to stop these give-up groups, President Biden should reinstate the 64 successful Trump-era border policies.

UKRAINE AID PACKAGE BOLSTERS THEIR FIGHT

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

Ms. DEAN of Pennsylvania. Madam Speaker, mere hours after this House finally passed critical security aid for our democratic allies, I found myself on a train in the countryside of wartorn Ukraine.

Along with a bipartisan group of colleagues, we were the first four Members of Congress to celebrate our bicameral accomplishment with Ukraine's President Volodymyr Zelenskyy. He shared with us that the world watched that vote, and he shared his gratitude, the gratitude of a President, of an army, and of a nation.

We were grounded by this victory and clear-eyed about victories yet to come. Ukraine must defeat Putin's illegal, barbaric assault on democracy. Our aid package will bolster their fight, providing training, equipment, and weapons to Ukraine, as well as replenishing our own U.S. weapons stock.

While abroad, we met with the Ukrainian military and our own 82nd Airborne Division. They told us they feel the weight of this struggle. They feel a sense of purpose, a sense of history, and their role in it.

By passing aid to Ukraine, Madam Speaker, we fulfill our American obligation to lead and meet our obligation to protect the health, safety, and security of democracies worldwide.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Ms. Avery M. Stringer, one of the secretaries.

□ 1730

NEW YORK TAX

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

Ms. MALLIOTAKIS. Madam Speaker, I rise to point out that New York State has never seen a tax that it does not like. Sadly, in New York, we are once again looking at a $15 cash grab to enter Manhattan city center, affecting constituents of mine in Staten Island and Brooklyn, shifting traffic to the outer boroughs of New York City, and of course, hurting our economy when we are trying to get back on our feet post COVID.

It is unconscionable that the Biden Administration rubber-stamped the congestion pricing cash grab of the MTA at the request of Governor Kathy Hochul without even requiring an environmental impact statement as required by Federal law. The NEPA process is clear, and this is a clear violation, which is why myself and others, including some in this Chamber, have sued to try to stop this cash grab.

We call on the Biden administration to reverse course. Do not allow this toll to go through. You are hurting the people of New York State. You are hurting New York City's center, which is an economic engine for the entire country.

I hope my colleagues will join my legislation to stop it.

SOCIAL SECURITY FAIRNESS ACT

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

Mr. LANDSMAN. Madam Speaker, I rise today to call for real action on the Social Security Fairness Act and have it be brought to the floor. There are over 300 of us who have signed onto this bill, and once you hit 290, it should come to the floor.

Now, the bill itself will be a game changer for public employees who are retired and aren't getting all of their Social Security, even though they paid into Social Security throughout their career.

The bill aims to ensure that retired public servants receive their full Social Security benefits. This is obviously so critically important as people are working to pay their bills, visit family, buy groceries, et cetera.

Americans pay into Social Security. They have for decades so that they can receive their hard-earned dollars when they retire. By fixing the program, millions of families will know their full Social Security benefits will be there for them when they retire.

I will say that people come up to me all the time and say, if this passes, we are talking $1,800, $2,000. Please bring it to the floor.

HONORING ALEXANDRIA CARBONE AND MARISSA RAMIREZ

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

Mr. CARTER of Georgia. Madam Speaker, I rise today to recognize the heroic actions of two Claxton High School students.

Dedicated soccer players, Alexandria Carbone and Marissa Ramirez were at their local Dairy Queen for an after-practice treat when they witnessed a medical emergency. Both Alexandria and Marissa jumped in to perform CPR on the man as they waited for first responders.

Their situational awareness and preparedness saved a life that day. While many people may know the basics of CPR, it can be very challenging to put knowledge into action in high-pressure situations.

Both of these young women demonstrated selflessness and bravery by stepping up and stepping in. They want this to serve as a reminder to be aware of your surroundings and to always be compassionate towards those in need.

They were recently honored by their city council, and it is my pleasure to honor these outstanding individuals here today. I thank Alexandria and Marissa for their actions and example.

PAYING TRIBUTE TO JUSTIN MATURO

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

Mr. TAKANO. Madam Speaker, I pay tribute today to an outstanding public servant, Justin Maturo, who is ending his nearly 6-year tenure as my legislative director.

He joined my team in 2018, and I quickly came to trust Justin's analytic mind to sort through the myriad of bills going to the floor each day as well as his political judgment and prudence. He has helped me secure important legislative wins as that was part of his job, but his service was always connected to the success of our Nation, not just to the success of his boss.

While my heart is heavy upon the loss of my highly valued lieutenant, our country is the richer as Justin assumes a role as special assistant to the Assistant Secretary of Defense for Legislative Affairs.

I wish him well in his new position and thank him for the service he has rendered to me, my constituents, and our Nation. In turn, all I ask him to do is continue to do great things for us all.

SPREAD OF ENCAMPMENTS AT UNIVERSITIES

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

Mr. KILEY. Madam Speaker, the spread of tent encampments and all of the associated illegal and anti-Semitic activity at our universities is deeply disturbing, disruptive, and dangerous. We are seeing scenes that absolutely defy belief, that I never would have expected to see in this country.

At UCLA, Jewish students are being physically blocked from entering campus or going into the library. Our university administrators have allowed this to happen. It never should have gotten to this point.

Enough is enough. I am calling on university leaders to work with law enforcement to immediately clear the encampments, arrest lawbreakers, and put a stop to this chaos.

Cancelling classes, as some universities have done, punishes all students and is not the answer. The Education and the Workforce Committee is expanding its investigation to California, and the chancellor of UC Berkeley will be testifying in a few weeks.

We are closely watching events at our universities and will hold university leadership accountable for inaction.

REMEMBERING ADMIRAL JOHN C. AQUILINO

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

Mr. CASE. Madam Speaker, this Friday at Kilo Pier, Pearl Harbor, Admiral John C. Aquilino, call sign ''Lung,'' relinquished his command of the U.S. Indo-Pacific Command and closes four decades of service to our Nation.

Throughout, Admiral Aquilino has exemplified loyalty to his oath. At INDOPACOM, he has been fiercely realistic about the challenge we face and fiercely focused on the path we must take.

His rock has always been his wife, Laura, and their daughters, Jess and Lisa. We owe them a true debt of gratitude.

When he assumed command 3 years ago, Admiral Aquilino quoted Admiral Nimitz doing the same in December 1941 at Pearl Harbor: ''It is a great responsibility, but I shall do my utmost to meet it.''

Admiral Aquilino has more than met his responsibility, and we are truly grateful.

HONORING REAR ADMIRAL MING ERH CHANG

(Mrs. KIGGANS of Virginia asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. KIGGANS of Virginia. Madam Speaker, I rise today to honor the life and service of the first naturalized Asian American to become a flag officer in the United States Navy, Rear Admiral Ming Erh Chang.

He was born in Shanghai, China, in 1932. Just over a decade later, in 1946, his family immigrated to the United States to escape the Chinese Communist Party.

His dream was to attend the U.S. Naval Academy. However, because he was not a citizen, he was not allowed to do so. He was not deterred.

Instead, he attended the College of William and Mary. After graduating, he joined the Navy in 1958, becoming one of the first officers to earn the rank of admiral after completing officer candidate school rather than the Naval Academy.

Rear Admiral Chang served our Nation honorably for 34 years before retiring in 1992. He dedicated the rest of his life to mentoring and promoting young Asian Americans so they could achieve the American Dream as he had done.

Rear Admiral Chang passed away in October 2017. He embodied what it meant to an American, to serve our great Nation, and to carve a path forward for future generations of Asian Americans. It is a privilege to honor his legacy here today.

HONORING THE POLISH-AMERICAN RELATIONSHIP

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

Ms. KAPTUR. Madam Speaker, the relationship between Poland and the United States and the contributions of Poles and Polish Americans to liberty during and since our American Revolution in 1776 are legendary.

As Polish Constitution Day approaches this Friday, May 3, our bipartisan House Polish Caucus will introduce a resolution recognizing the 105th anniversary of diplomatic relations between Poland and the United States. Those began on May 2, 1919, following the devastation of World War I.

Our Nation's enduring friendship dates back even further to Polish Generals Tadeusz Koscuiszko and Casimir Pulaski who nobly served during America's Revolutionary War fighting for America's independence.

During World War I, famed pianist Ignacy Jan Paderewski and Henryk Sienkiewicz traveled to the United States to promote the idea of an independent Poland.

Following World War I, President Woodrow Wilson delivered a compelling speech to Congress on January 22, 1917, advocating for Polish independence.

Let us pay tribute to the many contributions of Polish Americans and Poles to liberty on this Earth.

As Poland's first President Lech Walesa observes: ''Every Pole is born with the Freedom gene.''

Madam Speaker, I ask my colleagues to co-sponsor this bipartisan resolution.

WILDFIRE SEASON APPROACHING

(Mrs. KIM of California asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. KIM of California. Madam Speaker, with California's peak wildfire season approaching, many of my constituents are weary of the increased threat of wildfires. First responders' ability to detect wildfires and share information rapidly and securely during a wildfire is a matter of life and death.

That is why I am thrilled that the House this week passed the Fire Weather Development Act, which I helped introduce with Representatives GARCIA and CARAVEO. This bipartisan bill includes two bills I worked on that boost fire weather forecasting technologies and public safety communication standards, which I introduced after hearing from local, State, and Federal first responders.

I am proud to co-lead this commonsense bill, and I will continue to fight to get this across the finish line so we can improve wildfire readiness and protect our communities.

PUBLIC HEALTH SERVICE COMMISSION CORPS

(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, the United States Public Health Service Commission Corps is one of the Nation's uniformed service branches on the front lines of public health access across our country and our world.

Since wildfires destroyed Lahaina last August, 86 officers have been deployed to Maui to support behavioral health, disaster recovery, and environmental health responses.

They provided clinical care, created safe spaces for people to face their trauma, and made sure that first responders got the mental health support they needed, too. They even help initiate a biosurveillance program to monitor toxic exposure on first responders and the Hawaii National Guard.

Understanding the importance of meeting people where they are at, they provided services at schools, at congregate and non-congregate shelters, and at community events. Working with trusted local entities, they developed a mandatory cultural briefing for all responders, greatly enhancing their ability to care for a community in crisis.

The next time you thank our uniformed service branches for their service to our country, remember the men and the women of the Public Health Corps. When the health and wellbeing of our communities are on the line, when you need them, they will be there.

HONORING TERRY ANDERSON

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

Mr. RYAN. Madam Speaker, I rise today to honor Terry Anderson, who recently passed at his home in Greenwood Lake, New York. Terry served our country with honor and distinction, first as a marine and later as a journalist.

In 1985, while reporting on the Lebanese civil war as the AP's chief Middle Eastern correspondent, Terry was abducted by terrorists from Hezbollah and held hostage for 7 years. Terry never lost his sense of humor or his fiery spirit.

After his return to freedom, his extraordinary humanitarian efforts uplifted lives in our community and across the globe. Terry cofounded the Vietnam Children's Fund, building over 50 schools for communities in need. It was my privilege to fight alongside him to end veteran homelessness through the Rumshock Veterans Foundation on whose board he served.

My thoughts and our whole community's thoughts are with Terry's family and the countless friends and colleagues that come from a life well lived and grounded in service.

I want to share in closing words from Terry himself: ''If you keep the hatred, you can't have the joy.'' I think we can all learn something from Mr. Terry Anderson, a true American patriot.

□ 1745

RECLASSIFYING MARIJUANA

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

Ms. STEVENS. Madam Speaker, I rise in support of the news that the U.S. Drug Enforcement Administration will soon reclassify marijuana as a less dangerous drug.

Reclassifying marijuana from a schedule I drug to a schedule III drug while not legalizing marijuana is an important step in normalizing cannabis use in the United States and recognizing that marijuana is not cocaine, and it is not heroin.

The order will broaden access to the drug for medicinal purposes and move us further away from a time of prosecution and incarceration for simple possession, something that has had damaging effects to Black and Brown communities across this country.

I commend President Biden for his important work on this issue. From pardoning thousands of Americans convicted of simple possession of marijuana to reviewing all Federal marijuana laws, the Biden administration is taking the necessary steps to improve marijuana policy in the United States.

Promises made, promised delivered. I thank President Biden.

TRAGEDY IN CHARLOTTE

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

Ms. ADAMS. Madam Speaker, in the face of tragedy, we often find ourselves angry and disillusioned, but Madam Speaker, I rise today because I am thankful.

I am thankful for the strength of the Charlotte community, I am thankful for the law enforcement personnel that put their lives on the line each and every day to protect us, and I am thankful for the four officers that made the ultimate sacrifice in Charlotte this past Monday.

Thomas ''Tommy'' Weeks, was a 13-year veteran of the U.S. marshals, a husband and dedicated father of four children.

Charlotte Mecklenburg Police Department Officer Joshua Eyer, was a 6-year veteran of the Department who was recently named Employee of the Month. Joshua leaves behind his wife, Ashley, and their beautiful 3-year-old son.

Department of Adult Correction Officers Sam Poloche and Alden Elliott, were both 14-year veterans of the Department.

Officer Poloche was known for being active in his community, a loving husband, and a devoted father to his two sons who are set to graduate from high school and college in just a few weeks.

Officer Elliott also leaves behind a loving wife and one child.

As we mourn these four men and pray for the speedy recovery of the four other officers who were injured, let us never forget to be thankful for the heroes that walk among us and to the families and colleagues these men leave behind.

Your community is with you. We are here for you, and we are lifting you up in prayer. The days and weeks ahead will be difficult, but together, we will persevere because we are Charlotte Strong.

May the memories of these officers be the light that guides us forward and provides comfort to those who are mourning.

WE ARE BETTER THAN THIS

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

Ms. JACKSON LEE. Madam Speaker, I wish there were many, many minutes, but let me take this 1 minute to say to the American people: We are better than this, and to offer to all of those who are in pain, those who feel that they are not respected, who have come from the Mideast and believe that people do not respect them, yes, you are. This is America. We believe in free speech, free expression.

For those who are Palestinian, we respect your view, we respect the view of those who are from Israel, and we must show that as we go home to honor our communities. We must show that.

We must also stop anti-Semitism and show who we are. If we show them who we are, that is who we are. We must show that freedom of religion counts in America, freedom of religion, freedom of speech.

Yes, we must honor those law enforcement officers who have fallen in the line of duty. This week they have died. We want them to know that they will not be forgotten.

I stand here today as I started, Madam Speaker, by saying: We are better than this. We are Americans. We will always fight for freedom.

We will always fight for your freedom. We will always fight for your ability to say that, and I will leave this floor right now to say that speech and those words are important, Madam Speaker.

DESIGNATION OF JILL BAISINGER AS ACTING INSPECTOR GENERAL OF THE DEPARTMENT OF COMMERCE—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 118–134)

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, referred to the Committee on Oversight and Accountability and ordered to be printed:

To the Congress of the United States:

This is to advise that I am exercising my authority to designate an Acting Inspector General of the Department of Commerce. I have directed that Jill Baisinger, who is currently serving as the Chief of Staff in the Office of Inspector General at the Department of the Interior, shall serve concurrently as Acting Inspector General of the Department of Commerce, effective 30 days from today.

In January, the Inspector General of the Department of Commerce resigned and the Deputy Inspector General began performing the functions and duties of the Inspector General in an acting capacity.

I have determined that during this period of transition, the Office of Inspector General (OIG) at the Department of Commerce would benefit from leadership brought in from outside of the office. In a letter to the President dated March 18, 2024, the Chairman and Ranking Member of the House Committee on Science, Space, and Technology (Committee) stated that they had reached the same conclusion after a 10-month investigation. The attached letter from Counsel to the President Ed Siskel, which I have incorporated here by reference, provides additional details regarding the Committee's investigation.

Jill Baisinger is well positioned to provide independent and strong leadership to the OIG at the Department of Commerce. She has an exemplary track record in the Office of Inspector General at the Department of the Interior and previously at the Office of Inspector General at the Department of State. Her leadership experience, deep understanding of the mission of Inspectors General, and expertise in oversight and investigations will help the OIG perform its vital role for the Department of Commerce.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, *May 1, 2024*.

IMPORTANT ISSUES

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the gentleman from Utah (Mr. MOORE) is recognized for 60 minutes as the designee of the majority leader.

GENERAL LEAVE

Mr. MOORE of Utah. Madam 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 the topic of this Special Order.

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

There was no objection.

Mr. MOORE of Utah. Madam Speaker, this is an important week in the House of Representatives as we discuss several issues important to Americans across the country, from standing up for Jewish students in the midst of dangerous anti-Semitic rhetoric and demonstrations being tolerated at universities across the country to denouncing the Biden administration for their mishandling of the crisis at our southern border.

It was also Lands Week this week, and House Republicans proudly championed and passed legislation that will unleash American energy, promote outdoor access, and support local communities.

In my home State of Utah, we are deeply concerned about the Biden administration's Federal land overreach that is stifling economic growth, national security, and recreation opportunities.

I thank my colleague for joining me this evening, on a fly-out day, no less.

I yield to the gentleman from Kansas (Mr. MANN).

Mr. MANN. Madam Speaker, I thank the gentleman from Utah, my friend, for having this Special Order tonight to once again highlight the failures of the Biden administration on our southern border.

Since President Biden's first day in office, he has failed our Nation by refusing to secure the southern border.

During his first year, President Biden reversed several of President Trump's policies that were effective in addressing illegal immigration.

President Biden stopped construction of the border wall, even though it was already funded. Instead, he paid contractors $6 million a day while he studied the border.

President Biden ended President Trump's remain in Mexico policy before the Supreme Court forced him to reinforce it.

President Biden came into office hyperfixated on implementing radical policies to appease progressive activists, and in turn, he has left our southern border wide open.

Since he was sworn in, there have been more than 9.2 million illegal immigrant encounters across the country, nearly three times the population of my home State of Kansas.

More than 1.8 million of those illegal immigrants have evaded the U.S. Border Patrol and slipped into the country.

There have been at least 350 encounters with individuals on the terrorist watch list and more than 24,000 encounters with Chinese nationals.

Make no mistake. The Mexican cartels have been empowered by President Biden's failed policies, and they are cashing in by helping people all across the globe illegally enter our great country.

As a result, we have had more drugs on our streets and crimes in our neighborhoods. Fentanyl has poured into the country while human trafficking and uncontrollable crime run rampant.

Under President Biden's policies, every State is a border State. Border security is national security, and enough is enough.

House Republicans voted again this week to make our Nation safe and restore order to our Nation's immigration system. It is time for President Biden to work with House Republicans to secure the southern border for good.

I thank Mr. MOORE again for having this Special Order hour.

Mr. MOORE of Utah. Madam Speaker, I thank the gentleman from Kansas, and we appreciate the chair for the time today on this Special Order, and I yield back the balance of my time.

HEALTHCARE UNDER ATTACK

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the gentlewoman from California (Ms. JACOBS) is recognized for 60 minutes as the designee of the minority leader.

Ms. JACOBS. Madam Speaker, 3 years ago during my first year in Congress, I froze my eggs, which means I went through the initial stages of IVF, except that after egg retrieval, my eggs were frozen and stored.

For weeks, I took hormone pills, gave myself injections, and went to the doctor for checkups. Then I had a procedure under twilight sedation to harvest my eggs.

Many people use IVF if they are single or LGBTQ+, if they are older or experiencing fertility issues or have suffered multiple miscarriages, but no matter the reason for IVF, it should be a valid and viable choice for anyone.

Unfortunately, IVF, like many reproductive healthcare options, is under attack in the courts and here in the Halls of Congress.

Madam Speaker, 184 of my Republican colleagues have cosponsored legislation that supports ''fetal personhood'' giving embryos the same full legal rights as a person.

□ 1800

This fringe ideology is dangerous and could be used to prosecute people for miscarriages or for having an abortion and could potentially affect access to birth control, too.

It could threaten access to IVF. During IVF, doctors often create more fertilized embryos than they plan on using, because some may be genetically unviable or result in miscarriages.

I have 17 mature eggs frozen. Patients like me pay for the storage of our eggs or embryos, and eventually some embryos are usually donated for medical research or destroyed.

Fetal personhood legislation, and even court rulings like the one in Alabama, could force patients to pay for storage of their embryos forever or leave clinics liable to criminal charges if embryos are damaged. That is why at least one IVF clinic in Alabama is ending the service.

This is just the beginning. Last week, Supreme Court Justice Alito acknowledged fetal personhood in his line of questioning in Moyle v. United States, a case that could decide the future of emergency abortion care.

I say this to my Republican colleagues: You can't support fetal personhood and support IVF access. You can't falsely claim to be pro-life and then rip away people's dreams of having children, and you can't hide and try to bury your true end goal.

I call on all 184 House Republicans, including Speaker JOHNSON, who have cosponsored legislation that would treat embryos as children and threaten access to IVF and other reproductive health services to come to the House floor and publicly remove their name from this bill, prove that they support IVF access, prove that they support families, and prove that they are not a hypocrite.

Madam Speaker, I now yield to the gentleman from Colorado (Mr. NEGUSE).

Mr. NEGUSE. Madam Speaker, first and foremost, let me thank Representative JACOBS for her determined leadership on this particular issue, among many others.

I stand here today in solidarity with Representative JACOBS, Representative WILD, and the leaders of the Pro-Choice Caucus in the United States Congress to help shine a light, as my colleague from California has done so well, on House Republican hypocrisy.

In February, as we now know, the Alabama Supreme Court issued a dangerous ruling that upended fertility care and opened the door for extremists to push through their destructive agenda.

In the months that followed, as Representative JACOBS referenced, many House Republicans have rushed to this House floor, to any TV camera that they may be able to find, to profess their support for IVF, the reproductive technology in question.

To them, I say the same admonition that Representative JACOBS offered: Their actions have clearly shown otherwise. They have already shown who they are and what they believe.

Make no mistake, Madam Speaker. If given the chance, unfortunately, extreme Members of the Republican Conference will find every opportunity to deprive Americans of their fundamental freedoms, criminalizing abortion nationwide, prosecuting the doctors and nurses willing to perform lifesaving care, and pursuing this dangerous legislation that Representative JACOBS so eloquently described.

We, of course, are already seeing the consequences of that extremism across the country, in Ohio, in Alabama, and in Florida, where just today, a ban on abortion past 6 weeks of pregnancy has taken effect.

Madam Speaker, the American people will not stand for this. House Democrats will not stand for this. We will keep pushing back against these plans to drag Americans back to the laws of the last century, and we will keep working to protect the right of every woman to make her own healthcare decisions.

I again salute Representative JACOBS, and, in particular, I want to salute Representative WILD, who introduced legislation that this body must pass in the days and weeks ahead. I salute her for her leadership and her determination on behalf of every American in our land.

Ms. JACOBS. Madam Speaker, I yield back the balance of my time.

PROTECTING ACCESS TO IVF

The SPEAKER pro tempore. Under the Speaker's announced policy of January 9, 2023, the gentlewoman from Pennsylvania (Ms. WILD) is recognized for the remainder of the hour as the designee of the minority leader.

Ms. WILD. Madam Speaker, before we begin, I want to take a moment to acknowledge that as of today, Florida's cruel and inhumane 6-week abortion ban has taken effect. Attacks on women's basic reproductive freedom have not and will not stop. While days like today are difficult, they also remind us of the stakes that we are facing in this fight.

I, for one, am proud to stand here and declare my unwavering support for reproductive freedom. When the Supreme Court took the cruel but unsurprising step to overturn Roe v. Wade, my heart broke for all the women whose basic reproductive freedom would now be in jeopardy.

As a mother, a lawyer who used to represent healthcare providers, and as a sitting Member of Congress, I have

always believed that private medical decisions should be kept squarely between a woman and her healthcare provider.

After my immediate horror at the Dobbs decision faded, I started thinking about what other opportunities this would open up for far-right extremists to further control women's bodies and their healthcare decisions. It is why I worked hard with my staff in the year after Dobbs to draft and introduce the Access to Family Building Act, which would codify a right to in vitro fertilization and other assistive reproductive technologies at the Federal level, because I knew that extreme politicians, intent on controlling women's bodies, wouldn't stop at abortion rights. They were coming after all forms of reproductive healthcare.

One month after I introduced this bill on the House floor, the Alabama State Supreme Court made the heartbreaking and cruel decision to classify frozen embryos as children, throwing IVF patients and providers into a state of confusion and panic.

We heard it almost immediately. Clinics stopped doing the procedures at all. Women who were in the middle of an IVF treatment cycle literally had to just stop.

On the heels of the Alabama decision, more than 150 of my colleagues signed on as cosponsors of the bill. Numerous healthcare and advocacy organizations endorsed it, including the Military Family Association, and constituents across my community and throughout the country shared their own difficult fertility journeys.

As someone who struggled with infertility myself, I know how heartbreaking and expensive this process can be. I know for sure that politicians and courts should not have a say in how anyone chooses to start or grow their families.

Don't let anyone tell you that it is just rich career women seeking to defer their childbearing years who rely on IVF. Over the past several months, I have been in close contact with both veterans and cancer patients, men and women, by the way, who have spoken about their own IVF needs and their fears that this safe and reliable procedure may now be in jeopardy.

The reality is that these are the stakes that we are dealing with. The reason we are gathered here tonight is to shed light on additional pieces of legislation that some of our colleagues have introduced or supported, which, if enacted, could have the same repercussions as the Alabama decision.

It is important to note that not everyone on the other side of the aisle is aligned on this issue, and I applaud the handful of my Republican colleagues who have signed onto the Access to Building Families Act to protect IVF and other forms of reproductive assistance. However, there is a real and present threat that exists right here in Congress of extremists who have signaled their explicit intention to attack IVF and other forms of reproductive healthcare at the Federal level.

Make no mistake. Any of these national bans that have been talked about or proposed that would classify frozen embryos as children would supersede State-level protections thereby throwing IVF access into complete jeopardy nationwide. That includes a State like mine, Pennsylvania, which currently has no such restrictions.

A Federal ban would absolutely affect every woman and couple in Pennsylvania and throughout the country trying to start a family and experiencing infertility issues requiring them to avail themselves of these types of reproductive technologies.

That is why I am not going to stop fighting to protect it, and it is why I am proud to have received such overwhelming support for the Access to Family Building Act. I hope that we will soon be able to bring this to a vote on the House floor.

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

AN EXTRAORDINARY DISPLAY OF ANTI-SEMITISM

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. Madam Speaker, I would note that today we have seen around the country an extraordinary display of anti-Semitic activity on college campuses throughout the country: Columbia University, USC, and even in Austin, Texas, at the University of Texas near where I live and a city that I represent in part.

We saw today protesters replacing the American flag with the Palestinian flag in Chapel Hill, North Carolina. We are seeing all sorts of derogatory actions and statements being directed to our Jewish brothers and sisters in this country, and it should not be tolerated. It should be called out. It is unacceptable.

It is not speech. It is not speech when you are engaging in the kind of conduct that we are talking about where a young Jewish man was being denied entry into a building and being asked whether he was Zionist.

This is not speech. This is action with these encampments when you take over a university, State-owned or private, in particular the University of Texas, a State university. When you take over at USC, you deny the ability of parents and students who have worked to graduate. You are blocking access. This is not speech. Let me be perfectly clear.

University of Texas President Jay Hartzell and the leadership of that university are doing the exact right thing by clearing out the people in the encampments taking over the university. President Ben Sasse at the University of Florida is doing the exact right thing by saying that the University of Florida is not a daycare, that these are adults, and they know full well what they are doing and that they will get the consequences of their actions. That is leadership.

The University of Texas has allowed free speech multiple times in respect to people who are protesting the conflict, protesting Israel, and supporters of the Palestinians. I think there have been 13 or 14 events at the University of Texas that have been officially sanctioned and other free speech.

Here is the thing. Yet again today, here on the floor of the House of Representatives, we had another show vote to make people feel good about themselves by passing a bill that says anti-Semitism in the title. That is what happened. It was put on the floor by Republican leadership, and it was put on the floor by Republican leadership despite knowing that it was pulled from going through committee. We didn't have a chance to amend it. We didn't have a chance to discuss it and debate it. We didn't have a hearing on it. It was jammed through to take advantage of this political moment while all of these horrific things are going on around the country. Republican leadership wanted to score political points, so they moved through legislation without the kind of deliberation and debate that is supposed to be carried out by the people in this Chamber.

As a result, today, a significant number of my Republican colleagues, including myself, voted no. As a result, we will be accused of—I don't know—being for anti-Semitic behavior, being accused by our friends and allies of not wanting to support Israel, supporting our Jewish-American colleagues and friends, constituents, and fellow Americans. Nothing could be further from the truth, but that is what will happen. It will happen because we dared to stand up and say we don't believe in thought police.

□ 1815

We don't believe that a bill should be brought to the floor of the United States House of Representatives, having not gone through committee, that has a reference to an international organization's definition literally in the statute, and then taking that international organization's definition and then literally in the statute representing and referencing the examples of anti-Semitic behavior.

I find the vast majority of the things that are listed in that to be horrific activity, and most likely, if not certainly, they are anti-Semitic, at least in most contexts. Some of them are problematic.

In totality, they certainly raise First Amendment concerns. They certainly raise concerns about something that I have opposed, to the best of my knowledge and ability, having read through the piece of legislation at every turn and every vote, to oppose the whole notion of hate speech, hate crimes, thought police, thought crimes, and

putting the government into your head and your motivations when you are engaged in criminal behavior.

Criminal behavior is criminal behavior. Violating people's civil rights is violating people's civil rights.

When we want to insert the government into what you are thinking and what motivates you, Madam Speaker, then you are empowering that which should never be empowered: the ability of the government to police thought, to police speech, and to police your views, not the views that carry out, then the actions. The actions are the problem. Police the actions.

Yet, that is what we did, and I am damned proud of my colleagues, particularly on this side of the aisle, who stood up and said no because it was a hard vote.

Madam Speaker, do you know what I have to spend my time doing tonight, tomorrow, and this week? I will be explaining to my Jewish constituents, supporters, and friends that I stand with them unequivocally.

They will say: What do you mean unequivocally? You voted against the bill that is titled anti-Semitism.

I will say it is because the slippery slope of tyranny that has led to the death, that has led to the harassment, and that has led to the abject discrimination and oppression of people around this world—those roads lead through the empowerment of government bureaucrats at the expense of liberty. Liberty stops at the door of harming somebody—taking their stuff, blocking roads, and doing the kinds of things that actually directly impact and harm people—not what you think.

That is what we do. We do things for political motivations. The Republican leadership knew it, and they put it on the floor anyway.

I am sick of it. I am sick of my Republican colleagues who want to go out and campaign for power to maintain power to then come in here and do the very things we said that we oppose.

There is a bill in the House Judiciary Committee right now. That bill will say that the Department of Justice can go into a State and prosecute a cop killer if the local jurisdiction effectively refuses to do that.

That sounds good, doesn't it, Madam Speaker, if you are pro-cop and pro-police and have a George Soros prosecutor sitting in Austin, Texas, or New York City who is refusing to do their job, do their duty, and follow their conscience to go prosecute a dangerous individual who killed a cop? You say, well, CHIP, of course, we should bring in the Department of Justice and take care of that horrific result.

Here is the problem: There is no end.

The bill is based on commerce. The gun transports in commerce. The defendant traveled in commerce.

Why does that matter? Let me ask you a question, Madam Speaker. The bill before the Judiciary Committee says that if something is involved in commerce, then the Federal Government and the Department of Justice, whether it is led by a Republican or Merrick Garland, can come in, based on whatever rationale they want, and say they are going to prosecute this crime committed against a cop.

Why not against a nurse? Why not against a doctor? Why not a firefighter? Why not a teacher? Why not a member of the clergy? It won't end.

Our Founders didn't set up a Federal police. Our Constitution does not contemplate a Federal police. Our Federal Government is not supposed to police us in our homes and in our communities.

It is egregious that there are cops who have been murdered and DAs who refuse to do their duty to prosecute their killers, but I will be damned if I am going to empower a government to extend beyond its constitutional limits using the same bastardized use of the Commerce Clause that we have decried for decades because it has expanded a government that is now tyrannically using its power to go after the American people, go after former politicians, including the former President, that is spending money we don't have, that is using that power to regulate us to death on virtually every bill that virtually every Republican on this side of the aisle who claims to be a limited government conservative votes for.

Why? It is because they don't want the Fraternal Order of Police or other law enforcement organizations to come after them.

Last night, I didn't even have an amendment circulated yet. I simply begged the question: Why are we putting forward a bill that expands the power of the Department of Justice under the Commerce Clause, no matter how meritorious our goal is in ensuring cop killers go to jail? Why are we doing that?

Aren't we limited government conservatives who don't believe in the expansive use of the Commerce Clause to expand the power of the Federal Government because it is used for thousands of other things that we don't like?

I hadn't even gotten the ink dry on the concept of an amendment when someone in the body had already notified police organizations and said: Go after him.

Do you know what, Madam Speaker? Go ahead. I work for 750,000 Texans. I respond to them, God, and the Constitution of the United States. I do not work for anybody in this Chamber. I do not work for any organization. I don't work for any donor. I work for the people, and I work for a people who are sick and damn tired of this institution run by a bunch of people who campaign saying one thing and get here and do another.

Madam Speaker, $34.5 trillion of debt, $1 trillion every 3 months—we already spend more on interest than on defense. We are about to crack $1 trillion of interest. They say we will hit $2 trillion to $3 trillion of interest by 2030. Our borders are wide open. We have kids dying. In Austin, Texas, four more people the other night died from fentanyl poisoning. A bunch of others had to be resuscitated with Narcan. The people of Texas are continuing to deal with thousands of people pouring across the border.

It is not in the headlines right now because universities are in the headlines, but everybody in Texas who is reeling from inflation, who can't afford a car, who can't afford their home, who can't afford the interest on their mortgage, who can't afford to buy groceries, who is dealing with crime on their streets, and who is dealing with open borders want some sort of sanity coming out of this institution.

What do we do? What are Republicans doing in all their infinite wisdom? We fund more of it. We fund the Department of Homeland Security again. We give the FBI a brand-new $200 million headquarters.

Madam Speaker, you can't even make this stuff up.

We give more power to the intelligence community to spy on Americans. We don't even protect Americans with warrants. Madam Speaker, you can't even make it up.

Over the last 16 months, there has been a battle that represents the larger war brewing within the Republican Party. That is because, unfortunately, my colleagues on the other side of the aisle have gone far down the rabbit hole of radical progressive policies that absolutely destroy our country every single day. They are littering our country with regulations, littering our country with all sorts of crime, littering our country with open borders, and engaging in endless wars.

All the stuff that is happening is because our Democratic colleagues are, frankly, undermining the American Dream, undermining Western civilization, and undermining everything we hold dear.

I want to tell you, Madam Speaker, there is a battle going on for the soul of the party and the country within the Republican Party. I want to tell you, Madam Speaker, I am not in the majority. I am not.

You say, CHIP, you are in the majority of the House, and you have a razor-thin majority. No, I am not. I am not in the majority. I am in the minority, a minority of Republicans who try to wake up here and change this place rather than just campaign on it. That is the truth.

Right now, President Biden is considering bringing refugees from Gaza into the United States. I don't know what the background checks will be. I don't know what we will do to ensure that these are individuals who are not affiliated with terrorist organizations.

The number is something like three-quarters of the people of Gaza support what Hamas is doing in attacking Israel. Large numbers of civilians were involved in the attacks on Israel.

The bill we just voted on last week, the foreign aid package of $95 billion, is

it paid for? No. Does it fund Ukraine with no clear mission? Yes.

Everybody here who voted for it said: Don't worry. That will be the last. We just need that money, and when President Trump gets elected, it will be over.

The ink was not even dry, and they were already talking about a new Ukraine package for the fall, more Ukraine money. Do you think that will be paid for? No.

The money for Israel, $17 billion, is that paid for? No.

Was there another $9 billion that is going to be used for the nongovernmental organizations, the NGOs, and filter that money to Hamas? Yes.

Was there $5 billion in there that will go to refugee assistance? Yes. Will that refugee assistance fund moving some of these folks from Gaza to America to be your neighbor, Madam Speaker? Yes.

That is what we voted on. That is what we voted for. Thankfully, a majority of Republicans voted against it, but our illustrious Republican leadership brought it to the floor anyway. Why? We are told that we had no choice. There is no choice. That is always the excuse.

Meanwhile, here, in addition to the refugees who may be dumped in here from Gaza, in 2023, last year, in an 8-month stretch, about 200,000 migrants flew into the United States via the President's parole program. Eighty percent of those folks went to Florida, thousands went to Texas, and thousands were flown around our country.

The American people have no idea how bad the border situation really is. Our Democratic colleagues are practically giddy at what they are getting out of the Republicans in the House of Representatives, which is nada in terms of opposition. It is nothing, zero opposition to what our Democratic colleagues are trying to perpetrate on the American people by way of a President ignoring the law, racking up, I am told by independent outside organizations making determinations of the cost, about $800 billion to $1.4 trillion in student loan forgiveness.

Madam Speaker, you can't even make this up. What do we do? We pay for it. We keep paying for it. We are paying for the administration of it.

□ 1830

We didn't put any blocks in place through the omnibus appropriations bill. We didn't get a single change to open borders. We didn't get a single change to the student loan repayments or forgiveness. We didn't get a single change to the continuation of endless wars. We got negligible change on the FISA spying program. Right now, we have a backlog of several million people waiting for court proceedings as late as 2035 or 2037.

I was talking to some friends of mine the other night, who are a little bit more on the other side of the aisle, and they were saying: Republicans have issues with immigrants.

I said: Well, let me ask you a question: How many people do you think are in the United States who are foreign born?

I told them the answer: About 51½ million.

How many are legally coming every year? It depends on the year, but somewhere between 800,000, a million, 1.1 million. It depends on the year. It is almost a million. No other country is even close, by the way.

We are anti-immigrant because we think maybe we ought to pause for a second, maybe take stock of the state of our country? We can't pay for Medicare. We can't pay for Social Security without printing money. Hell, we can't pay for anything pretty much without printing money.

Here is the thing I would say to all of my Republican colleagues: Enjoy it when I come down here to the floor and I file a bill to raise taxes on whoever I decide needs to have their taxes raised on and have my colleagues explain how the majority is voting for more spending for endless wars and endless conflict and $95 billion for Ukraine and overseas conflict and not paying for it. I will tell you what, I will give you the ability to pay for it.

Do my colleagues want to go out and sell tax increases to all of their donor friends? Go ahead. Go ahead to my Republican colleagues because Republicans have been taking a free ride on the idea of trickle down now for 25 years.

Now, I believe in low broad tax rates creating the maximum economic growth and opportunity and driving up revenues to the Treasury without constraining the productivity of the American people. I believe that.

However, I don't believe in listening to people complain to me that we are somehow obstructing the great Ronald Reagan's view of what we need to do through peace through strength to go help other people around the world, like Ukraine. We are now $175 billion in. They already know they want another $60 billion, $100 billion. Hell, I saw a news account of $500 billion. Who is going to pay for that?

Some people around town have had the temerity to tell me: CHIP, that is not that much money. Why are you gagging on an add? It is just $60 billion. It is just $175 billion.

The real problem is Medicare. Let me ask anybody who wants to jump in here. Oh, that is right, there are no more colleagues here.

Do you think that if you can't vote against a gay senior center in Massachusetts as an earmark that you are somehow going to go out and sell Medicare reform? No, you are not. You are selling a lie.

You are selling a fiction that, oh, trust me, one day, when we get the full power in the House, the Senate—never mind that we won't have 60 votes in the Senate, we will give that excuse next year—then, trust me, CHIP, we will do something like set a percentage of GDP that we can tolerate as our overall spend level, and we will constrain, and we will fix this, and we will fix the doughnut hole, and we will fix all of these things nobody in America knows about, and we will pass some bills.

We will pat ourselves on the back, and we will pass another 10-year budget that has all of its cuts in the tenth year. Then, when it comes to the tax cut time, we are going to be for those tax cuts.

Again, I want to be very clear. I am for low taxes on the American people. Let me even go farther. If we are going to keep printing money, why do we have taxes at all?

I have asked that question in the Budget Committee. Nobody can answer it. If we are literally not going to actually adhere to a budget, balance the budget, constrain spending and do the responsible thing, which we never do, why on Earth would we not just get rid of taxes? If you are going to spend almost twice as much as you take in—which we are getting dangerously close to—if you take in $4 trillion and you are spending $3 trillion more than that—I don't know what the numbers are—why not just print the $7 trillion? It was a genuine question.

Oh, CHIP, well, that would be irresponsible.

Why? We all know why. It is because we are living a fiction. We are living like this is something that isn't going to blow up on us. It is.

For all my colleagues who said: Oh, CHIP, 1980s, Ronald Reagan, he stood up and he said: ''Tear down this wall.'' ''Peace through strength.'' Built the military. Do you know what our debt-to-GDP ratio was then? About 35 percent. Do you know what it is today? About 120 percent, depending on which numbers you look at.

It is insane. It is like, oh, well, we will send this because Ukraine will stop Putin. Well, let's put aside whether that is even true or not. When are you going to pay for it? You are not.

Then, today, it is like we are going to go put forward a bill so we can feel good about ourselves so we can go out to our Jewish friends and say: Look, we passed an anti-Semitism bill. Pat me on the back. I am anti-anti-Semitism. Meanwhile, you completely destroy any notion of a principle that we should be against thought police.

Last year, we set out to change this place. I think we successfully did it for a while. We got seven appropriations bills passed out of the House Chamber. We had votes on about 1,100 amendments. We passed the strongest National Defense Authorization Act we have ever passed. We passed the strongest border security package in H.R. 2 we have ever passed. We finally put to bed notions that, to do that, you had to advance amnesty.

We were able to, over the course of the last year and a half, move all of the spending debate to the point where nondefense spending was held flat and the defense spending that went up was

paid for by taking money out of the IRS expansion and COVID funds. We were having serious conversations across the ideological spectrum, getting votes on bills, having regular order, going to committee, voting on amendments, and this place was briefly working again.

Right now, I have never seen it worse, with bills being cooked up in back rooms, being jammed through without going to committee, without amendment, many of which have miserable policies in them. We spent $1.7 trillion in omnibus spending with all sorts of earmarks, all sorts of funding for FBI headquarters, continuation of broken and open borders, continuation of endless wars. We have busted the caps. Less than a year after passing the caps, we have busted the caps.

We then fund $95 billion of additional foreign aid after passing a reauthorization to FISA. I will note: Conservatives jumped in there, and I think we forced it down to a 2-year reauthorization of FISA, so we will get another bite at that apple in 2 years. You are welcome. They are crumbs of freedom and liberty.

I am telling you, if you want to save this country, you need to make sure that we have a Republican Conference that is going to do what they said they were going to do. You need to make sure that the minority of us who are coming to the floor to fight for you are no longer in the minority.

We have a little bit of time. I said good-bye this last weekend to my 89-year-old grandmother. She passed away Sunday morning. I know she is up there with Jesus, no doubt getting a laugh at some of my antics down here. She was a wonderful woman, went to church every Sunday. She lived right.

She, her generation, all who came before her, they didn't fight as she did. She served for 35 years in the Air Force as a civilian at Barksdale Air Force Base in Louisiana. Neither she, nor any of the other people who wore the uniform, nor any of the 400,000 tombstones at Arlington National Cemetery, nor any of the tombstones that are sitting over in Normandy when we go over there and we celebrate D-Day on June 6, on the 80th anniversary—none of those people gave the last full measure of devotion or are willing to risk the last full measure of devotion to mortgage this country away vote by vote, dollar by dollar, year by year.

We have a duty right now to take our country back because the radical, progressive Democrats and leftists who want to destroy it and who are going around city by city and university by university, they are not the majority. They don't represent a fraction of the people in this country who want to go about their job, honor God, take care of their family, work hard, earn a living, take care of their kids, start a business, achieve the American Dream. I am here to tell you: I am not going anywhere. We are going to take this country back because they don't get to have it.

We have to stand up as a party and do what we said we would do, or we will be in the ash bin of history.

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

ENROLLED BILLS SIGNED

Kevin F. McCumber, Clerk of the House, reported and found truly enrolled bills of the House of the following titles, which were thereupon signed by the Speaker:

H.R. 292. An act to designate the facility of the United States Postal Service located at 24355 Creekside Road in Santa Clarita, California, as the ''William L. Reynolds Post Office Building''.

H.R. 996. An act to designate the facility of the United States Postal Service located at 3901 MacArthur Blvd., in New Orleans, Louisiana, as the ''Dr. Rudy Lombard Post Office''.

H.R. 2379. An act to designate the facility of the United States Postal Service located at 616 East Main Street in St. Charles, Illinois, as the ''Veterans of the Vietnam War Memorial Post Office''.

H.R. 2754. An act to designate the facility of the United States Postal Service located at 2395 East Del Mar Boulevard in Laredo, Texas, as the ''Lance Corporal David Lee Espinoza, Lance Corporal Juan Rodrigo Rodriguez & Sergeant Roberto Arizola Jr. Post Office Building''.

H.R. 3865. An act to designate the facility of the United States Postal Service located at 101 South 8th Street in Lebanon, Pennsylvania, as the ''Lieutenant William D. Lebo Post Office Building''.

H.R. 3944. An act to designate the facility of the United States Postal Service located at 120 West Church Street in Mount Vernon, Georgia, as the ''Second Lieutenant Patrick Palmer Calhoun Post Office''.

H.R. 3947. An act to designate the facility of the United States Postal Service located at 859 North State Road 21 in Melrose, Florida, as the ''Pamela Jane Rock Post Office Building''.

SENATE ENROLLED BILL SIGNED

The Speaker announced his signature to an enrolled bill of the Senate of the following title:

S. 474.—An act to amend title 18, United States Code, to strengthen reporting to the CyberTipline related to online sexual exploitation of children, to modernize liabilities for such reports, to preserve the contents of such reports for 1 year, and for other purposes.

ADJOURNMENT

Mr. ROY. Madam Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 6 o'clock and 40 minutes p.m.), under its previous order, the House adjourned until tomorrow, Thursday, May 2, 2024, at 10 a.m.

EXPENDITURE REPORTS CONCERNING OFFICIAL FOREIGN TRAVEL

Reports concerning the foreign currencies and U.S. dollars utilized for Official Foreign Travel during the first quarter of 2024, pursuant to Public Law 95–384, are as follows:

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, XENIA FLORES RUIZ, EXPENDED BETWEEN MAR. 14 AND MAR. 18, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
Xenia Flores Ruiz	3/14	3/18	Morocco		440.00		3,254.20				3,694.20
Committee total					440.00		3,254.20				3,694.20

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. MIKE JOHNSON, Apr. 18, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO ESTONIA, EXPENDED BETWEEN MAR. 22 AND MAR. 25, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
Hon. Brett Guthrie	3/22	3/24	Estonia		370.59		8,178.90				8,549.49
Hon. Michael Turner	3/22	3/25	Estonia		610.88		12,277.50				12,888.38
Hon. Joe Wilson	3/22	3/25	Estonia		370.59		17,028.40				17,398.99
Jason Galanes	3/22	3/25	Estonia		720.88		6,838.50				7,559.38

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO ESTONIA, EXPENDED BETWEEN MAR. 22 AND MAR. 25, 2024—Continued

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
Brian Fahey	3/22	3/25	Estonia		370.59		4,986.90				5,357.49
Kate Knudson Wolters	3/22	3/25	Estonia		370.59		12,256.50				12,627.09
Adam Howard	3/22	3/25	Estonia		370.59		7,198.80				7,569.39
Committee total					3,184.71		68,765.50				71,950.21

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. MIKE JOHNSON, Apr. 18, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON AGRICULTURE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]

HOUSE COMMITTEES
Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return. ☒

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. GLEN THOMPSON, Apr. 23, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON THE BUDGET, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]
Hon. Lloyd Doggett	2/17	2/21	Germany								
	2/21	2/24	Austria		1,838.04		2,791.00				4,629.04
Committee total					1,838.04		2,791.00				4,629.04

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. JODEY C. ARRINGTON, Apr. 19, 2024.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON ETHICS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JAN. 1 AND MAR. 31, 2024

Name of Member or employee	Date		Country	Per diem [1]		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]	Foreign currency	U.S. dollar equivalent or U.S. currency [2]

HOUSE COMMITTEES
Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return. ☒

[1] Per diem constitutes lodging and meals.
[2] If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

HON. MICHAEL GUEST, Apr. 15, 2024.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XIV, executive communications were taken from the Speaker's table and referred as follows:

EC–3988. A letter from the Congressional Review Coordinator, Animal and Plant Health Inspection Service, Department of Agriculture, transmitting the Department's Major final rule — User Fees for Agricultural Quarantine and Inspection Services [Docket No.: APHIS-2022-0023] (RIN: 0579-AE71) received April 26, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Agriculture.

EC–3989. A letter from the Assistant Secretary, Employee Benefits Security Administration, Department of Labor, transmitting the Department's Major final rule, rescission — Definition of ''Employer''-Association Health Plans (RIN: 1210-AC16) received April 30, 2024, pursuant to 5 U.S.C. 801(a)(1)(A); Public Law 104-121, Sec. 251; (110 Stat. 868); to the Committee on Education and the Workforce.

EC–3990. A letter from the Senior Policy and Regulatory Coordinator, Immediate Office of the Secretary, Department of Health and Human Services, transmitting the Department's final rule — Health and Human Services Grants Regulation (RIN: 0945-AA19) 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 Energy and Commerce.

EC–3991. A letter from the Program Analyst, Media Bureau, Federal Communications Commission, transmitting the Commission's final rule — Amendment of Section 74.1231(i) of the Commission's Rules on FM Broadcast Booster Stations [MB Docket No.: 20-401]; Modernization of Media Initiative [MB Docket No.: 17-105]; Amendment of Section 74.1231(i) of the Commission's Rules on FM Broadcast Booster Stations [RM-11854] 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 Energy and Commerce.

EC–3992. A letter from the Director, Office of Congressional Affairs, Nuclear Regulatory Commission, transmitting the Commission's issuance of regulatory guidance — Preemption Authority, Enhanced Weapons Authority, and Firearms Background Checks [Regulator Guide 5.86, Revision 1] 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 Energy and Commerce.

EC–3993. A letter from the Director, Congressional Affairs, Federal Election Commission, transmitting the Commission's interim final rule — FOIA Improvement Act [Notice 2024-13] 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–3994. A letter from the Director, Office of Personnel Management, transmitting the Office's final rule — Upholding Civil Service Protections and Merit System Principles [Docket ID: OPM-2023-0013] (RIN: 3206-AO56) received April 16, 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–3995. A letter from the Biologist, Office of Protected Resources, NMFS, Department of Commerce, transmitting the Administration's final rule — Takes of Marine Mammals Incidental to Specified Activities; Taking Marine Mammals Incidental to U.S. Space Force Launches and Supporting Activities at Vandenberg Space Force Base, Vandenberg, California [Docket No.: 240404-0097] (RIN: 0648-BM48) 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–3996. A letter from the Regulations Coordinator, Indian Health Service, Department of Health and Human Services, transmitting the Department's final rule — Removal of Outdated Regulations (RIN: 0917-AA24) received April 25, 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–3997. A letter from the Fishery Management Specialist, NMFS, Office of International Affairs, Trade and, Commerce, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — International Affairs; Antarctic Marine Living Resources Convention Act [Docket No.: 240311-0077] (RIN: 0648-BJ85) received April 16, 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–3998. A letter from the Biologist, Office of Protected Resources, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — List of Fisheries for 2024 [Docket No.: 240208-0041] (RIN: 0648-BM19) received April 16, 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–3999. A letter from the Fishery Management Specialist, Office of Protected Resources, NMFS, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Endangered and Threatened Species; Designation of Critical Habitat for Threatened Caribbean Corals; Correcting Amendment [Docket No.: 240312-0079] (RIN: 0648-BG26) 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–4000. A letter from the Deputy Assistant Administrator for Regulatory Programs, NMFS, Office of Sustainable Fisheries, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Fisheries of the Caribbean, Gulf of Mexico, and South Atlantic; Coastal Migratory Pelagics Resources in the Gulf of Mexico and Atlantic Region; Amendment 31 [Docket No.: 181009921-8999-02] (RIN: 0648-BI46) 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–4001. A letter from the Fisheries Regulations Specialist, NMFS, Office of Sustainable Fisheries, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Pacific Island Fisheries; 5-Year Extension of Moratorium on Harvest of Gold Corals [Docket No.: 231215-0306] (RIN: 0648-BM34) 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–4002. A letter from the Fisheries Regulations Specialist, NMFS, Office of Sustainable Fisheries, National Oceanic and Atmospheric Administration, transmitting the Administration's final rule — Magnuson-Stevens Act Provisions; Fisheries Off West Coast States; Pacific Coast Groundfish Fishery; 2023 Harvest Specifications for Pacific Whiting, and 2023 Pacific Whiting Tribal Allocation [Docket No.: 230523-0136] (RIN: 0648-BM07) received April 24, 2025, 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–4003. A letter from the Director, Regulations and Disclosure Law Division, U.S. Customs and Border Protection, Department of Homeland Security, transmitting the Department's final rule — Procedures for Debarring Vessels From Entering U.S. Ports [Docket No.: USCBP-2022-0016; CBP Dec. 24-07] (RIN: 1651-AB20) received April 16, 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–4004. A letter from the Division Chief, Office of Regulatory Affairs, Bureau of Alcohol, Tobacco, Firearms and Explosives, Department of Justice, transmitting the Department's final rule — Definition of ''Engaged in the Business'' as a Dealer in Firearms [Docket No.: ATF 2022R-17; AG Order No.: 5920-2024] (RIN: 1140-AA58) received April 19, 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–4005. A letter from the Deputy Assistant Attorney General, Civil Rights Division, Department of Justice, transmitting the Department's Major final rule — Nondiscrimination on the Basis of Disability; Accessibility of Web Information and Services of State and Local Government Entities [CRT Docket No.: 144; AG Order No.: 5919-2024] (RIN: 1190-AA79) 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 the Judiciary.

EC–4006. A letter from the Senior Trial Attorney, Office of Aviation Consumer Protection, Department of Transportation, transmitting the Department's final rule — Procedures in Regulating Unfair or Deceptive Practices [Docket No.: DOT-OST-2021-0142] (RIN: 2105-AF03) received April 10, 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–4007. A letter from the Attorney-Advisor, Office of the General Counsel, Office of the Secretary, Department of Transportation, transmitting the Department's final rule — Disadvantaged Business Enterprise and Airport Concession Disadvantaged Business Enterprise Program Implementation Modifications [Docket No.: DOT-OST-2022-0051] (RIN: 2105-AE98) received April 24, 2025, 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–4008. A letter from the Senior Attorney, Office of the Chief Counsel, Regulatory Affairs, Pipeline and Hazardous Material Safety Administration, Department of Transportation, transmitting the Department's final rule — Hazardous Materials: Harmonization With International Standards [Docket No.: PHMSA-2021-0092 (HM-215Q)] (RIN: 2137-AF57) 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 Transportation and Infrastructure.

EC–4009. A letter from the Senior Regulatory and Policy Coordinator, Administration for Children and Families, Children's Bureau, Department of Health and Human Services, transmitting the Department's final rule — Designated Placement Requirements Under Titles IV-E and IV-B for LGBTQI+ Children (RIN: 0970-AD03) 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 Ways and Means.

EC–4010. A letter from the Chief, Trade and Commercial Regulations, U.S. Customs and Boarder Protection, Department of Homeland Security, transmitting the Department's final rule — Imposition of Import Restrictions on Archaeological and Ethnological Material of Pakistan [CBP Dec. 24-09] (RIN: 1515-AE82) received April 25, 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–4011. A letter from the Regulations Writer, Office of Regulations and Reports Clearance, Social Security Administration, transmitting the Administration's final rule — Omitting Food From In-Kind Support and Maintenance Calculations [Docket No.: SSA-2021-0014] (RIN: 0960-AI60) 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 Ways and Means.

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:

Mr. MCHENRY: Committee on Financial Services. House Joint Resolution 109. 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'' (Rept. 118–480). Referred to the Committee on 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 Mrs. PELTOLA:

H.R. 8193. A bill to prohibit and restrict certain actions in the Bristol Bay watershed, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. BACON:

H.R. 8194. A bill to amend the Internal Revenue Code of 1986 to exclude compensation from secondary employment for certain taxpayers from the income tax and payroll taxes; to the Committee on Ways and Means.

By Mr. BERGMAN (for himself, Mr. ARRINGTON, Mr. CARTER of Georgia, Mr. GROTHMAN, Mr. YAKYM, Mrs. MCCLAIN, Mr. CLINE, Mr. FERGUSON, Mr. ESTES, Mr. MOORE of Utah, Mrs. FISCHBACH, Mr. SMUCKER, Mr. NORMAN, Mr. EDWARDS, Mr. BURGESS, Mr. VALADAO, Mr. BRECHEEN, Mr. GOOD of Virginia, Mr. ROY, and Mr. MCCLINTOCK):

H.R. 8195. A bill to strengthen congressional oversight of the Administrative Pay-As-You-Go Act of 2023, and for other purposes; to the Committee on the Judiciary, and in addition to the Committee on the Budget, 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. BONAMICI (for herself, Mr. FOSTER, Mr. COHEN, Ms. CHU, Mr. MCGOVERN, and Ms. NORTON):

H.R. 8196. A bill to amend the Fair Debt Collection Practices Act to safeguard access to information for consumers and to stop abusive debt litigation, and for other purposes; to the Committee on Financial Services.

By Mr. BANKS:

H.R. 8197. A bill to amend the Chemical and Biological Weapons Control and Warfare Elimination Act of 1991 to impose sanctions on foreign countries in response to acts concerning chemical or biological programs that cause injury to other foreign countries, and for other purposes; to the Committee on Foreign Affairs, and in addition to the Committees on Financial Services, and Oversight and Accountability, 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. BISHOP of Georgia (for himself and Mr. DAVIS of North Carolina):

H.R. 8198. A bill to reauthorize and improve the relending program to resolve ownership and succession on farmland, and for other purposes; to the Committee on Agriculture.

By Ms. CARAVEO (for herself, Ms. WILSON of Florida, Ms. PETTERSEN, Ms. BROWN, Mr. CARSON, Ms. NORTON, Mr. MCGOVERN, Mr. JOHNSON of Georgia, Mr. GOLDMAN of New York, Ms. JACKSON LEE, Ms. SALINAS, Ms. TLAIB, Mrs. DINGELL, Mr. THANEDAR, Ms. ADAMS, Mr. ESPAILLAT, Mr. ALLRED, and Ms. KELLY of Illinois):

H.R. 8199. A bill to amend the Food and Nutrition Act of 2008 to simplify supplemental nutrition assistance program access for elderly and disabled individuals; to the Committee on Agriculture.

By Mr. CÁRDENAS (for himself, Mr. TRONE, Ms. STRICKLAND, Ms. BARRAGÁN, Ms. CHU, Ms. LEE of California, and Mr. MORELLE):

H.R. 8200. A bill to amend title III of the Public Health Service Act to direct the Secretary of Health and Human Services, acting through the Administrator of the Health Resources and Services Administration, to award grants to eligible entities to carry out construction or modernization projects designed to strengthen and increase capacity within the specialized pediatric health care infrastructure, and for other purposes; to the Committee on Energy and Commerce.

By Ms. CRAIG:

H.R. 8201. A bill to amend the Internal Revenue Code of 1986 to lower the corporate tax rate for small businesses and close the carried interest loophole, and for other purposes; to the Committee on Ways and Means.

By Mr. DAVIDSON (for himself, Mr. GRIFFITH, Mr. CRANE, Mr. WEBER of Texas, Mr. BISHOP of North Carolina, Mr. MOORE of Alabama, Mr. POSEY, Mr. NEHLS, Mr. MASSIE, Mrs. HARSHBARGER, Mr. BIGGS, Ms. GREENE of Georgia, Mr. ROSENDALE, Mr. STEUBE, Mr. MAST, Mr. BURLISON, Mrs. MILLER of Illinois, Mr. DUNN of Florida, Ms. BOEBERT, Mr. CAREY, Mr. FALLON, Mrs. LUNA, and Mr. GOSAR):

H.R. 8202. A bill to amend title 38, United States Code, to provide for a presumption of service-connection under the laws administered by the Secretary of Veterans Affairs for certain diseases associated with the COVID-19 vaccine that become manifest during the one-year period following the receipt of the vaccine, and for other purposes; to the Committee on Veterans' Affairs, 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. DAVIS of Illinois (for himself, Ms. CHU, Ms. MOORE of Wisconsin, Mr. EVANS, Mr. GOMEZ, and Mr. THOMPSON of Mississippi):

H.R. 8203. A bill to prevent and address intentional misuse of subrecipient TANF funds; to the Committee on Ways and Means.

By Mr. DAVIS of North Carolina (for himself, Mr. BURCHETT, and Mr. RESCHENTHALER):

H.R. 8204. A bill to amend titles 5 and 31, United States Code, to require regulatory early notice by agencies, and for other purposes; to the Committee on the Judiciary, and in addition to the Committee on Small Business, 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. FITZGERALD (for himself, Mr. NEHLS, Mr. STEIL, Mr. TIFFANY, and Mr. HIGGINS of Louisiana):

H.R. 8205. A bill to amend the Omnibus Crime Control and Safe Streets Act of 1968 to provide that Byrne grant funds may be used for public safety report systems, and for other purposes; to the Committee on the Judiciary.

By Mr. SCOTT FRANKLIN of Florida (for himself, Mr. DIAZ-BALART, Mr. DONALDS, Mr. RUTHERFORD, Mr. GIMENEZ, Mr. MOSKOWITZ, Mr. STEUBE, Mr. WEBSTER of Florida, Mr. WALTZ, Mr. BARR, and Mr. MILLS):

H.R. 8206. A bill to ensure that Big Cypress National Preserve may not be designated as wilderness or as a component of the National Wilderness Preservation System, and for other purposes; to the Committee on Natural Resources.

By Mr. GOMEZ (for himself, Mr. BEYER, Ms. NORTON, and Mr. HUFFMAN):

H.R. 8207. A bill to provide for the establishment of Medicare part E public health plans, and for other purposes; 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 Mr. GREEN of Tennessee (for himself, Mr. OGLES, Mrs. HARSHBARGER, Mr. DUNCAN, Mr. BISHOP of North Carolina, Mr. CLINE, Mr. HIGGINS of Louisiana, Mr. WEBER of Texas, Ms. BOEBERT, Mr. CLYDE, Mr. BEAN of Florida, and Mr. BABIN):

H.R. 8208. A bill to prohibit the use of Federal funds to finalize, implement, or enforce the interim final rule of the Bureau of Industry and Security relating to enhancing the control structure for firearms and related items and advancing human rights issued on April 26, 2024 (89 Fed. Reg. 34680); to the Committee on Foreign Affairs.

By Mr. HUIZENGA:

H.R. 8209. A bill to direct the Secretary of Homeland Security to notify Members of Congress and United States Governors each time a migrant flight lands in such official's area of jurisdiction; to the Committee on Agriculture.

By Ms. LEE of Pennsylvania:

H.R. 8210. A bill to amend the Consolidated Farm and Rural Development Act to eliminate a requirement that certain individuals be related by blood or marriage to be eligible for farm loans as a qualified beginning farmer or rancher, and for other purposes; to the Committee on the Judiciary.

By Mrs. LESKO (for herself, Mr. BIGGS, Mr. STEUBE, Mrs. HARSHBARGER, Mr. LAMALFA, Mr. WILSON of South Carolina, and Mr. BISHOP of North Carolina):

H.R. 8211. A bill to amend title 18, United States Code, to prohibit former employees of covered health agencies from serving on the board of entities involved in development and research of a drug, biological product, or device and from profiting from a drug, biological product, or device, and for other purposes; to the Committee on the Judiciary.

By Mr. PAPPAS (for himself, Mr. BILIRAKIS, Ms. TITUS, and Ms. MALLIOTAKIS):

H.R. 8212. A bill to provide for nonapplicability of a policy of denial for exports, re-exports, or transfers of defense articles and defense services destined for or originating in the Republic of Cyprus; to the Committee on Foreign Affairs.

By Mr. PAPPAS (for himself and Mr. MANN):

H.R. 8213. A bill to amend title 23, United States Code, to provide for a national standard to prevent driving while intoxicated by requiring ignition interlocks for DWI offenders; to the Committee on Transportation and Infrastructure.

By Mrs. PELTOLA:

H.R. 8214. A bill to ratify and approve all authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders issued pursuant to Federal law necessary for the establishment and administration of the Coastal Plain oil and gas leasing program, and for other purposes; to the Committee on Natural Resources.

By Mr. PERRY (for himself, Mr. NORMAN, and Mr. ROY):

H.R. 8215. A bill to exempt certain vessels transporting liquefied natural gas from certain coastwise endorsement requirements, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. RUIZ:

H.R. 8216. A bill to amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2024 through 2028, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. SMUCKER (for himself, Mr. BILIRAKIS, Mr. WALBERG, Ms. CRAIG, Mr. THOMPSON of California, and Ms. WILD):

H.R. 8217. A bill to amend part B of title XVIII of the Social Security Act to provide for a special enrollment period under Medicare for individuals enrolled in COBRA continuation coverage, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committees on Ways and Means, and Education and the Workforce, 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. TIMMONS (for himself, Mr. PFLUGER, Ms. HAGEMAN, and Mr. FRY):

H.R. 8218. A bill to amend the District of Columbia Home Rule Act to require any individual who votes in a municipal election of the District of Columbia to be a United States citizen and to provide proof of citizenship; to the Committee on Oversight and Accountability.

By Ms. TOKUDA (for herself, Mr. LAMALFA, Mr. NEGUSE, Mr. TAKANO, Mr. CASE, Mr. HUFFMAN, and Mr. SABLAN):

H.R. 8219. A bill to require the Secretary of the Interior to conduct a study to assess the suitability and feasibility of designating certain land as the Lahaina National Heritage Area, and for other purposes; to the Committee on Natural Resources.

By Mr. TRONE (for himself and Mr. NUNN of Iowa):

H.R. 8220. A bill to clarify coverage of occupational therapy under 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 Ms. VAN DUYNE:

H.R. 8221. A bill to amend the Immigration and Nationality Act with respect the removability of aliens who are charged with any crime related to their participation in pro-terrorism or antisemitism rallies or demonstrations; to the Committee on the Judiciary.

By Mr. FULCHER (for himself, Mr. NEHLS, Mr. TIFFANY, Mr. ARMSTRONG, Mr. JOYCE of Pennsylvania, Mr.

OGLES, Mr. CARTER of Georgia, Mr. WALBERG, Mrs. LESKO, Mr. BALDERSON, Mr. RUTHERFORD, Mr. STAUBER, Mr. WENSTRUP, Mr. PERRY, Mr. MEUSER, Mr. HUDSON, Mr. CAREY, Mrs. MILLER of Illinois, Mrs. HARSHBARGER, Mr. WEBER of Texas, Mr. TONY GONZALES of Texas, Mr. RESCHENTHALER, Mr. BOST, Mr. FLEISCHMANN, Mr. GROTHMAN, Mr. BABIN, Mr. CRAWFORD, Mr. GRAVES of Louisiana, Mr. PALMER, Mr. AUSTIN SCOTT of Georgia, Mr. BURCHETT, Ms. STEFANIK, Ms. BOEBERT, Mr. BEAN of Florida, Mr. NEWHOUSE, Mr. SMITH of Nebraska, Mr. MOOLENAAR, Mr. DUNN of Florida, Mr. COLLINS, Mr. OBERNOLTE, and Mr. THOMPSON of Pennsylvania):

H.J. Res. 133. A joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to ''Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3''; to the Committee on Energy and Commerce.

By Mr. ARMSTRONG (for himself, Mr. JOHNSON of South Dakota, and Mr. BENTZ):

H.J. Res. 134. 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 ''Improving Protections for Workers in Temporary Agricultural Employment in the United States''; to the Committee on the Judiciary.

By Mr. SCOTT FRANKLIN of Florida (for himself, Mr. MOOLENAAR, Mr. GIMENEZ, Mr. RUTHERFORD, Mr. CLINE, Mr. BEAN of Florida, Mr. DUNN of Florida, Mr. BILIRAKIS, Mr. WEBSTER of Florida, Mr. AUSTIN SCOTT of Georgia, Mr. CARL, Mr. DONALDS, Mr. HIGGINS of Louisiana, and Mr. MEUSER):

H.J. Res. 135. 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 ''Improving Protections for Workers in Temporary Agricultural Employment in the United States''; to the Committee on the Judiciary.

By Mr. JAMES (for himself, Mrs. MILLER of Illinois, Mr. DONALDS, Mr. WALBERG, Mr. DUARTE, Ms. STEFANIK, Mr. HUDSON, Mr. GUTHRIE, Mr. HERN, Mr. BERGMAN, Mr. RESCHENTHALER, Mr. DUNCAN, Mrs. MCCLAIN, Mr. CARTER of Georgia, Mr. JOYCE of Pennsylvania, Mr. PERRY, Mr. ROSENDALE, Mr. ALLEN, Mr. CAREY, Mr. LATTA, Mr. SMITH of Nebraska, Mr. FULCHER, Mr. CURTIS, Mr. OGLES, Mr. FEENSTRA, Mr. SESSIONS, Mr. FITZGERALD, Mr. PENCE, Mr. NUNN of Iowa, Mr. DUNN of Florida, Mr. D'ESPOSITO, Mr. TONY GONZALES of Texas, Mr. TIMMONS, Mr. BANKS, Mr. HUNT, Mr. COLLINS, Mrs. BICE, Mr. MOONEY, Mr. OBERNOLTE, Mr. HARRIS, Mrs. MILLER of West Virginia, Mr. ARMSTRONG, Mr. MANN, Mr. PFLUGER, Mr. WEBER of Texas, Mr. BALDERSON, Mr. HUIZENGA, Mr. CRENSHAW, Mr. GUEST, Mr. MEUSER, Mr. MILLER of Ohio, Mr. CLOUD, Mr. FLEISCHMANN, Mr. NEWHOUSE, Mr. AUSTIN SCOTT of Georgia, Mrs. CAMMACK, Mr. GROTHMAN, Mr. FINSTAD, Mrs. HOUCHIN, Mr. ROSE, Mr. WILLIAMS of Texas, Mr. LAMALFA, Mr. KELLY of Pennsylvania, Mr. BEAN of Florida, Mr. ZINKE, Mr. EZELL, Mr. BURCHETT, Mr. CRAWFORD, Mr. GRAVES of Missouri, Mr. BABIN, Mr. FALLON, Mr. WESTERMAN, Mr. NEHLS, Mr. POSEY, Mr. SCOTT FRANKLIN of Florida, Mr. MOOLENAAR, Mr. BILIRAKIS, Mrs. KIGGANS of Virginia, Mr. HIGGINS of Louisiana, Mrs. WAGNER, Mrs. MILLER-MEEKS, Mr. MAST, Mr. SELF, Ms. HAGEMAN, Mrs. HINSON, Mr. BISHOP of North Carolina, Mr. THOMPSON of Pennsylvania, Mr. BOST, Mrs. FISCHBACH, Mr. GOODEN of Texas, Mr. ARRINGTON, Mrs. HARSHBARGER, Mr. TIFFANY, Mr. RUTHERFORD, Mr. ALFORD, Mr. GOOD of Virginia, Mr. FRY, Mr. FLOOD, Mr. KELLY of Mississippi, Mr. WENSTRUP, Mr. MCCORMICK, Mr. ROY, Mr. BUCSHON, Mr. GRAVES of Louisiana, Mr. ELLZEY, Mr. JACKSON of Texas, Mr. ROUZER, Mrs. LESKO, Ms. LEE of Florida, Mr. BARR, Mr. WOMACK, Mr. LOUDERMILK, Mr. LAMBORN, Mr. SIMPSON, Mr. GRIFFITH, Mr. PALMER, Mr. AMODEI, and Mr. ISSA):

H.J. Res. 136. A joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to ''Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles''; to the Committee on Energy and Commerce.

By Mr. CASE (for himself and Ms. TOKUDA):

H. Con. Res. 105. Concurrent resolution authorizing the use of Emancipation Hall in the Capitol Visitor Center for an event to celebrate the birthday of King Kamehameha I; to the Committee on House Administration.

By Mr. BISHOP of North Carolina (for himself, Mrs. LUNA, Mr. OGLES, and Mr. ARMSTRONG):

H. Res. 1188. A resolution expressing support for the month of May as ''Fallen Heroes Memorial Month''; to the Committee on Armed Services, and in addition to the Committee on Veterans' Affairs, 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. HAYES (for herself, Ms. BONAMICI, Ms. BROWN, Ms. NORTON, Mr. TRONE, and Mr. FITZPATRICK):

H. Res. 1189. A resolution supporting the designation of the week of April 29 through May 3, 2024, as ''National Specialized Instructional Support Personnel Appreciation Week''; to the Committee on Education and the Workforce.

By Ms. NORTON:

H. Res. 1190. A resolution recognizing the disenfranchisement of District of Columbia residents, calling for statehood for the District of Columbia through the enactment of the Washington, D.C. Admission Act, and expressing support for the designation of May 1, 2024, as ''D.C. Statehood Day''; to the Committee on Oversight and Accountability, and in addition to the Committees on Rules, Armed Services, the Judiciary, and 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. RASKIN (for himself, Mr. HUFFMAN, Ms. NORTON, and Ms. BROWNLEY):

H. Res. 1191. A resolution expressing support for the designation of May 4, 2024, as a ''National Day of Reason'' and recognizing the central importance of reason in the betterment of humanity; to the Committee on Oversight and Accountability.

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 Mrs. PELTOLA:

H.R. 8193.

Congress has the power to enact this legislation pursuant to the following:

Article IV, Section 3, Clause 2

The single subject of this legislation is:

To prohibit development of the Pebble deposit in Bristol Bay, Alaska

By Mr. BACON:

H.R. 8194.

Congress has the power to enact this legislation pursuant to the following:

Clause 1, Section 8 of Article 1: ''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:

Tax

By Mr. BERGMAN:

H.R. 8195.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8 of the U.S. Constitution

The single subject of this legislation is:

To establish a budget neutral requirement for discretionary administrative actions of the executive branch that affect direct spending.

By Ms. BONAMICI:

H.R. 8196.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 3—Commerce Clause

The single subject of this legislation is:

Consumer Protection

By Mr. BANKS:

H.R. 8197.

Congress has the power to enact this legislation pursuant to the following:

The constitutional authority of Congress to enact this legislation is provided by 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:

Fentanyl sanctions

By Mr. BISHOP of Georgia:

H.R. 8198.

Congress has the power to enact this legislation pursuant to the following:

U.S. Const. art. 1, §8, cls. 1, 3, 18

The single subject of this legislation is:

Heirs' Property

By Ms. CARAVEO:

H.R. 8199.

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:

ESAP & SMD Permanent State Options

By Mr. CARDENAS:

H.R. 8200.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 1.

All legislative Powers herein granted shall be vested in a Congress of the United States, which shall consist of a Senate and House of Representatives.

The single subject of this legislation is:

To strengthen and increase capacity within the specialized pediatric health care infrastructure.

By Ms. CRAIG:

H.R. 8201.

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:

Small business taxes.

By Mr. DAVIDSON:

H.R. 8202.

Congress has the power to enact this legislation pursuant to the following:

''Article I, Section 8, Clause 18: The Congress shall have Power . . . 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.''

The single subject of this legislation is:

''To improve distribution of care to meritorious beneficiaries of Department of Veterans Affairs subsequent to the Covid–19 Vaccine mandate injuries.''

By Mr. DAVIS of Illinois:

H.R. 8203.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 of the Constitution: To make all laws which shall be necessary and proper for carrying into Execution the powers enumerated under section 8 and all other Powers vested by the Constitution in the Government of the United States, or in any Department or Officer thereof.

The single subject of this legislation is:

oversight

By Mr. DAVIS of North Carolina:

H.R. 8204.

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 5 and 31, United States Code, to require regulatory early notice by agencies, and for other purposes.

By Mr. FITZGERALD:

H.R. 8205.

Congress has the power to enact this legislation pursuant to the following:

clause 18 of section 8 of article I of the Constitution.

The single subject of this legislation is:

This bill expands the eligibile use of Byrne JAG funding to include the development and maintence of a public safety report system.

By Mr. SCOTT FRANKLIN of Florida:

H.R. 8206.

Congress has the power to enact this legislation pursuant to the following:

Congress is granted the authority to introduce and enact this legislation pursuant to Article 1, Section 8 of the U.S. Constitution.

The single subject of this legislation is:

To ensure that Big Cypress National Preserve may not be designated as wilderness or as a component of the National Wilderness Preservation System, and for other purposes.

By Mr. GOMEZ:

H.R. 8207.

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:

Health care

By Mr. GREEN of Tennessee:

H.R. 8208.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8

The single subject of this legislation is:

To prohibit the use of federal funds to finalize, implement, or enforce the interim final rule of the Bureau of Industry and Security relating to enhancing the control structure for firearms and related items and advancing human rights issued on April 26, 2024 (89 Fed. Reg. 34680).

By Mr. HUIZENGA:

H.R. 8209.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, the Necessary and Proper Clause

The single subject of this legislation is:

To direct the Secretary of Homeland Security to notify Members of Congress and United States Governors each time a migrant flight lands in such official's area of jurisdiction.

By Ms. LEE of Pennsylvania:

H.R. 8210.

Congress has the power to enact this legislation pursuant to the following:

Art. I, Sec. 8

The single subject of this legislation is:

To amend the Consolidated Farm and Rural Development Act to eliminate a requirement that certain individuals be related by blood or marriage to be eligible for farm loans as a qualified beginning farmer or rancher, and for other purposes

By Mrs. LESKO:

H.R. 8211.

Congress has the power to enact this legislation pursuant to the following:

Article 1 Section 8

The single subject of this legislation is:

Preventing corruption at government health agencies

By Mr. PAPPAS:

H.R. 8212.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8, Clause 18 of the United States Constitution states that ''Congress shall have the authority to make all Laws which shall be necessary and proper for carrying into Execution the foregoing Powers, and all other Powers vested by the Constitution in the Government of the United States, or in any Department or Officer thereof.''

The single subject of this legislation is:

Defense

By Mr. PAPPAS:

H.R. 8213.

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8 of the United States Constitution.

The single subject of this legislation is:

To amend title 23, United States Code, to provide for a national standard to prevent driving while intoxicated by requiring ignition interlocks for DWI offenders.

By Mrs. PELTOLA:

H.R. 8214.

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:

The purpose of this bill is restore oil and gas development in the Alaska National Wildlife Refuge (ANWR) and the National Petroleum Reserve-Alaska (NPR–A).

By Mr. PERRY:

H.R. 8215.

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 exempt certain vessels transporting liquefied natural gas from certain coastwise endorsement requirements.

By Mr. RUIZ:

H.R. 8216.

Congress has the power to enact this legislation pursuant to the following:

Article I, section 8, Clauses 1 and 18 of the United States Constitution, to provide for the general welfare and make all laws necessary and proper to carry out the powers of Congress.

The single subject of this legislation is:

To amend title 49, United States Code, to authorize appropriations for the Federal Aviation Administration for fiscal years 2024 through 2028, and for other purposes.

By Mr. SMUCKER:

H.R. 8217.

Congress has the power to enact this legislation pursuant to the following:

Congress has the power to enact this legislation pursuant to Article I, Section VIII of the U.S. Constitution.

The single subject of this legislation is:

This bill provides for a special enrollment period for Medicare medical benefits for individuals who are enrolled in COBRA continuation coverage at the time they qualify for Medicare.

By Mr. TIMMONS:

H.R. 8218.

Congress has the power to enact this legislation pursuant to the following:

Article I, section 8 of the Constitution of the United States.

The single subject of this legislation is:

To amend the District of Columbia Home Rule Act to require any individual who votes in a municipal election of the District of Columbia to be a United States citizen and to provide proof of citizenship.

By Ms. TOKUDA:

H.R. 8219.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clauses 1 and 18 of the United States Constitution.

The single subject of this legislation is:

Authorizing the Secretary of the Interior to conduct a study to assess the suitability and feasibility of designating certain land as the Lahaina National Heritage Area.

By Mr. TRONE:

H.R. 8220.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8 of the Constitution of the United States.

The single subject of this legislation is:

To improve access to Occupational Therapy as mental health care.

By Ms. VAN DUYNE:

H.R. 8221.

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 the Immigration and Nationality Act with respect to the removability of aliens who are charged with any crime related to their participation in pro-terrorism or antisemitism rallies or demonstrations.

By Mr. FULCHER:

H.J. Res. 133.

Congress has the power to enact this legislation pursuant to the following:

Article I, Section 8, Clause 18 allows Congress to make all laws ''which shall be necessary and proper for carrying into execution'' any of Congress' enumerated powers, including Congress's powers over appropriations.

The single subject of this legislation is:

This resolution provides for congressional disapproval of the rule submitted by the Environmental Protection Agency relating to ''Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles—Phase 3.

By Mr. ARMSTRONG:

H.J. Res. 134.

Congress has the power to enact this legislation pursuant to the following:

Congress has the power to enact this legislation pursuant to the following:

Article 1, Section 8.

Congressional Review Act 5 USC

The single subject of this legislation is:

Disapproving the Executive Branch action concerning the Department of Labor's ''Improving Protections for Workers in Temporary Agricultural Employment in the United States''

By Mr. SCOTT FRANKLIN of Florida

H.J. Res. 135.

Congress has the power to enact this legislation pursuant to the following:

Congress is granted the authority to introduce and enact this legislation pursuant to Article 1, Section 8 of the U.S. Constitution.

The single subject of this legislation is:

Providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Department of Labor relating to ''Improving Protections for Workers in Temporary Agricultural Employment in the United States''.

By Mr. JAMES:

H.J. Res. 136.

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:

Providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to ''Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles''.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions, as follows:

H.R. 82: Mrs. FISCHBACH.
H.R. 451: Mr. FALLON.
H.R. 521: Mr. TIFFANY.
H.R. 537: Mr. MCCAUL and Mr. CURTIS.
H.R. 619: Mr. KEAN of New Jersey.
H.R. 889: Mr. SORENSEN, Mr. YAKYM, and Mr. BISHOP of Georgia.
H.R. 921: Ms. MACE.
H.R. 1372: Mr. FITZPATRICK.
H.R. 1380: Mr. FITZPATRICK.
H.R. 1385: Mr. JACKSON of North Carolina.
H.R. 1536: Ms. NORTON.
H.R. 1632: Mr. CLOUD.
H.R. 1699: Mr. SCOTT of Virginia.
H.R. 1831: Mr. PENCE and Mr. SARBANES.
H.R. 2371: Mr. CASE.
H.R. 2393: Mr. FITZPATRICK.
H.R. 2412: Mr. BACON.
H.R. 2584: Mr. BARR and Mrs. DINGELL.
H.R. 2785: Mr. LANDSMAN and Mr. KEAN of New Jersey.
H.R. 2891: Mr. VASQUEZ.
H.R. 3127: Mr. KUSTOFF.
H.R. 3325: Ms. JACKSON LEE.
H.R. 3541: Mr. CASE.
H.R. 3583: Mr. LIEU.
H.R. 3702: Mr. CARBAJAL and Mr. LAHOOD.
H.R. 3940: Mr. BACON and Mrs. HAYES.
H.R. 4121: Mr. HOYER and Mr. BOYLE of Pennsylvania.
H.R. 4137: Mr. HUNT.
H.R. 4202: Mr. LIEU.
H.R. 4323: Mr. WITTMAN.
H.R. 4362: Mr. SMITH of Nebraska.
H.R. 4660: Mr. HUNT.
H.R. 4713: Ms. STANSBURY.
H.R. 4763: Mr. TORRES of New York.
H.R. 4851: Mr. DAVIS of North Carolina and Ms. CHU.
H.R. 4896: Mr. JOHNSON of South Dakota.
H.R. 4974: Mr. BLUMENAUER, Mr. ROBERT GARCIA of California, Ms. TLAIB, and Ms. CRAIG.
H.R. 4998: Ms. MACE.
H.R. 5099: Ms. CRAIG and Mrs. CHAVEZ-DEREMER.
H.R. 5403: Ms. MALOY.
H.R. 5457: Mr. BEYER.
H.R. 5484: Mr. LIEU.
H.R. 5547: Mr. BUCHANAN.
H.R. 5577: Mr. CLINE.
H.R. 5813: Mrs. CHERFILUS-MCCORMICK.
H.R. 5934: Mr. LAHOOD.
H.R. 5995: Mr. GARCÍA of Illinois.
H.R. 6072: Ms. VAN DUYNE.
H.R. 6159: Ms. WILD.
H.R. 6395: Mr. FITZPATRICK.
H.R. 6468: Ms. NORTON.
H.R. 6929: Mrs. KIGGANS of Virginia and Mrs. STEEL.
H.R. 6951: Mr. ALFORD, Mr. JACKSON of Texas, Mrs. BICE, and Mr. TIFFANY.
H.R. 7007: Ms. JACKSON LEE.
H.R. 7085: Ms. ESHOO.
H.R. 7214: Mr. HUNT.
H.R. 7218: Ms. BALINT and Mr. KEAN of New Jersey.
H.R. 7227: Ms. TOKUDA, Mr. LANGWORTHY, Mr. LARSEN of Washington, and Mr. CUELLAR.
H.R. 7248: Mr. FITZGERALD.
H.R. 7297: Mr. ARMSTRONG and Mr. MOSKOWITZ.
H.R. 7315: Ms. NORTON.
H.R. 7380: Mr. FERGUSON.
H.R. 7438: Mr. SMITH of Missouri and Mr. GRAVES of Louisiana.
H.R. 7450: Mr. HUNT, Mr. AUSTIN SCOTT of Georgia, and Mr. FRY.
H.R. 7478: Mr. GOLDEN of Maine.
H.R. 7513: Mr. CARTER of Georgia and Mr. BACON.
H.R. 7563: Ms. LETLOW.
H.R. 7629: Mr. WILLIAMS of New York, Mr. VEASEY, and Mr. GARBARINO.
H.R. 7708: Mrs. MILLER of West Virginia.
H.R. 7752: Mr. EVANS.
H.R. 7802: Mr. FROST.
H.R. 7849: Mr. SCHIFF.
H.R. 7855: Ms. TOKUDA.
H.R. 7930: Mrs. DINGELL and Mr. KRISHNAMOORTHI.
H.R. 7936: Mr. NORCROSS.
H.R. 7959: Ms. TENNEY and Mrs. LESKO.
H.R. 7961: Mr. CONNOLLY, Mr. BEYER, and Mr. ESPAILLAT.
H.R. 7963: Mr. LUETKEMEYER.
H.R. 7991: Mr. ROUZER and Mr. LAMALFA.
H.R. 8004: Mr. ROBERT GARCIA of California.
H.R. 8040: Mr. MOLINARO.
H.R. 8053: Mr. DAVIDSON.
H.R. 8065: Mr. VALADAO.
H.R. 8076: Mrs. DINGELL.
H.R. 8091: Mr. BABIN.
H.R. 8184: Mr. SMITH of Nebraska, Mrs. MILLER of West Virginia, Mr. FERGUSON, and Ms. TENNEY.
H.J. Res. 132: Mrs. HARSHBARGER and Mr. PERRY.
H. Res. 547: Mr. HUNT.
H. Res. 915: Mr. SCHIFF.
H. Res. 1019: Mr. POSEY and Mr. HARRIS.

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Senate

The Senate met at 10:01 a.m. and was called to order by the Honorable JON OSSOFF, a Senator from the State of Georgia.

PRAYER

The Chaplain, Dr. Barry C. Black, offered the following prayer:

Let us pray.

Gracious God, turn Your ears to listen to us. Without You, we are but disappearing dust. Draw near to us, for in Your presence, we find our dignity and destiny. Lord, breathe into us the saving knowledge that we belong to You. May this awareness inspire us to live for Your glory. Guide our lawmakers. Remind them that they can depend on You for the vindication of every just cause, the forgiveness of every confessed sin, and the protection from every weapon that is formed against them. May they trust You to give them strength for today and bright hope for tomorrow.

We pray in Your wonderful 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 senior assistant legislative clerk read the following letter:

U.S. SENATE,
PRESIDENT PRO TEMPORE,
Washington, DC, May 1, 2024.

To the Senate:

Under the provisions of rule I, paragraph 3, of the Standing Rules of the Senate, I hereby appoint the Honorable JON OSSOFF, a Senator from the State of Georgia, to perform the duties of the Chair.

PATTY MURRAY,
President pro tempore.

Mr. OSSOFF 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 resume consideration of the following nomination, which the clerk will report.

The senior assistant legislative clerk read the nomination of Georgia N. Alexakis, of Illinois, to be United States District Judge for the Northern District of Illinois.

RECOGNITION OF THE MAJORITY LEADER

The ACTING PRESIDENT pro tempore. The majority leader is recognized.

(The remarks of Mr. SCHUMER pertaining to the submission of S. 4226 are printed in today's RECORD under ''Submitted Resolutions.'')

BUSINESS BEFORE THE SENATE

Mr. SCHUMER. Mr. President, now, on Senate business, a very busy period has just ended for the Senate, and another one begins.

This morning, the Senate will vote on the confirmation of Georgia Alexakis to be a district judge for the Northern District of Illinois. Once confirmed, she will be the 195th Federal judge confirmed under President Biden.

On the legislative front, the next deadline Congress faces is May 10. That is the date by which the President must sign the FAA reauthorization. The Senate will begin the work of FAA reauthorization this afternoon by holding our first procedural vote on this bill. Both parties have an incentive to work together to get FAA done as quickly and as smoothly as we can to keep our skies safe and our Federal employees well taken care of.

Getting FAA reauthorization done will provide for more air traffic controllers, for more safety inspectors at manufacturing plants, and better customer service standards—all of which are so badly needed.

So I hope the Senate can get this important piece of legislation done with as much bipartisan good will as possible.

ABORTION

Mr. President, now, on the Florida abortion ban, this morning, unfortunately, the people of Florida woke up to one of the cruelest, most extreme, most dangerous abortion bans in the country. Starting today, Florida is outlawing most abortions after just 6 weeks—just 6 weeks—before many women even know that they are pregnant.

Let me say that again because the American people need to hear what Republican States are doing. A new Florida law goes into effect today that bans most abortions after just 6 weeks, before many women even know they are pregnant.

Florida's new abortion ban is draconian to the core. It rips away women's freedom to make their own decisions about their bodies. It blocks thousands of women from accessing basic reproductive care. And, horrifically, it leaves millions of women across the Southeast—already an abortion care desert—with little or no options.

● This "bullet" symbol identifies statements or insertions which are not spoken by a Member of the Senate on the floor.

If you live anywhere in the Southeast, the odds are now that you need to drive as far as Virginia or farther just to get reproductive care, a burden most people can't realistically take on. It is utter cruelty.

Sadly, abortion bans like the ones in Florida didn't happen in a vacuum. Today is yet another consequence of the hard-right MAGA Supreme Court's disastrous decision to overturn Roe v. Wade. It is the consequence of decades of the hard right trying to pack our courts with radical jurists.

In case people forgot, President Donald Trump proudly reminded us a month ago that he and MAGA Republicans are to blame for the annihilation of Roe. To this day, the former President and MAGA Republicans continue to boast of their radical views on abortion, despite those views being widely out of step with the American people.

Let us not forget that the majority of Floridians—the vast majority—don't agree with Florida's new abortion ban, much less the vast majority of Americans.

Make no mistake, Republicans will have to answer for their anti-abortion records today, tomorrow, and at the ballot box in November.

FARM BILL

Mr. President, now, on the farm bill that Senator STABENOW is introducing today, I want to applaud the efforts of my good friend and colleague Chairwoman STABENOW of the Senate Agriculture Committee, who, today, is releasing the substance of our farm bill.

Senate Democrats want to get a farm bill done. It is an essential bill that does so much good across the country, and I thank Chair STABENOW for her tough leadership on the issue.

Particularly, this bill is a strong bill and includes some very important provisions. It protects the interests of small farmers. It protects crucial climate funding to help farmers from things like natural disasters. And it provides robust nutrition assistance that directly helps millions of kids across the country.

I salute Senator STABENOW for her hard, good work on this bill. Again, Democrats want to get a farm bill done, and Senator STABENOW has done outstanding work leading this effort.

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. MCCONNELL. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER (Mr. WELCH). Without objection, it is so ordered.

RECOGNITION OF THE MINORITY LEADER

The Republican leader is recognized.

ISRAEL

Mr. MCCONNELL. Mr. President, I spoke yesterday about the failures of America's so-called elite universities to maintain academic rigor, student safety, and basic order as their faculty and students become more radicalized.

The most alarming aspect of this chaos on campuses is the brazen expressions of anti-Semitism, but the world's oldest form of hate isn't just driving self-appointed student commissars to intimidate Jewish students and grind campus life to a halt. Half a world away, deep and virulent hatred of the Jewish people and a refusal to even acknowledge the Jewish State of Israel's right to exist is what animates the world's most active state sponsor of terrorism and motivates its network of proxies to carry out barbaric violence like the attacks of October 7.

We are not talking about imagined sins of some postmodern, anti-colonial theory. We are talking about the intentional—intentional—torture, hostage-taking, rape, and murder of civilians. And these same forces also loathe Israel's closest ally, the United States—the ''Great Satan.'' They attack American personnel. They threaten American interests and global commerce.

But just as college administrators fail to restore order amid anti-Semitic chaos on campus, the Biden administration is failing to compel a murderous adversary to stop spilling Israeli and American blood alike. Rather than helping Israel destroy the terrorists or impose consequences on Tehran sufficient to abandon its strategy of terror, the Commander in Chief seems to be most concerned with restraining our closest ally in the Middle East from doing everything necessary to restore its security.

At nearly every step, the Biden administration has tried to prevent, slow, or micromanage Israel's efforts to pursue Hamas terrorists. It is as if the President wants the appearance of calm and a respite from inconvenient headlines rather than a decisive victory over terrorists that can lead to a just and lasting peace.

The micromanagement is accompanied by flights of pure fantasy. It is all well and good for administration officials to express hope for the prospects of a future two-state solution, but it is about time they started dealing in the present day, where the dominant power on the Palestinian side doesn't even want one. Hamas makes no secret of its aspirations to destroy Israel ''from the river to the sea.'' And, remember, geographically, that means the entirety of the Jewish State.

Neither, sadly, do the thousands of American college students who have taken up this genocidal refrain. Whether these campus agitators even grasp its implication is really beside the point. Hamas and its backers in Tehran know the score.

Let's deal in the real world, where successive, corrupt Palestinian leaders have rejected reasonable proposals for peaceful coexistence and where ceasefire was the nominal state of affairs before savage terrorists exploited it on October 7.

To the extent that a Palestinian state is achievable or even merited, it will not be as a reward for terror. If Palestinian leaders want a state for their people, they should first demonstrate that they care more about their own people than lining their own pockets. They must rid themselves of terrorists who care more about killing Jews than building a tolerant society.

Bottom line: If the Biden administration wants to put Israelis and Palestinians back on a path toward peaceful coexistence, they ought to help Israel destroy Hamas and curb Iran's influence in the region. That would require—for one thing—the United States getting serious about the operational challenges our ally faces. Instead, the administration seems focused on virtue signaling and political theatre to appease the leftist agitators of their base.

How else should we interpret the President's decision to build a massively expensive floating pier off the coast of Gaza or his willingness to staff it with American military personnel within cruise missile and UAV range of terrorists who have specifically—specifically—threatened to target any forces affiliated with the pier?

This isn't just an idle threat. Terrorists have already conducted mortar attacks against the marshaling area for the humanitarian pier. This isn't a cost-free State of the Union talking point; it is an avoidable catastrophe. The President's decision places American servicemembers at unnecessary risk. It is exorbitantly more expensive and inefficient than existing land crossings into Gaza. And besides, the problem isn't getting humanitarian assistance to Gaza; it is getting the assistance distributed to Palestinian civilians before Hamas fighters commandeer it.

What more evidence do we need that Hamas can play no part—no part—in the future of the Palestinian people? What other signs do we need that Israel's fight to eliminate the terrorists deserves America's support? Let's be clear: We cannot aim for the status quo ante. October 7 was only the most recent bloody manifestation of the reach of Iran's proxy network.

America's focus—our primary objective—in support of our ally Israel and our interests in the region has to be imposing real costs on the chaos agents in Tehran, forcing them to change their violent calculus, ending their support for terror, and making it harder for them to support other violent aggression further afield, like Russia's war in Ukraine.

Of course, all of that starts with making serious investments in our own defense. U.S. operations in defense of Israel and the freedom of navigation have made the steep costs of preserving peace and prosperity abundantly clear. The past several months have illustrated the undeniable urgency of expanding production of missile defense

capabilities, long-range strike capabilities, and the full range of hard power necessary to change our adversaries' behavior.

It is time for the administration and Congress to step up and put our money where our mouth is.

NET NEUTRALITY

Mr. President, on another matter, 6 years ago, the junior Senator from Massachusetts warned that ''There will be a political price to pay for those on the wrong side of history'' in the Republican efforts to repeal Obama-era net neutrality rules. Then-Senator Harris warned that the end of net neutrality would ''imperil our economy while reducing innovation, entrepreneurship, and creativity.''

Senate Democrats claimed such a repeal would mean that ''you'll get the internet one word at a time.'' In the assessment of one leftwing House Member, it was ''a threat to our democracy.'' Others said the result would be ''the end of the internet as we know it.'' Well, the last time I checked, the internet is still here, working just fine, and I am still receiving emails without issue. In fact, the year net neutrality was repealed, internet speed increased nearly 40 percent—so much for imperiling the economy and stifling innovation as more and more Americans do business online.

But Washington Democrats have yet to learn from their mistakes. Apparently, they just can't help trying to tie up every corner of our economy with more and more redtape. Last week, President Biden's FCC voted to reinstate the Obama-era rule to reclassify broadband from an information service to a public utility. Effectively, this would mean a return to the outdated Obama-era policy. It would enable Washington to impose new taxes, regulations, and tariffs on broadband providers and drown innovation in even more redtape—more government control of a core means of communication.

Of course, when Congress passed the Telecommunications Act of 1996, we made it crystal clear that the internet is an information service and not a public utility. The law never gave the FCC authority to reclassify it as such.

Well, that didn't stop the Obama administration regulators from trying. But back in 2016, I was happy to cosponsor legislation that would reverse their misguided net neutrality regulations. In 2017, I commended FCC Chairman Pai for reversing these regulations and allowing the internet to flourish. Chairman Pai's approach was in keeping with the longtime bipartisan consensus of a light regulatory touch. This is the approach that allowed for the rapid growth of the internet and the adoption of groundbreaking technologies it drove.

I am proud to join several of our Republican colleagues in urging the FCC to preserve this particular approach and turn back the egregious missteps from the Biden administration.

The PRESIDING OFFICER. The Democratic whip.

ISRAEL

Mr. DURBIN. Mr. President, adults are suffering and children are starving to death in Gaza. That is a fact. It has been that way for weeks, if not months. Part of the problem, obviously, is it is a war zone. Because of that, many of the people, innocent civilians, have been caught up in the throes of conflict and have died as a result of it.

In an ordinary time, there are approximately 500 truckloads a day shipped into Gaza—500. In this time of war, an attack by Israel on Hamas in Gaza, the number has been reduced to 200—200—because the ports of entry have been closed by the Israelis for security purposes. Closing them means less food, medicine, and water is available for the people living in Gaza. They suffer and they die, particularly the children.

There has been an effort underway for months to persuade the Israelis to allow more of the basics of human life to enter Gaza, but the Israelis have resisted that suggestion for the most part. What have we done in response? Well, we have decided, through President Biden, to have an extraordinary effort—a landing area where trucks can be brought into Gaza from the sea, from an oceangoing vessel, and make things available to the people who live there. It is a life-and-death mission, and for us to walk away from it at this point would be not only foolhardy but cruel—cruel.

The notion, the argument that was just stated on the floor that Hamas is infiltrating these supplies and taking them for their own purpose has no evidence in fact—none. Over and over again, in phone calls which I have been part of to United Nations personnel on the ground, they assure us there is no evidence of that whatsoever.

So this humanitarian effort by the United States, by President Biden, is not only appropriate, but it is absolutely necessary. It is an emergency situation. I commend the administration for their actions in trying to feed these people in Gaza as they sit in a war zone and watch their children die, hospitals close, and the homes they had totally destroyed.

Let's do this and show them we as Americans really do care. We are not supplying terrorists; we are trying to supply children—children who are starving to death in Gaza. I thank President Biden for his leadership.

FOR-PROFIT COLLEGES

Mr. President, today is May 1. For many students, this is college decision day—about the time when they have to commit for next year's school year, pave a pathway for a better future.

For Chicagoan LaKesha Howard-Williams, a straight-A student who dreamed of attending college to pursue art, this was certainly the case. LaKesha was accepted to a nonprofit college outside of Chicago, but she decided to move back home and transfer to a community college near her home.

Sadly, her parents lost their home during the 2008 recession, and shortly after she moved back, her father passed away. LaKesha's family was struggling, and she eventually left community college to go to work.

After some time in a low-paying job without a college degree, LaKesha decided to go back to school to finish her education. However, her family could not afford to send her to a prestigious arts college. As she began researching scholarships, LaKesha was flooded with brochures for a for-profit college, the Illinois Institute of Art.

Mr. President, I don't have to tell you that is a name that is close to the actual Illinois Art Institute, which is a well-known and respected institution, but this Illinois Institute of Art was a lot different.

After being heavily pursued by the Illinois Institute of Art, LaKesha applied to it. They accepted her within days of her application and immediately encouraged her to take out student loans. This was the first sign of foul play. Her family was hesitant to see their daughter assume this kind of debt, but the school assured her it would be ''well worth it,'' so she took out loans so she could enroll in this phony Illinois Institute of Art.

Although disappointed by the quality of her instructors and coursework, she was determined she was going to finish and get her degree, but as the weeks went by, more and more red flags appeared.

In 2017, an organization called Dream Center bought the school and promised an even better education, but things didn't improve for LaKesha. Then the school's President left suddenly and the staff disappeared. The final red flag was when the school lost its accreditation—something that it hid from the students for 6 months. Then it suddenly announced it was going to close at the end of the year.

LaKesha was able to transfer, but before moving to a better quality school, she estimated she would have more than $70,000 in student loans from the Illinois Institute of Art.

Unfortunately, LaKesha is far from the only student who has been duped and deceived by the predatory for-profit college industry. For years, for-profit colleges have lined their pockets at the expense of students and taxpayers. These organizations mislead students into enrolling in programs that offer low-quality instruction, substandard job prospects, nontransferable course credits, and a worthless degree. Even more sickening, they deliberately target the most vulnerable—low-income students, first-generation students, veterans, students of color. They go after them with aggressive marketing tactics and promises of well-paying jobs.

Mr. President, I am going to give you two numbers. I warn you in advance that these two numbers are both going to be on the final, so listen carefully. Although for-profit colleges enroll only

8 percent—8 percent—of America's college students, they account for 30 percent of Federal student loan defaults—8 percent of the students; 30 percent of the student loan defaults.

How does this happen? Well, after aggressively marketing themselves, for-profit colleges pressure students to take on as much debt as possible to pay for courses that would cost far less at a community college or even a 4-year university.

Once students enroll and are on the hook for huge amounts of debt, the schools provide low-quality education and little support. If they manage to graduate, students end up with degrees that are practically worthless, working jobs that they could have been hired for prior to enrolling, and struggling to pay back crippling debt.

Extensive investigations have revealed the deception of some of the worst actors.

This morning, the Department of Education announced $6.1 billion in student loan dischargees for 317,000 students who attended the Art Institutes—317,000, including LaKesha. In Illinois alone, nearly 13,000 students will see more than $250 million in borrower defense discharges.

In its investigation, the Department found that the Art Institutes misrepresented their employment rates to prospective students.

Imagine, if you will, a student with a family that has never had anyone go to college, knows just in the vaguest terms what they are getting into. They send their daughter to sign up and enroll in one of these colleges. She says: Mom and Dad, I had to sign up for student loans. It is the only way I could have gone to school.

They think to themselves, well, maybe that is the sacrifice people make to get a college degree that ends up with a good-paying job.

It turns out it is a phony operation from start to finish—falsified income data for graduates, denied career services for graduates. They learn, unfortunately, years after they get the debt started, that they have a worthless investment.

The Department found similar and deceptive practices in other for-profit colleges, like DeVry. DeVry in Chicago promoted false job-placement rates. Grand Canyon University—sounds impressive, right?—lied to students about the cost of its programs.

The Obama administration started to require accountability measures, but under the Trump administration and Secretary DeVos, lapdogs replaced the watchdogs. Then-Secretary of Education Betsy DeVos hired top officials who had worked for the for-profit industry.

It is long past time that we hold these profit-hungry, fraudulent institutions accountable.

What rankles me the most is the fact that these students are not only victims, with student debt up to their ears, but they have to change their life plans, their career plans, because of this indebtedness and the fact that their degrees are virtually worthless.

I met some of these young people. They sadly tell the story of living in their parents' basement because they had no alternative with the debt they incurred in these worthless for-profit schools. That is the reality. The sad part, the tragic part, the infuriating part is that the owners of these for-profit operations take all that money from student loans, offer nothing in return by way of education, and eventually, when they go bankrupt—and they virtually all do—they end up off the hook. They don't have any personal liability.

I have been calling for greater scrutiny of for-profit colleges for more than 10 years on the floor of the Senate. Aside from flying in the face of providing a high-quality postsecondary education, these for-profit colleges are costing taxpayers millions of dollars. Despite well-documented misconduct, for-profit colleges received more than $14 billion—$14 billion—in Federal student aid in the 2022 to 2023 school year—$14 billion from the Federal Government.

That is why today I am once again sending a warning letter, for the 11th consecutive year in a row. I am sending it to every high school in my State asking them to ensure students receive accurate information about the college they want to attend, including the risks associated with attending a for-profit college.

I wondered when I first sent that letter out whether anyone would even open the envelope and if they did, would it mean anything. It is amazing. These schools tell me: Thank you for doing this. It is a reminder, and we put right in front of the students and say, ''The Senator sends a letter each year to warn us about these schools. Be careful.''

These for-profit schools undermine all the work and resources high schools devote to students, and warnings to avoid them can be the difference between a successful future and one saddled with a lifetime of student debt.

I urge my colleagues, join me in sending a letter to high schools in your State warning kids who are being inundated with advertising by for-profit schools that they may not be making the right decision if they head in that direction.

It is long past time that we hold for-profits accountable for the pain they are inflicting on our kids. They are exploiting our students and enriching themselves. Let's make sure that no young person gets conned into attending a duplicitous, profit-driven institution.

What percentage of high school graduates end up at for-profit colleges? That is right. Eight percent. And what percentage of student loan defaults are for students at for-profit colleges? Thirty percent. Eight and thirty, those two numbers tell the story.

I yield the floor.

The PRESIDING OFFICER (Mr. HICKENLOOPER). The Republican whip.

ENERGY

Mr. THUNE. Mr. President, ''Amid explosive demand, America is running out of power.'' That was the title of a Washington Post article this March highlighting some of the challenges facing our Nation's electric grid.

Vast swaths of the United States are at risk of running short of power as electricity-hungry data centers and clean-technology factories proliferate around the country, leaving utilities and regulators grasping for credible plans to expand the nation's creaking power grid.

The state of our Nation's electric grid is becoming a matter for serious concern. Our grid has been weakened by increased demand and the move away from conventional energy sources, and we are rapidly approaching a situation in which there will not be sufficient electricity to keep up with demand.

And it is against this backdrop, against the backdrop of an aging, weakened grid struggling to meet even current needs that the President is attempting to force the widespread adoption of electric vehicles.

Last month—the same month in which the Post published its report on how America is running out of power—the Biden administration finalized emissions rules for cars and light- and heavy-duty trucks that will have the practical effect of forcing car and truck companies to electrify a huge portion of their sales lots.

That will place incredible new demands on our power grid—demands that our grid is unlikely to be able to sustain. And to add insult to injury, at the same time that the President is preparing to place enormous new demands on our grid, he is also implementing regulations that will weaken our grid even further.

After endangering existing powerplants with its so-called ''Good Neighbor'' rule last year, last week, the Biden administration issued new carbon capture and emissions regulations that will reduce the amount of electricity plants provide to the grid and almost, unquestionably, force coal-fired plants—which still, by the way, make an essential contribution to our Nation's electricity supply—it will force them to close.

If not overturned, these rules are likely to result in a gaping hole in the U.S. electricity supply, just as the President is forcing more Americans to turn to electricity to power their cars, not to mention the fact that they will saddle consumers and businesses with higher energy costs for less reliable energy.

When he is not trying to weaken our electric grid or force a move to electric vehicles that our grid cannot support, the President is taking aim at conventional energy production.

Less than 2 weeks ago, the administration announced that it would be

banning oil and gas development across more than half of the National Petroleum Reserve in Alaska.

Well, think about that. Of course, it is not the first time the President has moved to restrict conventional energy development, but it was notable for the scale of the restrictions and for the fact that his target was the National Petroleum Reserve.

I mean, think about this. The National Petroleum Reserve was established specifically for the purpose of providing the United States with energy resources, of leveraging our abundance of natural resources to promote our security. Now more than half—half—of that area will be closed to development.

The President's anti-conventional energy policies have consequences. By discouraging investment and curtailing the areas available for domestic production, the President is setting us up for a future in which we could have to rely on other countries for a significant part of our energy supply. And that is a problem, particularly when you consider the fact that that could mean relying on hostile countries. As European countries learned the hard way after Russia invaded Ukraine, relying on hostile nations for your energy supply is not a winning proposition. Plus, foreign production can be far less environmentally friendly than producing oil and gas here at home in the United States.

While the President fantasizes about eliminating the use of oil and natural gas and forcing all Americans into electric vehicles, the fact of the matter is that we are a long way away from being able to rely on alternative energy production to supply our Nation's energy needs.

We are going to need conventional energy for quite a while yet. And the best way to get that conventional energy is by developing the abundant domestic resources of the United States in an environmentally responsible way. We need an ''all of the above'' energy policy that embraces the full spectrum of available resources from alternative energy technologies to existing coal-fired and future natural gas-fired generation.

Between overloading our electric grid and discouraging future conventional energy production, the President's energy decisions and regulations are painting a bleak future for American consumers.

But there are things that we can do to check the President's irresponsible policies. Thanks to the efforts of Senator SULLIVAN and Senator RICKETTS, we will soon have a chance to vote on a Congressional Review Act measure to overturn the emissions rules that will force car and truck companies to electrify a huge portion of their sales lots and strain our electric grid even further.

I anticipate that Senate Republicans will also soon challenge last week's powerplant rules, and I hope—I really hope—that there are at least a few Democrats who will join us to overturn these regulations.

Our grid simply cannot bear the burden of the President's new policies. And if Democrats care about more than winning votes from environmental radicals, they will see that and vote with us to overturn these regulations.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kansas.

FAA REAUTHORIZATION ACT OF 2024

Mr. MARSHALL. Mr. President, the Federal Aviation Administration Reauthorization Act that is before us shines as a beacon of safety, progress, and efficiency in the realm of aviation. It is not just any piece of legislation; it is a commitment to safeguarding lives, fostering innovation, and bolstering economic growth.

At its core, this bill ensures that our skies remain safe for all who traverse them. It sets stringent standards for aircraft safety, air traffic control, and airport operations, ensuring that every flight is conducted with the highest level of care and expertise.

Today, I rise to especially acknowledge the hard work that our air traffic controllers do day in and day out to keep our skies clear and safe for all.

Back home in Olathe, KS, we have an Air Route Traffic Control Center that is responsible for some 130,000 square miles of airspace.

Covering that much airspace is no small feat, and it takes a team of highly skilled and trained controllers to get the job done. In fact, I made a visit to that control center in Olathe, and what I found was perhaps the most constant bombardment of mentally challenging tasks of any job I have ever seen, more than anything I have seen in 8 hours or 12 hours in an operating room in 1 day, more than a day in an emergency room, more than any task I have seen, the mental challenge, the constant bombardment of different sequences, trying to make sure—not trying but ensuring that every flight lands safely. There is no room for error. There are no second chances. And it amazes me how, time after time, day after day, these stalwarts do their job with perfection.

And I have to admit, in years past, I have been disappointed that, despite billions being spent, allocated to the FAA each year, this Agency has continued to neglect hiring for air traffic controllers, not only in Kansas but across the Nation.

Again, based on my visit to our towers in Kansas, it is clear that our air traffic controllers need relief, and we need to hire more people to prevent burnout among those critical workers for the sake of preserving passenger safety.

Thankfully, we have a golden opportunity this week to make things right with this FAA reauthorization. The compromise package includes provisions to hire at maximum levels over the life of this bill and to adopt a new staffing model to better project hiring needs in the future.

I want to especially salute Senator BRAUN's Air Traffic Controllers Hiring Act, as it is a commonsense, simple fix that over 30 Senators have supported. Including this bill in this reauthorization package was the right thing to do, and it is a bipartisan win that we can all celebrate together. I applaud the committee for including this important language and taking care of the folks who work around the clock to keep our deliveries on time and our passengers safe.

And, finally, I want to just take a moment to remember and applaud all of the Members of Congress, but, I think, even more importantly, their dedicated staff, who have worked on this FAA reauthorization legislation, along with all the dedicated aviation industry who strive to keep us safe and on time.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kansas.

Mr. MORAN. Mr. President, I rise today to discuss the bipartisan, bicameral agreement reached for a long-term Federal Aviation Administration reauthorization. You would know, as a member of our committee, that we have worked hard to bring the FAA aviation community together to make certain that we do not end up with a result of one more extension after extension after extension, and that we can provide some certainty for the FAA in fulfilling its mission.

When I became the ranking member of the Aviation Subcommittee, I stated the importance of passing a long-term reauthorization and pledged to work with Senators DUCKWORTH, CRUZ, and CANTWELL, as well as my other colleagues on the Commerce Committee, to get a comprehensive agreement completed.

I want to thank the leaders of both the Senate Commerce Committee—Senators CANTWELL and CRUZ—and the House Transportation Committee—Congressman GRAVES and Congressman LARSEN—for their months of work to get us to this point. I also want to thank my counterpart on the Aviation Subcommittee, the chairman of that subcommittee, Senator DUCKWORTH of Illinois. She has been a pleasure to work with, with a commitment to aviation and experience to back up that desire to see success in this effort.

Multiyear reauthorization is vital for long-term planning and growth in the civil aviation industry, including the maintenance and modernization of aviation infrastructure and technology. Continuous short-term extensions are detrimental to the Agency, industry, and to the flying public.

This week and next week, Congress must come together to ensure our current extension of the Federal Aviation Administration, which is until May 10, will be our last—no more extensions.

Last October, the Senate recognized how critical the FAA is to the country

and evidenced that recognition by voting 98 to 0 to confirm Mike Whitaker as the FAA Administrator.

If the United States is to remain a leader in the aviation and aerospace domain, it is critical we provide the FAA with the resources and tools they require.

The aviation sector has seen close calls and near misses plague our Nation's air space, in addition to quality control concerns. Recent incidents indicate now—now more than ever—that our aviation system needs certainty and stability, and that is provided, in part, by a long-term authorization of Congress.

The original Senate legislation was drafted after eight committee and subcommittee hearings, and I am pleased that many of my priorities were included in this legislation.

Kansas will have an important role to play in advancing our aviation industry, including research and development and hypersonic flight and testing, as well as AAM and UAVs.

This legislation also includes my priorities to, one, bolster the aviation workforce, improve the FAA backlog, promote women in aviation, expand travel access for people with disabilities, attract air service to small communities, support staffing and training for air traffic controllers for the first time in decades, address new aircraft entering the air space, expand advanced air mobility, and safeguard essential air service programs.

I encourage my colleagues to, once again, find a collaborative way to move forward to address FAA reauthorization.

We manufacture lots of airplanes in the State of Kansas. We are the air capital of the world. More general aviation aircraft than anyplace in the world are manufactured there, as well as commercial aircraft. And I sometimes think that if I have any reputation as being an advocate for aviation, it is probably because we manufacture so many airplanes. And that certainly is true. But I also would highlight the importance of an airport and airplanes to small communities across Kansas, not just in the manufacturing that is centered around South Central Kansas. But every community and their airport are an essential way in which that community has a brighter future. Airports and aviation, including commercial air service to small airports, are hugely important to the wellbeing of States like ours.

The American people deserve the safest. In fact, that is probably the most important component of what we can do here. It is to ensure, as best we can, the safety of the traveling and flying public. There is no future of aviation and aerospace in Kansas or elsewhere if citizens of our country and around the globe are not feeling safe and secure to fly. The American people deserve nothing less than the safest and most efficient aviation system in the world.

Our bill provides critical safety enhancements, grows America's aviation workforce, invests in infrastructure at airports in urban and rural communities, sets clear priorities for advancing innovation in aviation solutions, improves the flying public's travel experience, and ensures a healthy general aviation sector for years to come.

Again, I thank my colleagues on the committee for working to accomplish this moment. I look forward to the vote that takes place a little later today, and I encourage my colleagues to work hard to see that we get this completed in the next few days.

I yield the floor.

The PRESIDING OFFICER. The Senator from Illinois.

Ms. DUCKWORTH. Mr. President, I come to the floor today in support of the FAA Reauthorization Act of 2024. This has been a truly bipartisan, bicameral endeavor, and that is how it should be. It has taken longer than we had hoped, but the final product is worth it.

This bill will empower the FAA to aggressively address the aviation system safety crisis, make our aviation system more accessible for passengers with disabilities, provide historic investments that will enhance our Nation's capacity to recruit and train the next generation of aviation workers, and do so without lowering, weakening, or watering down the post-Colgan safety system, including pilot qualification standards.

There are many important provisions in this bill, but I want to highlight just a few today. First and foremost, this bill takes important steps to address critical safety challenges facing our aviation system. During the pandemic, retirements and buyouts drained critical experience from our aviation workforce, both in the Federal Agencies, like the FAA and the NTSB, as well as in the commercial aviation sector.

The post-COVID surge in demand for air travel put a huge strain on our system and stretched the remaining aviation workforce thin. Near misses and close calls became so frequent that the FAA was forced to convene a safety summit.

Despite this, the close calls keep happening over and over and over again. Just last week, a Swiss Air flight had to abort takeoff at JFK when four other planes were crossing the runway at the same time. The week before that, a Southwest jet crossed the runway at National Airport right as a JetBlue flight was starting its takeoff roll.

The need for Congress to act is urgent, and this bill takes important steps to address safety-critical challenges.

Importantly, our bill also preserves an important pillar of the post-Colgan safety system: the 1,500-hour rule for first officer flight training. As both a commercial and a private pilot, I know how critical real-world experience is in the cockpit. It can mean the difference between life and death. As demand for air travel continues to grow, we will continue to need more pilots. But putting safety first demands that Congress always reject industry efforts to lower pilot qualification standards, and that is why I worked so hard to make sure that our bill left the 1,500-hour rule intact.

Air traffic controllers and surface detection is a key component of the FAA reauthorization bill also. Our legislation will also give a much needed boost to our air traffic controller workforce.

Coming out of the pandemic, our air traffic facilities are understaffed and our controllers are overworked. Last year, only 3 of 313 air traffic facilities nationwide had enough controllers to meet staffing targets, while controllers are working 60 hours a week to keep up.

This is dangerous. These are highly stressful, safety-critical jobs under the best of circumstances. Growing this workforce is a safety imperative, and this bill takes aggressive steps to do so. It will set a minimum hiring target equal to the maximum number of air traffic controllers our academy can accommodate. It will also require a more accurate staffing model going forward to ensure that there will be enough air traffic controllers to meet the growing demand and keep the flying public safe.

The bill will also expand deployment of surface detection technology to more airports to help prevent near misses or, worse, actual collisions.

Our bipartisan compromise also advances passenger safety by requiring the FAA to finally update aircraft evacuation standards to account for real-world conditions. Federal regulations require that, in the event of an emergency, passengers can evacuate an aircraft within 90 seconds. However, recent FAA in-person evacuation simulations used only able-bodied adults under the age of 60, in groups of just 60, on a plane with no carry-on baggage and nobody under the age of 18.

On a typical 737, you would see more than twice that number of passengers. I think it is safe to say that you would also probably see a couple of backpacks—maybe 100 backpacks—and probably some senior citizens, children, and passengers with disabilities too. All of these folks were left out of the latest FAA simulation.

So the fact is, we don't actually know if an aircraft can be evacuated in 90 seconds in real-world conditions, and that is what is so dangerous. The Miracle on the Hudson took more than twice that long to evacuate—3 minutes.

In January, when a Japan Airlines crew miraculously managed to successfully evacuate nearly 400 people from a burning Airbus A350, it took closer to 18 minutes from the point of impact and, overall, 5 minutes from the point of when the plane had stopped moving.

In 2016, it took more than 17 minutes to evacuate a 767 at O'Hare, after the

plane came to a stop, well short of the 90-second threshold.

Carry-on bags slowed down that evacuation; and since then, the NTSB has been recommending FAA take a closer look at this issue.

The bill before us today includes a provision Senator BALDWIN and I championed to require the FAA to finally do just that: along with mandating the Agency, actually consider other real-world conditions like the presence of children, seniors, and passengers with disabilities.

The FAA bill will also make much needed progress in transforming commercial air travel to be safer and more accessible for passengers with disabilities.

I was proud and honored to work with individuals and organizations in the disability community when drafting this portion of our legislation.

And while we still have a long way to go to ensure equal access for millions of people with disabilities when flying, if passed, our FAA Reauthorization Act would be one of the most significant leaps taken over the past decade towards improving the air travel experience for the disability community.

Our work builds on a yearslong effort by my colleague Senator BALDWIN. And I would like to thank her for her leadership on the Air Carrier Access Amendments Act, which has been a priority of the disability community for years.

And today, I am happy to say that several important provisions from that Baldwin bill are included in this reauthorization.

Today's bill also includes a new grant program to upgrade airports to make them more accessible for passengers with disabilities.

Two bipartisan, bicameral bills are also included: the Mobility Aids on Board Improve Lives and Empower All Act—or MOBILE Act—which I worked on with Senator THUNE and Representatives STEVE COHEN and PETE STAUBER, and the Prioritizing Accountability and Accessibility for Aviation Consumers Act, which I worked on with Senator FISCHER and Representatives STEVE COHEN and BRIAN FITZPATRICK.

I want to thank my colleagues across the aisle and in the House for working with me to show that even in this divisive political moment, we can—and we must—still legislate in a bipartisan fashion on issues that impact Americans throughout every inch of this country, in States that are both red and blue.

This bill will also help grow the next generation of pilots, aviation mechanics, and aviation manufacturing technical workers by expanding the FAA's Aviation Workforce Development Grant Program. This is critical to meet future demand, which is expected to grow tremendously. The FAA estimates the 696 million mainline enplanements we saw in 2023 will grow to more than 1.1 trillion enplanements by 2044.

I want to thank Senators MORAN, KLOBUCHAR, THUNE, KELLY, FISCHER, WARNOCK, and CAPITO for working with me to secure the highest level of investments forever for these grants.

I want to give a special thanks to Senator MORAN, who has been such a pleasure to work with, and also to my colleagues in the House and especially to our chairwoman of the committee, who has been so generous in working with me as the subcommittee chair.

While this initiative may be relatively new, in its short history, it has already proven incredibly popular with educational and training institutions, with the demands for training grants vastly outstripping supply.

Our bill will fix this imbalance by drastically strengthening the capacity and capabilities of our Nation's aviation education and training organizations, with the goal of successfully recruiting and preparing the next generation of American aviation workers.

Before yielding, I want to say a brief word about Boeing—a company with a proud heritage in American aviation. This bill does not fully address our many vexing issues that have come to light since a door plug blew out of an Alaska Airlines flight midair in January of this year.

Congress must look more closely at these issues and assess what additional legislation may be needed.

As Chair CANTWELL has indicated, we will be conducting vigorous oversight, but that will take time. And this bill contains urgently needed fixes to address immediate imminent safety risks. We must not delay passage of this FAA reauthorization while we continue our oversight of Boeing and all aviation manufacturers.

So let's pass this bill.

I yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

Mr. CRUZ. Mr. President, I ask unanimous consent that I be allowed to speak for up to 15 minutes.

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

Mr. CRUZ. Mr. President, I rise today in strong support for the FAA Reauthorization Act of 2024. This bill, negotiated by Chair CANTWELL and myself, with the leadership of the House Transportation and Infrastructure and Science Committees, is a bicameral and a bipartisan accomplishment. It is the culmination of many months of work between us and our staffs and is reflective of the priorities of a great many Senators.

On the Republican side alone, more than 200 Member priorities were included. I am especially proud of the numerous provisions that make for a safer and more convenient travel experience for Texans and for consumers across the Nation and the provisions that will help grow Texas's thriving aerospace sector. It will make significant strides in aviation safety, the primary mission of the FAA—and something that I know that all of us care deeply about. It will provide a clear path forward to integrate new advanced aviation technologies and will make it easier for fliers to get upfront information on ticket prices.

A flurry of near misses at our Nation's airports, multiple concerning maintenance reports of United Airlines' flights, and the alarming decompression event of Alaska Airlines Flight 1282 have together raised serious concerns with the safety of our airspace. Aviation safety has been, and will continue to be, one of the very top priorities of the Senate Commerce Committee. When the people of Texas board a flight, they expect their flight—and their families—to be safe.

As a result, I am proud to say that our bill includes numerous crucial safety provisions, such as requiring 25-hour cockpit voice recorders in all commercial aircraft. This safety upgrade will allow the National Transportation Safety Board and the FAA to have access to vital information needed during accident investigations. This became abundantly clear after the cockpit voice recorder in the Alaska Airlines flight was lost because of an outdated 2-hour requirement. That is unacceptable, and it should never happen again. With this bill, it will not happen again.

In response to recent runway surface incidents, this bill establishes a zero tolerance runway safety policy. It prioritizes projects that improve surface surveillance; it establishes a Runway Safety Council; and it requires a timeline and an action plan to actually get better runway and tarmac incursion technologies installed at airports that need them.

Air traffic controller shortages have plagued airports across the country—including in my home State of Texas—putting travel safety at risk. This legislation aims to relieve the strain on air traffic control by directing the FAA to hire the maximum number of air traffic controllers, hopefully aiding the many facilities that have been understaffed for far too long.

At a time when aircraft safety seems to be in the news every other day, our bipartisan bill makes important upgrades to safety reporting. Commercial aviation has improved in the last several decades, in part because the FAA and industry have tracked trends in safety to respond in a proactive manner to safety concerns, instead of waiting until after a fatal accident has occurred. Furthermore, this bill recognizes the important role that whistleblowers play and includes protections for those reporting safety concerns.

This bill also makes transformative investments in airports across our country by making updates to the formula used to disburse grants for airport infrastructure projects. As a result, all airports across the country will be able to rehab their runways or acquire critical safety technologies.

I am also pleased that the bill makes it easier to obtain permits for airport construction projects. This bill is good

for airports large and small across the Nation.

This bill does not ignore the fact that sometimes airlines screw up and leave consumers hanging. One provision parents in the Chamber should be really happy about is the requirement for airlines to ensure that families are able to sit together. This just makes sense and will help to make traveling with young children just a little bit easier.

I am also pleased that there is a requirement that customers who need customer service will now be guaranteed that they can talk to a human representative—an actual human being—24/7.

Finally, this bill makes important improvements for travelers with disabilities, including requiring training, for employees who handle wheelchairs, and it requires the DOT to actually respond to complaints submitted by aggrieved passengers.

I know there has been a lot of attention paid to the additional five round trip flights at DCA added by this bipartisan bill. Reagan National is the only airport in the country that Congress has decreed that a plane may travel no further than 1,250 miles from when landing or taking off from. It is absurd, and it is unfair to millions of fliers who are forced to pay higher prices because of this rule. It has been over a decade since Congress has expanded access to DCA, and the inclusion of five round trip flights is a modest proposal that will bring down consumer prices for fliers in the DC region and from western States. This modest increase will not result in negative impacts or delays, nor will it result in loss of flights for anyone who currently receives service.

I repeat: It will not result in loss of flights for any route that currently receives service, despite the threats and the fearmongering from the army of United Airlines' lobbyists who are actively working to protect their Dulles monopoly. By my count of United's threatened service cuts, these five round trip flights will lead United to cancel air service to more than half the States in the Union. Don't believe the propaganda.

And I have to say, it is not in the interest of any Senator to support a policy that reduces competition, enhances monopoly products for one airline—United Airlines—and drives up the prices not only for the residents of Virginia, DC, and Maryland, but for the residents of all 50 States who have come to our Nation's Capital.

In contrast, this modest addition of service would allow for further competition between the airlines that serve DCA. Competition is good for consumers, and it is good for lowering prices.

This change will also provide the ability for there to be a direct flight from San Antonio to DC Reagan, delivering a more convenient travel experience for members of the military traveling from Joint Base San Antonio to the Pentagon, to Arlington Cemetery, to our Nation's Capital, and also for business travelers and tourists in San Antonio.

I also want to talk about the benefits this bill has for new aerospace technologies. Our bill helps the FAA both modernize and transform its operations and handling of new entrants, like drones and air taxis—a provision that will increase productivity and spur economic activity. Importantly, this reauthorization includes measures to eliminate inefficiencies plaguing the NextGen Office. This legislation also directs the FAA to complete the Beyond Visual Line of Sight rulemaking, which will expand drone delivery and other drone operations across the country and especially in my home State of Texas.

I am also proud of the reforms aimed at better integrating commercial space activities into the National Airspace System. Assisting launch providers in navigating complicated airspace will be a boost for Texas's thriving commercial space industry.

To carry out all of these ambitious goals, the FAA needs a workforce that has the technical expertise to conduct effective oversight of manufacturers and airlines, as well as technical experts who can help in the certification of these new and novel technologies. This was a major focus of our efforts. For example, in an effort to boost the aviation workforce and provide more opportunities for America's veterans, this legislation makes it easier for military servicemembers to transition to civil aviation careers.

This comprehensive and bipartisan bill bolsters the FAA at a time when the Agency needs support. The aviation system is more strained than ever. Millions of Americans travel every single day. Millions of Americans depend on this sector to earn their livelihood.

The U.S. aviation sector is the gold standard of safety, and I am proud of the improvements and reforms made in this bill. I look forward to working with colleagues on both sides of the aisle to advance this bill to final passage.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Ms. CANTWELL. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

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

Ms. CANTWELL. Mr. President, I ask unanimous consent that I be permitted to speak for up to 20 minutes prior to the scheduled rollcall vote.

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

Ms. CANTWELL. Mr. President, my colleagues have already been out here today. It is a great day for aviation because we have a product before the U.S. Senate, and Members will be asked to vote to move forward on the consideration of this important aviation safety legislation.

As my colleagues have already said, this is a bipartisan, bicameral agreement on the FAA reauthorization.

It is important to reauthorize both the Federal Aviation Administration and the National Transportation Safety Board for another 5 years. We are not only giving them direction and resources to improve safety, but we are asking them to keep up to date on the implementation of the latest technologies that help us do just that.

I want to thank my colleague Senator CRUZ, who was just on the Senate floor, for helping negotiate this through the Senate Commerce Committee.

I want to thank Chairman GRAVES and Ranking Member LARSEN from my State for their participation and dedication to producing this bicameral, bipartisan legislation.

I certainly want to thank Senators DUCKWORTH and MORAN, who chair the subcommittee in the aviation area, for their important contributions to this legislation.

I also want to thank President Biden, Secretary Buttigieg, and Administrator Whitaker for helping us on all of the input as we move forward on this legislation.

I certainly want to thank Senators SCHUMER, THUNE, DUCKWORTH, and SINEMA, who helped to negotiate key provisions of this as it relates to pilot safety and training.

I definitely, definitely, definitely, definitely want to thank the very hard work of our committee majority staff and the committee minority staff for working diligently on this important legislation.

I can't tell you how important it is at this point in time for us to show that we are paying attention to these issues. Over the last 12 months, several incidents—including a door plug blowout and a string of close calls at airports—have made the public question where we are with aviation safety. We need to show them that we are asking for, implementing, and holding accountable the FAA to a gold standard for safety.

These incidents underscore why we need a strong reauthorization bill, why we need to implement safety improvements, why we need to invest in a safety workforce at the FAA, and why we need strong consumer laws on the books that give consumers a right to a refund. The FAA reauthorization bill does all those things. It provides the direction. It provides the resources. It helps us build that aviation workforce. It helps us implement safety technologies that will be part of the next-gen system and improve aviation and airport infrastructure nationwide.

Some of my colleagues may think, well, FAA, OK—it is an aviation bill, but what is behind this?

Aviation contributes to 5 percent of our GDP. That is $1.9 trillion of economic activity and 11 million jobs. Getting this right is paramount.

I think some people look at what has happened during COVID and say: Everybody has workforce shortages. Everybody has problems with the workforce everywhere.

But when you have a workforce problem in aviation, it means you don't have the highest standards for safety. That is why we have to pass this legislation. Our bill gives the aviation workforce the tools and the platform they need. I am talking about machinists, about engineers, about mechanics, about pilots, about flight attendants, about baggage handlers, about maintenance workers—the people who really are the backbone of an aviation economy.

It is simple: This bipartisan bill puts safety first. It says we are authorizing over $100 billion so that the FAA does meet that gold standard.

We also are including a robust reauthorization of the National Transportation Safety Board so this organization has the resources it needs to hire more investigators, conduct thorough investigations, and produce the highest level of critical analysis as to why—why—we have had safety accidents.

The NTSB needs to have the critical funding to carry out its important mission, like investigating Alaska Airlines Flight 1282 and the train derailment in East Palestine. These are important missions that help inform us what is wrong with our systems and how they should be improved. Unless we have those inspectors at NTSB—and we have lost some of them lately, and some have retired. We need to continue to have these most critical investigators.

This bill also funds key safety improvements of our system. It requires current and newly manufactured commercial aircraft to be equipped, as my colleagues have mentioned, with a 25-hour cockpit voice recorder. The standard today is just 2 hours. What unfortunately happened in the Alaska Air door plug issue is that, in those short 2 hours—when people were in the aftermath of the confusion, that 2 hours was overridden. Now we are asking the National Transportation Safety Board to investigate without the most critical information that would have told us exactly what was happening in the cockpit at that time—the voice recorder. This legislation is critical to have a mandate and never to have that overridden in this time period so we have enough time to investigate.

The NTSB also will strengthen its Board and its workforce. It investigates more than 2,600 accidents every year; however, it has had the same number of people as staff for decades. That is why those 33 more investigators would be better equipped and better able to understand emerging technologies.

I want to thank Senator KLOBUCHAR for her leadership. She, in her provision on runway traffic and landing safety technology, is helping us to reduce collisions or near misses at airports. This bill invests in deploying this technology that NTSB accurately assessed has been saving lives at various airports and says it needs to be deployed more across the entire country. These critical airport technologies will be required at all medium and large hub airports—to implement this within the next few years.

Building on the Aircraft Certification, Safety, and Accountability Act—the bill that we passed in the aftermath of the two Boeing MAX crashes—this bill continues to make reforms in aircraft certification to ensure that the planes we fly meet the highest standards of the FAA.

To further the reform certification, we require the FAA to provide public notice and opportunity to comment on significant aviation product design changes. A lot of the confusion in the MAX incident, on the MCAS system, is people said they didn't know or didn't understand. This provision ensures transparency for proposed exemptions from current airworthiness standards. It puts the flying public—and, unfortunately, families have been impacted—more in the driver's seat of understanding what changes are being proposed to airplane certification.

It also requires recurrent training and stronger standards for manufacturer's representatives who act on behalf of the Federal Aviation Administration as unit members, to understand the manufacturing process. This includes strengthening the members' understanding of what are the international aviation standards from ICAO for safety management systems—which is the gold standard for safety—and procedures to report safety issues, a key recommendation from the Expert Review Panel's report.

To address safety concerns also, this legislation includes an analysis of what are called Service Difficulty Reports and regular updates to Congress. Service Difficulty Reports are information filed by pilots every day after a flight that tells somebody: This happened on our carrier. This incident happened.

We are strengthening the requirement for the FAA to analyze that information early and frequently and to give Congress updates on this—again, something requested by the families of the MAX air crash incident.

Additionally, we authorize $66.7 billion to boost the FAA's staff and programs and resources to strengthen the oversight of the manufacturing process. This is critical in providing what are called safety inspectors by the FAA. These are people we hire and train at the FAA. They go to a community college and take a safety course, and they are required to understand what are the obligations of a manufacturer to implement the code that the FAA has. We need a more aggressive investment in these individuals from the FAA—their training, their skills, their ability to stay current on the latest and greatest technology.

To better support the FAA's oversight, the Agency is required to revise and implement an updated aviation safety inspector model to reflect their increased oversight responsibilities. In 2021, the Department of Transportation inspector highlighted critical staffing shortages by facility at the FAA's Flight Standards and Certification Management District Offices.

Mr. President, I want to take a moment to give my condolences to the family of Ian Won. Ian Won was one of these people who helped understand the certification process at what is called the Seattle BASOO office. That is the office of the FAA that oversees certification.

We need people to stand up like Ian Won did, who said that the certification is only good when the FAA says it is good. Those are the kind of people we need in the system. We recently lost Ian to cancer but will remember his dedication to getting aviation right.

The Professional Aviation Safety Specialists, PASS, representing FAA safety employees, estimates that the FAA is currently experiencing a 20-percent shortage of safety inspectors. So implementing a revised model helps us better capture the inspector workload, what it takes to ensure the next generation of technology is fully understood, and to make sure that operators and manufacturers are complying with the law.

I also want to thank Senator SCHATZ for his helicopter tour safety provision. Many people know how many people travel to the State of Hawaii to travel on air tours in and around those beautiful islands, but that important safety responsibility has to be clear to those independent operators: that they are going to meet the highest standards when moving the public around.

Another safety provision that went in the bill by Senators BALDWIN, CAPITO, and WELCH, called the Global Aviation Maintenance Safety Improvement Act, will strengthen the FAA's oversight of foreign repair stations and create a more level playing field.

Unfortunately, as aircraft maintenance went overseas and the FAA didn't have enough inspectors, where did they not inspect the maintenance and repair of aircraft? In those overseas repair stations. But now we are taking away any incentive for someone to go do that overseas because the FAA will be there and will inspect and make sure that we are meeting the standard. So this will help us bring this back to the United States.

There are nearly 1,000 FAA-certified maintenance and repair stations operating outside the United States, and we have to make sure that they are properly regulated.

We are also, in this legislation, making sure that the FAA workforce is well trained and advised to help the FAA. It helps recruit skilled technical and expert staff to ensure that manufacturers don't take shortcuts. It helps the FAA do more direct hiring to quickly fill these positions.

And one of the most important aspects of the legislation is our most

pressing workforce problem, and that is the shortage of over 3,000 air traffic controllers. Everyone knows that these air traffic controllers are what guide us every day to the safety of our destinations. This bill recognizes that we have shortchanged that investment, with air traffic controllers sometimes working as many as 6 days a week. We need a workforce that is going to continue to tackle these challenges, and this bill makes the investment so that happens.

We have seen the FAA fall short of goals before in workforce training, but this staffing model and the FAA staffing committed to in this bill will help us fill that gap.

I want to thank Senators KLOBUCHAR, DUCKWORTH, WARNOCK, MORAN, THUNE, PETERS, and KELLY for their Aviation Workforce Development Grant Program in this legislation. It helps us grow pilots, mechanics, engineers, and technical workforce and streamline the job pathway for veterans who have real skill in the military and can more easily help us fill these aviation roles.

Our bill requires the GAO to also study airport worker standards, a step toward getting our baggage handlers, our ramp workers, and our aircraft cleaners the pay and benefits they deserve.

This bill also does something for the first time for consumers. It says that you deserve a refund after a 3-hour delay, even if you have a nonrefundable ticket. You also deserve a refund for an international flight if it has been delayed for 6 hours. And you can get that refund immediately by talking to the carrier or, if you decide you just don't even want to be on the delayed flight, you can get a refund.

I want to thank Senators MARKEY and VANCE for a mandate in the bill that says families get to sit together, and you can't charge us more. If the airlines break these rules, guess what happens. The DOT Assistant Secretary is authorized to issue penalties up to $75,000 for fines and penalties to have a strong deterrent here.

I also want to thank Subcommittee Chair DUCKWORTH for her leadership in making sure airlines better accommodate passengers with disabilities. It is because of her unbelievable advocacy here that we are going to reduce the damage that is done to wheelchairs and to the passengers who have to make these flights for their own needs, and I certainly thank Senator DUCKWORTH, who is one of our national heroes and veterans, for her unbelievable pilot expertise in helping us.

Senators TESTER, FISCHER, and SULLIVAN are to be commended for their hard work to improve the Essential Air Service Program for small and rural communities that need important economic lifelines to have aviation in their community. We authorized a record $1.7 billion for that program.

And, overall, airport infrastructure is getting a big boost too. I thank Senators PETERS, BALDWIN, and WARNOCK for championing making sure that airports dispose of harmful chemicals that are harmful to all of us.

And I want to thank the Presiding Officer Senator HICKENLOOPER and Senators ROSEN, MORAN, THUNE, YOUNG, WARNER, and WICKER, who helped usher in the next generation of technologies for aviation—not just drones and air mobility aircraft but also the research and development necessary to see the electric and hydrogen-powered aircraft industry take off in the future. Companies like ZeroAvia in my State and Universal Hydrogen are leading the way with the next generation of strategies that will help us make these technologies a reality.

I just will say, too, that this legislation gives the FAA the direction to provide safe operating standards for advanced air mobility and safety for the 2028 Olympics, coming soon, in Los Angeles.

And I also thank Senators THUNE and WARNER for their legislation creating a pathway for drones to operate beyond the visual line of sight, which we have also included in this bill. And I acknowledge Senator ROSEN's hard work on the legislation for grants so that States are using the U.S.-manufactured drones to inspect, repair, and fix critical infrastructure.

So my colleagues can see that this legislation is full of safety improvements. It helps address a huge part of our U.S. economy. It helps make the aviation system today work better and guarantee that we are going to continue to focus on this for the future.

So I thank all my colleagues. I urge them to support the motion to move forward on this legislation that we will be taking shortly and get this to the House before the May 10 deadline. It is great bipartisan, bicameral work. But most importantly, it is safety improvements for our aviation system.

I yield the floor.

NOMINATION OF GEORGIA N. ALEXAKIS

Mr. DURBIN. Mr. President, today, the Senate will vote to confirm Georgia Alexakis to the U.S. District Court for the Northern District of Illinois.

Born in Chicago, IL, Ms. Alexakis earned her A.B., magna cum laude, from Harvard College and her J.D., magna cum laude, from Northwestern Pritzker School of Law. Following law school, she clerked for Judge Marsha S. Berzon of the U.S. Court of Appeals for the Ninth Circuit and Judge Milton I. Shadur of the U.S. District Court for the Northern District of Illinois.

Ms. Alexakis began her legal career in private practice handling breach of contract claims, tax disputes, and product liability matters. In 2013, she became an assistant U.S. attorney in the U.S. Attorney's Office for the Northern District of Illinois. In her first 4 years with the USAO, she served in the General Crimes and Narcotics and Money Laundering Sections, handling all aspects of criminal investigations and prosecution, discovery, and all trial stages. In 2019, she became the deputy chief of appeals, maintaining her investigative and trial work while supervising other prosecutors on appellate briefs and oral argument preparations. She also served as the civil rights and hate crimes program coordinator during this time. She returned to private practice in 2022 as partner with Riley Safer Holmes & Cancila LLP. Later that year, she returned to the USAO as the chief of appeals in the Criminal Division.

Over the course of her legal career, Ms. Alexakis has tried 10 cases to verdict, 8 of which were in Federal court, and has argued approximately 30 appeals in the Seventh Circuit Court of Appeals. The American Bar Association unanimously rated Ms. Alexakis as ''well qualified,'' and she has the strong support of myself and Senator DUCKWORTH.

Ms. Alexakis's courtroom experience, management credentials, and knowledge of the Northern District make her well-positioned to serve on the bench with distinction.

I was proud to recommend Ms. Alexakis to the White House, and I urge my colleagues to join me in supporting her nomination.

VOTE ON ALEXAKIS NOMINATION

The PRESIDING OFFICER. The question is, Will the Senate advise and consent to the Alexakis nomination?

Ms. CANTWELL. 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 senior assistant legislative clerk called the roll.

Mr. DURBIN. I announce that the Senator from Arizona (Mr. KELLY) and the Senator from Vermont (Mr. SANDERS) are necessarily absent.

The result was announced—yeas 54, nays 44, as follows:

[Rollcall Vote No. 156 Ex.]

YEAS—54

Baldwin	Hassan	Reed
Bennet	Heinrich	Rosen
Blumenthal	Hickenlooper	Rounds
Booker	Hirono	Schatz
Brown	Kaine	Schumer
Butler	King	Shaheen
Cantwell	Klobuchar	Sinema
Cardin	Luján	Smith
Carper	Manchin	Stabenow
Casey	Markey	Tester
Collins	Menendez	Tillis
Coons	Merkley	Van Hollen
Cortez Masto	Murkowski	Warner
Duckworth	Murphy	Warnock
Durbin	Murray	Warren
Fetterman	Ossoff	Welch
Gillibrand	Padilla	Whitehouse
Graham	Peters	Wyden

NAYS—44

Barrasso	Daines	Marshall
Blackburn	Ernst	McConnell
Boozman	Fischer	Moran
Braun	Grassley	Mullin
Britt	Hagerty	Paul
Budd	Hawley	Ricketts
Capito	Hoeven	Risch
Cassidy	Hyde-Smith	Romney
Cornyn	Johnson	Rubio
Cotton	Kennedy	Schmitt
Cramer	Lankford	Scott (FL)
Crapo	Lee	Scott (SC)
Cruz	Lummis	

Sullivan	Tuberville	Wicker
Thune	Vance	Young

NOT VOTING—2

Kelly	Sanders

The nomination was confirmed.

The PRESIDING OFFICER (Ms. CORTEZ MASTO). 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—MOTION TO PROCEED—Resumed

The PRESIDING OFFICER. Under the previous order, the Senate will resume legislative session and resume consideration of the motion to proceed to H.R. 3935, which the clerk will report.

The senior assistant legislative clerk read as follows:

Motion to proceed 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.

RECESS

The PRESIDING OFFICER. Under the previous order, the Senate stands in recess until 2 p.m. today.

Thereupon, the Senate, at 1:04 p.m., recessed until 2 p.m. and reassembled when called to order by the Presiding Officer (Ms. ROSEN).

SECURING GROWTH AND ROBUST LEADERSHIP IN AMERICAN AVIATION ACT—MOTION TO PROCEED—Continued

The PRESIDING OFFICER. The Senator from Ohio.

DR. MARTIN LUTHER KING, JR.'S LETTER FROM BIRMINGHAM JAIL

Mr. BROWN. Madam President, you joined us last year to do the reading we are doing today, so I am glad the Presiding Officer is here presiding today.

It is an honor to join my colleagues of both parties on the floor today to read Dr. King's letter from the Birmingham jail. I thank Senator CASSIDY, who will go first, and Senators CASEY, LANKFORD, KING, BRITT, and BUTLER, who will wrap it up, for joining me today for this annual bipartisan tradition.

Every year, we bring together three Republicans and three Democrats to read one of the greatest pieces of writing of the 20th century and reflect on the mission and the powerful words of Dr. King.

This year, our reading falls right after Workers' Memorial Day, which we marked on Sunday, a day when we honor all the workers killed on the job over the past year, workers who were injured, and workers who were injured and killed throughout our history.

Every year on that date, I am reminded of Dr. King's final trip—his second trip of the year, his final trip—to Memphis. He went to stand with Black sanitation workers striking for better pay and safer working conditions. They were some of the most exploited workers in the country, with unfair wages and unsafe conditions.

Months earlier, two Black workers had been killed in a tragic accident that surely could have been prevented. Mr. Echol Cole and Mr. Robert Walker had showed up to work in segregated Memphis, working in a segregated neighborhood. During their shift, a storm hit. Mr. Cole and Mr. Walker had to huddle in the back of the truck, surrounded by garbage, to shield themselves from the rain.

Segregated Memphis. Segregated neighborhood. Segregated sanitation truck, I might add.

The truck malfunctioned. These two young men—36 and 30 years old, with wives and families and their whole lives ahead of them—were crushed. The White workers in the front of the cab were not, obviously.

Dr. King knew discrimination killed those men as much as their work conditions had. He understood the deep connections between civil rights and worker rights. He understood that all labor has dignity.

Until we have equal rights for all and dignity for all workers, our work remains unfinished. We have a long road left to travel. It is up to each of us to push our country further along that road. That is the message of Dr. King's words. That is why I ask my colleagues to join us on the floor every year.

He wrote on scraps of paper while in solitary confinement in April 1963 in the Birmingham jail, with only his memory to pull from. He referenced two texts again and again: the Bible and Howard Thurman—who was one of his important spiritual counselors—Howard Thurman's book ''Jesus and the Disinherited.''

My friend Dr. Otis Moss, who lives in Cleveland, told me Dr. King always carried these two books with him. Before every trip or speech or march, he packed them into his briefcase.

In his letter, Dr. King was responding to White moderate ministers who told him: Slow down. Don't move too fast. Don't demand too much all at once.

They told him wait and things would change, but Dr. King, at that point, knew better. He knew ''wait'' meant never. He knew progress only happens when you push and when you don't give up.

In the letter, Dr. King made that point more eloquently and persuasively than any of us ever could.

Senator CASSIDY—Dr. CASSIDY—was just standing here with Senator BUTLER and me marveling at the wisdom and the skill of his words, all inspiring us to write better on our account too.

The reading begins with Senator CASSIDY of Louisiana. Thank you for joining us again this year.

Mr. CASSIDY. Madam President, I thank Senator BROWN, and I thank my colleagues.

APRIL 16, 1963.

MY DEAR FELLOW CLERGYMEN:

While confined here in the Birmingham city jail, I came across your recent statement calling my present activities ''unwise and untimely.'' Seldom do I pause to answer criticism of my work and ideas. If I sought to answer all the criticisms that cross my desk, my secretaries would have little time for anything other than such correspondence in the course of the day, and I would have no time for constructive work. But since I feel that you are men of genuine good will and that your criticisms are sincerely set forth, I want to try to answer your statement in what I hope will be patient and reasonable terms.

I think I should indicate why I am here in Birmingham, since you have been influenced by the view which argues against ''outsiders coming in.'' I have the honor of serving as president of the Southern Christian Leadership Conference, an organization operating in every southern state, with headquarters in Atlanta, Georgia. We have some eighty five affiliated organizations across the South, and one of them is the Alabama Christian Movement for Human Rights. Frequently we share staff, educational and financial resources with our affiliates. Several months ago the affiliate here in Birmingham asked us to be on call to engage in a nonviolent direct action program if such were deemed necessary. We readily consented, and when the hour came we lived up to our promise. So I, along with several members of my staff, am here because I was invited here. I am here because I have organizational ties here.

But more basically, I am in Birmingham because injustice is here. Just as the prophets of the eighth century B.C. left their villages and carried their ''thus saith the Lord'' far beyond the boundaries of their home towns, and just as the Apostle Paul left his village of Tarsus and carried the gospel of Jesus Christ to the far corners of the Greco Roman world, so am I compelled to carry the gospel of freedom beyond my own home town. Like Paul, I must constantly respond to the Macedonian call for aid.

Moreover, I am cognizant of the interrelatedness of all communities and states. I cannot sit idly by in Atlanta and not be concerned about what happens in Birmingham. Injustice anywhere is a threat to justice everywhere. We are caught in an inescapable network of mutuality, tied in a single garment of destiny. Whatever affects one directly, affects all indirectly. Never again can we afford to live with the narrow, provincial ''outside agitator'' idea. Anyone who lives inside the United States can never be considered an outsider anywhere within its bounds.

You deplore the demonstrations taking place in Birmingham. But your statement, I am sorry to say, fails to express a similar concern for the conditions that brought about the demonstrations. I am sure that none of you would want to rest content with the superficial kind of social analysis that deals merely with effects and does not grapple with underlying causes. It is unfortunate that demonstrations are taking place in Birmingham, but it is even more unfortunate that the city's white power structure left the Negro community with no alternative.

In any nonviolent campaign there are four basic steps: Collection of the facts to determine whether injustices exist; negotiation;

self purification; and direct action. We have gone through all these steps in Birmingham. There can be no gainsaying the fact that racial injustice engulfs this community. Birmingham is probably the most thoroughly segregated city in the United States. Its ugly record of brutality is widely known. Negroes have experienced grossly unjust treatment in the courts. There have been more unsolved bombings of Negro homes and churches in Birmingham than in any other city in the nation. These are the hard, brutal facts of the case. On the basis of these conditions, Negro leaders sought to negotiate with the city fathers. But the latter consistently refused to engage in good faith negotiation.

Then, last September, came the opportunity to talk with leaders of Birmingham's economic community. In the course of the negotiations, certain promises were made by the merchants—for example, to remove the stores' humiliating racial signs. On the basis of these promises, the Reverend Fred Shuttlesworth and the leaders of the Alabama Christian Movement for Human Rights agreed to a moratorium on all demonstrations. As the weeks and months went by, we realized that we were the victims of a broken promise. A few signs, briefly removed, returned; the others remained. As in so many past experiences, our hopes had been blasted, and the shadow of deep disappointment settled upon us. We had no alternative except to prepare for direct action, whereby we would present our very bodies as a means of laying our case before the conscience of the local and the national community. Mindful of the difficulties involved, we decided to undertake a process of self purification. We began a series of workshops on nonviolence, and we repeatedly asked ourselves: ''Are you able to accept blows without retaliating?'' ''Are you able to endure the ordeal of jail?'' We decided to schedule our direct action program for the Easter season, realizing that except for Christmas, this is the main shopping period of the year. Knowing that a strong economic-withdrawal program would be the by product of direct action, we felt that this would be the best time to bring pressure to bear on the merchants for the needed change.

Then it occurred to us that Birmingham's mayoral election was coming up in March, and we speedily decided to postpone action until after election day. When we discovered that the Commissioner of Public Safety, Eugene ''Bull'' Connor, had piled up enough votes to be in the run off, we decided again to postpone action until the day after the run off so that the demonstrations could not be used to cloud the issues. Like many others, we waited to see Mr. Connor defeated, and to this end we endured postponement after postponement. Having aided in this community need, we felt that our direct action program could be delayed no longer.

The PRESIDING OFFICER. The Senator from Pennsylvania.

Mr. CASEY. Madam President, I will continue with the reading of the letter from the Birmingham jail.

You may well ask: ''Why direct action? Why sit ins, marches and so forth? Isn't negotiation a better path?'' You are quite right in calling for negotiation. Indeed, this is the very purpose of direct action. Nonviolent direct action seeks to create such a crisis and foster such a tension that a community which has constantly refused to negotiate is forced to confront the issue. It seeks so to dramatize the issue that it can no longer be ignored. My citing the creation of tension as part of the work of the nonviolent resister may sound rather shocking. But I must confess that I am not afraid of the word ''tension.'' I have earnestly opposed violent tension, but there is a type of constructive, nonviolent tension which is necessary for growth. Just as Socrates felt that it was necessary to create a tension in the mind so that individuals could rise from the bondage of myths and half truths to the unfettered realm of creative analysis and objective appraisal, so must we see the need for nonviolent gadflies to create the kind of tension in society that will help men rise from the dark depths of prejudice and racism to the majestic heights of understanding and brotherhood. The purpose of our direct action program is to create a situation so crisis packed that it will inevitably open the door to negotiation. I therefore concur with you in your call for negotiation. Too long has our beloved Southland been bogged down in a tragic effort to live in monologue rather than dialogue.

One of the basic points in your statement is that the action that I and my associates have taken in Birmingham is untimely. Some have asked: ''Why didn't you give the new city administration time to act?'' The only answer that I can give to this query is that the new Birmingham administration must be prodded about as much as the outgoing one, before it will act. We are sadly mistaken if we feel that the election of Albert Boutwell as mayor will bring the millennium to Birmingham. While Mr. Boutwell is a much more gentle person than Mr. Connor, they are both segregationists, dedicated to maintenance of the status quo. I have hope that Mr. Boutwell will be reasonable enough to see the futility of massive resistance to desegregation. But he will not see this without pressure from devotees of civil rights. My friends, I must say to you that we have not made a single gain in civil rights without determined legal and nonviolent pressure. Lamentably, it is an historical fact that privileged groups seldom give up their privileges voluntarily. Individuals may see the moral light and voluntarily give up their unjust posture; but, as Reinhold Niebuhr has reminded us, groups tend to be more immoral than individuals.

We know through painful experience that freedom is never voluntarily given by the oppressor; it must be demanded by the oppressed. Frankly, I have yet to engage in a direct action campaign that was ''well timed'' in the view of those who have not suffered unduly from the disease of segregation. For years now I have heard the word ''Wait!'' It rings in the ear of every Negro with piercing familiarity. This ''Wait'' has almost always meant ''Never.'' We must come to see, with one of our distinguished jurists, that ''justice too long delayed is justice denied.''

We have waited for more than 340 years for our constitutional and God given rights. The nations of Asia and Africa are moving with jetlike speed toward gaining political independence, but we still creep at horse and buggy pace toward gaining a cup of coffee at a lunch counter. Perhaps it is easy for those who have never felt the stinging darts of segregation to say, ''Wait.'' But when you have seen vicious mobs lynch your mothers and fathers at will and drown your sisters and brothers at whim; when you have seen hate filled policemen curse, kick and even kill your black brothers and sisters; when you see the vast majority of your twenty million Negro brothers smothering in an airtight cage of poverty in the midst of an affluent society; when you suddenly find your tongue twisted and your speech stammering as you seek to explain to your six year old daughter why she can't go to the public amusement park that has just been advertised on television, and see tears welling up in her eyes when she is told that Funtown is closed to colored children, and see ominous clouds of inferiority beginning to form in her little mental sky, and see her beginning to distort her personality by developing an unconscious bitterness toward white people; when you have to concoct an answer for a five year old son who is asking: ''Daddy, why do white people treat colored people so mean?''; when you take a cross country drive and find it necessary to sleep night after night in the uncomfortable corners of your automobile because no motel will accept you; when you are humiliated day in and day out by nagging signs reading ''white'' and ''colored''; when your first name becomes ''nigger,'' your middle name becomes ''boy'' (however old you are) and your last name becomes ''John,'' and your wife and mother are never given the respected title ''Mrs.''; when you are harried by day and haunted by night by the fact that you are a Negro, living constantly at tiptoe stance, never quite knowing what to expect next, and are plagued with inner fears and outer resentments; when you are forever fighting a degenerating sense of ''nobodiness''—then you will understand why we find it difficult to wait. There comes a time when the cup of endurance runs over, and men are no longer willing to be plunged into the abyss of despair.

The PRESIDING OFFICER. The Senator from Oklahoma.

Mr. LANKFORD. Madam President, I would like to continue the reading of the ''Letter from Birmingham Jail.''

Dr. King continued:

I hope, sirs, you can understand our legitimate and unavoidable impatience. You express a great deal of anxiety over our willingness to break laws. This is certainly a legitimate concern. Since we so diligently urge people to obey the Supreme Court's decision of 1954 outlawing segregation in the public schools, at first glance it may seem rather paradoxical for us consciously to break laws. One may well ask: ''How can you advocate breaking some laws and obeying others?'' The answer lies in the fact that there are two types of laws: Just and unjust. I would be the first to advocate obeying just laws. One has not only a legal but a moral responsibility to obey just laws. Conversely, one has a moral responsibility to disobey unjust laws. I would agree with St. Augustine that ''an unjust law is no law at all.''

Now, what is the difference between the two? How does one determine whether a law is just or unjust? A just law is a man made code that squares with the moral law or the law of God. An unjust law is a code that is out of harmony with the moral law. To put it in the terms of St. Thomas Aquinas: An unjust law is a human law that is not rooted in eternal law and natural law. Any law that uplifts human personality is just. Any law that degrades human personality is unjust. All segregation statutes are unjust because segregation distorts the soul and damages the personality. It gives the segregator a false sense of superiority and the segregated a false sense of inferiority. Segregation, to use the terminology of the Jewish philosopher Martin Buber, substitutes an ''I it'' relationship for an ''I thou'' relationship and ends up relegating persons to the status of things. Hence segregation is not only politically, economically and sociologically unsound, it is morally wrong and sinful. Paul Tillich has said that sin is separation. Is not segregation an existential expression of man's tragic separation, his awful estrangement, his terrible sinfulness? Thus it is that I can urge men to obey the 1954 decision of the Supreme Court, for it is morally right; and I can urge them to disobey segregation ordinances, for they are morally wrong.

Let us consider a more concrete example of just and unjust laws. An unjust law is a code

that a numerical or power majority group compels a minority group to obey but does not make binding on itself. This is difference made legal. By the same token, a just law is a code that a majority compels a minority to follow and that it is willing to follow itself. This is sameness made legal.

Let me give another explanation. A law is unjust if it is inflicted on a minority that, as a result of being denied the right to vote, had no part in enacting or devising the law. Who can say that the legislature of Alabama which set up that state's segregation laws was democratically elected? Throughout Alabama all sorts of devious methods are used to prevent Negroes from becoming registered voters, and there are some counties in which, even though Negroes constitute a majority of the population, not a single Negro is registered. Can any law enacted under such circumstances be considered democratically structured?

Sometimes a law is just on its face and unjust in its application. For instance, I have been arrested on a charge of parading without a permit. Now, there is nothing wrong in having an ordinance which requires a permit for a parade. But such an ordinance becomes unjust when it is used to maintain segregation and to deny citizens the First-Amendment privilege of peaceful assembly and protest.

I hope you are able to see the distinction I am trying to point out. In no sense do I advocate evading or defying the law, as would the rabid segregationist. That would lead to anarchy. One who breaks an unjust law must do so openly, lovingly, and with a willingness to accept the penalty. I submit that an individual who breaks a law that conscience tells him is unjust, and who willingly accepts the penalty of imprisonment in order to arouse the conscience of the community over its injustice, is in reality expressing the highest respect for law.

Of course, there is nothing new about this kind of civil disobedience. It was evidenced sublimely in the refusal of Shadrach, Meshach and Abednego to obey the laws of Nebuchadnezzar, on the ground that a higher moral law was at stake. It was practiced superbly by the early Christians, who were willing to face hungry lions and the excruciating pain of chopping blocks rather than submit to certain unjust laws of the Roman Empire. To a degree, academic freedom is a reality today because Socrates practiced civil disobedience. In our own nation, the Boston Tea Party represented a massive act of civil disobedience.

We should never forget that everything Adolf Hitler did in Germany was ''legal'' and everything the Hungarian freedom fighters did in Hungary was ''illegal.'' It was ''illegal'' to aid and comfort a Jew in Hitler's Germany. Even so, I am sure that, had I lived in Germany at the time, I would have aided and comforted my Jewish brothers. If today I lived in a Communist country where certain principles dear to the Christian faith are suppressed, I would openly advocate disobeying that country's antireligious laws.

Mr. BROWN. Continuing:

I must make two honest confessions to you, my Christian and Jewish brothers. First, I must confess that over the past few years I have been gravely disappointed with the white moderate. I have almost reached the regrettable conclusion that the Negro's great stumbling block in his stride toward freedom is not the White Citizen's Counciler or the Ku Klux Klanner, but the white moderate, who is more devoted to ''order'' than to justice; who prefers a negative peace which is the absence of tension to a positive peace which is the presence of justice; who constantly says: ''I agree with you in the goal you seek, but I cannot agree with your methods of direct action''; who paternalistically believes he can set the timetable for another man's freedom; who lives by a mythical concept of time and who constantly advises the Negro to wait for a ''more convenient season.'' Shallow understanding from people of good will is more frustrating than absolute misunderstanding from people of ill will. Lukewarm acceptance is much more bewildering than outright rejection.

I had hoped that the white moderate would understand that law and order exist for the purpose of establishing justice and that when they fail in this purpose they become the dangerously structured dams that block the flow of social progress. I had hoped that the white moderate would understand that the present tension in the South is a necessary phase of the transition from an obnoxious negative peace, in which the Negro passively accepted his unjust plight, to a substantive and positive peace, in which all men will respect the dignity and worth of human personality. Actually, we who engage in nonviolent direct action are not the creators of tension. We merely bring to the surface the hidden tension that is already alive. We bring it out in the open, where it can be seen and dealt with. Like a boil that can never be cured so long as it is covered up but must be opened with all its ugliness to the natural medicines of air and light, injustice must be exposed, with all the tension its exposure creates, to the light of human conscience and the air of national opinion before it can be cured.

In your statement you assert that our actions, even though peaceful, must be condemned because they precipitate violence. But is this a logical assertion? Isn't this like condemning a robbed man because his possession of money precipitated the evil act of robbery? Isn't this like condemning Socrates because his unswerving commitment to truth and his philosophical inquiries precipitated the act by the misguided populace in which they made him drink hemlock? Isn't this like condemning Jesus because his unique God consciousness and never ceasing devotion to God's will precipitated the evil act of crucifixion? We must come to see that, as the federal courts have consistently affirmed, it is wrong to urge an individual to cease his efforts to gain his basic constitutional rights because the quest may precipitate violence. Society must protect the robbed and punish the robber. I had also hoped that the white moderate would reject the myth concerning time in relation to the struggle for freedom. I have just received a letter from a white brother in Texas. He writes: ''All Christians know that the colored people will receive equal rights eventually, but it is possible that you are in too great a religious hurry. It has taken Christianity almost two thousand years to accomplish what it has. The teachings of Christ take time to come to earth.'' Such an attitude stems from a tragic misconception of time, from the strangely irrational notion that there is something in the very flow of time that will inevitably cure all ills. Actually, time itself is neutral; it can be used either destructively or constructively. More and more I feel that the people of ill will have used time much more effectively than have the people of good will. We will have to repent in this generation not merely for the hateful words and actions of the bad people but for the appalling silence of the good people. Human progress never rolls in on wheels of inevitability; it comes through the tireless efforts of men willing to be co workers with God, and without this hard work, time itself becomes an ally of the forces of social stagnation. We must use time creatively, in the knowledge that the time is always ripe to do right. Now is the time to make real the promise of democracy and transform our pending national elegy into a creative psalm of brotherhood. Now is the time to lift our national policy from the quicksand of racial injustice to the solid rock of human dignity.

You speak of our activity in Birmingham as extreme. At first I was rather disappointed that fellow clergymen would see my nonviolent efforts as those of an extremist. I began thinking about the fact that I stand in the middle of two opposing forces in the Negro community. One is a force of complacency, made up in part of Negroes who, as a result of long years of oppression, are so drained of self respect and a sense of ''somebodiness'' that they have adjusted to segregation; and in part of a few middle-class Negroes who, because of a degree of academic and economic security and because in some ways they profit by segregation, have become insensitive to the problems of the masses. The other force is one of bitterness and hatred, and it comes perilously close to advocating violence. It is expressed in the various black nationalist groups that are springing up across the nation, the largest and best known being Elijah Muhammad's Muslim movement. Nourished by the Negro's frustration over the continued existence of racial discrimination, this movement is made up of people who have lost faith in America, who have absolutely repudiated Christianity, and who have concluded that the white man is an incorrigible ''devil.''

I have tried to stand between these two forces, saying that we need emulate neither the ''do nothingism'' of the complacent nor the hatred and despair of the black nationalist. For there is the more excellent way of love and nonviolent protest. I am grateful to God that, through the influence of the Negro church, the way of nonviolence became an integral part of our struggle. If this philosophy had not emerged, by now many streets of the South would, I am convinced, be flowing with blood. And I am further convinced that if our white brothers dismiss as ''rabble rousers'' and ''outside agitators'' those of us who employ nonviolent direct action, and if they refuse to support our nonviolent efforts, millions of Negroes will, out of frustration and despair, seek solace and security in black nationalist ideologies—a development that would inevitably lead to a frightening racial nightmare.

The PRESIDING OFFICER. The Senator from Maine.

Mr. KING. Madam President, continuing with the words of Dr. Martin Luther King, Jr., and his letter from the Birmingham jail:

Oppressed people cannot remain oppressed forever. The yearning for freedom eventually manifests itself, and that is what has happened to the American Negro. Something within has reminded him of his birthright of freedom, and something without has reminded him that it can be gained. Consciously or unconsciously, he has been caught up by the Zeitgeist, and with his black brothers of Africa and his brown and yellow brothers of Asia, South America and the Caribbean, the United States Negro is moving with a sense of great urgency toward the promised land of racial justice. If one recognizes this vital urge that has engulfed the Negro community, one should readily understand why public demonstrations are taking place. The Negro has many pent up resentments and latent frustrations, and he must release them. So let him march; let him make prayer pilgrimages to the city hall; let him go on freedom rides—and try to understand why he must do so. If his repressed emotions are not released in nonviolent ways, they will seek expression

through violence; this is not a threat but a fact of history. So I have not said to my people: ''Get rid of your discontent.'' Rather, I have tried to say that this normal and healthy discontent can be channeled into the creative outlet of nonviolent direct action. And now this approach is being termed extremist. But though I was initially disappointed at being categorized as an extremist, as I continued to think about the matter I gradually gained a measure of satisfaction from the label. Was not Jesus an extremist for love: ''Love your enemies, bless them that curse you, do good to them that hate you, and pray for them which despitefully use you, and persecute you.'' Was not Amos an extremist for justice: ''Let justice roll down like waters and righteousness like an ever flowing stream.'' Was not Paul an extremist for the Christian gospel: ''I bear in my body the marks of the Lord Jesus.'' Was not Martin Luther an extremist: ''Here I stand; I cannot do otherwise, so help me God.'' And John Bunyan: ''I will stay in jail to the end of my days before I make a butchery of my conscience.'' And Abraham Lincoln: ''This nation cannot survive half slave and half free.'' And Thomas Jefferson: ''We hold these truths to be self evident, that all men are created equal . . . '' So the question is not whether we will be extremists, but what kind of extremists we will be. Will we be extremists for hate or for love? Will we be extremists for the preservation of injustice or for the extension of justice? In that dramatic scene on Calvary's hill three men were crucified. We must never forget that all three were crucified for the same crime—the crime of extremism. Two were extremists for immorality, and thus fell below their environment. The other, Jesus Christ, was an extremist for love, truth and goodness, and thereby rose above his environment. Perhaps the South, the nation and the world are in dire need of creative extremists.

I had hoped that the white moderate would see this need. Perhaps I was too optimistic; perhaps I expected too much. I suppose I should have realized that few members of the oppressor race can understand the deep groans and passionate yearnings of the oppressed race, and still fewer have the vision to see that injustice must be rooted out by strong, persistent and determined action. I am thankful, however, that some of our white brothers in the South have grasped the meaning of this social revolution and committed themselves to it. They are still all too few in quantity, but they are big in quality. Some—such as Ralph McGill, Lillian Smith, Harry Golden, James McBride Dabbs, Ann Braden and Sarah Patton Boyle—have written about our struggle in eloquent and prophetic terms. Others have marched with us down nameless streets of the South. They have languished in filthy, roach infested jails, suffering the abuse and brutality of policemen. . . . Unlike so many of their moderate brothers and sisters, they have recognized the urgency of the moment and sensed the need for powerful ''action'' antidotes to combat the disease of segregation. Let me take note of my other major disappointment. I have been so greatly disappointed with the white church and its leadership. Of course, there are some notable exceptions. I am not unmindful of the fact that each of you has taken some significant stands on this issue. I commend you, Reverend Stallings, for your Christian stand on this past Sunday, in welcoming Negroes to your worship service on a nonsegregated basis. I commend the Catholic leaders of this state for integrating Spring Hill College several years ago.

But despite these notable exceptions, I must honestly reiterate that I have been disappointed with the church. I do not say this as one of those negative critics who can always find something wrong with the church. I say this as a minister of the gospel, who loves the church; who was nurtured in its bosom; who has been sustained by its spiritual blessings and who will remain true to it as long as the cord of life shall lengthen.

The PRESIDING OFFICER. The Senator from Alabama.

Mrs. BRITT. Madam President, I will continue reading Dr. Martin Luther King Jr.'s letter from the Birmingham jail:

When I was suddenly catapulted into the leadership of the bus protest in Montgomery, Alabama, a few years ago, I felt we would be supported by the white church. I felt that the white ministers, priests and rabbis of the South would be among our strongest allies. Instead, some have been outright opponents, refusing to understand the freedom movement and misrepresenting its leaders; all too many others have been more cautious than courageous and have remained silent behind the anesthetizing security of stained glass windows.

In spite of my shattered dreams, I came to Birmingham with the hope that the white religious leadership of this community would see the justice of our cause and, with deep moral concern, would serve as the channel through which our just grievances could reach the power structure. I had hoped that each of you would understand. But again I have been disappointed.

I have heard numerous southern religious leaders admonish their worshipers to comply with a desegregation decision because it is the law, but I have longed to hear white ministers declare: ''Follow this decree because integration is morally right and because the Negro is your brother.'' In the midst of blatant injustices inflicted upon the Negro, I have watched white churchmen stand on the sideline and mouth pious irrelevancies and sanctimonious trivialities. In the midst of a mighty struggle to rid our nation of racial and economic injustice, I have heard many ministers say: ''Those are social issues, with which the gospel has no real concern.'' And I have watched many churches commit themselves to a completely other worldly religion which makes a strange, un-Biblical distinction between body and soul, between the sacred and the secular.

I have traveled the length and breadth of Alabama, Mississippi and all the other southern states. On sweltering summer days and crisp autumn mornings I have looked at the South's beautiful churches with their lofty spires pointing heavenward. I have beheld the impressive outlines of her massive religious education buildings. Over and over I have found myself asking: ''What kind of people worship here? Who is their God? Where were their voices when the lips of Governor Barnett dripped with words of interposition and nullification? Where were they when Governor Wallace gave a clarion call for defiance and hatred? Where were their voices of support when bruised and weary Negro men and women decided to rise from the dark dungeons of complacency to the bright hills of creative protest?''

Yes, these questions are still in my mind. In deep disappointment I have wept over the laxity of the church. But be assured that my tears have been tears of love. There can be no deep disappointment where there is not deep love. Yes, I love the church. How could I do otherwise? I am in the rather unique position of being the son, the grandson and the great grandson of preachers. Yes, I see the church as the body of Christ. But, oh! How we have blemished and scarred that body through social neglect and through fear of being nonconformists.

There was a time when the church was very powerful—in the time when the early Christians rejoiced at being deemed worthy to suffer for what they believed. In those days the church was not merely a thermometer that recorded the ideas and principles of popular opinion; it was a thermostat that transformed the mores of society. Whenever the early Christians entered a town, the people in power became disturbed and immediately sought to convict the Christians for being ''disturbers of the peace'' and ''outside agitators.'' ' But the Christians pressed on, in the conviction that they were ''a colony of heaven,'' called to obey God rather than man. Small in number, they were big in commitment. They were too God-intoxicated to be ''astronomically intimidated.'' By their effort and example they brought an end to such ancient evils as infanticide and gladiatorial contests. Things are different now. So often the contemporary church is a weak, ineffectual voice with an uncertain sound. So often it is an archdefender of the status quo. Far from being disturbed by the presence of the church, the power structure of the average community is consoled by the church's silent—and often even vocal—sanction of things as they are.

But the judgment of God is upon the church as never before. If today's church does not recapture the sacrificial spirit of the early church, it will lose its authenticity, forfeit the loyalty of millions, and be dismissed as an irrelevant social club with no meaning for the twentieth century. Every day I meet young people whose disappointment with the church has turned into outright disgust.

Perhaps I have once again been too optimistic. Is organized religion too inextricably bound to the status quo to save our nation and the world? Perhaps I must turn my faith to the inner spiritual church, the church within the church, as the true ekklesia and the hope of the world. But again I am thankful to God that some noble souls from the ranks of organized religion have broken loose from the paralyzing chains of conformity and joined us as active partners in the struggle for freedom. They have left their secure congregations and walked the streets of Albany, Georgia, with us. They have gone down the highways of the South on tortuous rides for freedom. Yes, they have gone to jail with us. Some have been dismissed from their churches, have lost the support of their bishops and fellow ministers. But they have acted in the faith that right defeated is stronger than evil triumphant. Their witness has been the spiritual salt that has preserved the true meaning of the gospel in these troubled times. They have carved a tunnel of hope through the dark mountain of disappointment. I hope the church as a whole will meet the challenge of this decisive hour. But even if the church does not come to the aid of justice, I have no despair about the future. I have no fear about the outcome of our struggle in Birmingham, even if our motives are at present misunderstood. We will reach the goal of freedom in Birmingham and all over the nation, because the goal of America is freedom.

I yield the floor.

The PRESIDING OFFICER. The Senator from the great State of California.

Ms. BUTLER. Madam President, in conclusion of the letter from a Birmingham jail:

Abused and scorned though we may be, our destiny is tied up with America's destiny. Before the pilgrims landed at Plymouth, we were here. Before the pen of Jefferson etched the majestic words of the Declaration of Independence across the pages of history, we

were here. For more than two centuries our forebears labored in this country without wages; they made cotton king; they built the homes of their masters while suffering gross injustice and shameful humiliation—and yet out of a bottomless vitality they continued to thrive and develop. If the inexpressible cruelties of slavery could not stop us, the opposition we now face will surely fail. We will win our freedom because the sacred heritage of our nation and the eternal will of God are embodied in our echoing demands. Before closing I feel impelled to mention one other point in your statement that has troubled me profoundly. You warmly commended the Birmingham police force for keeping ''order'' and ''preventing violence.'' I doubt that you would have so warmly commended the police force if you had seen its dogs sinking their teeth into unarmed, nonviolent Negroes. I doubt that you would so quickly commend the policemen if you were to observe their ugly and inhumane treatment of Negroes here in the city jail; if you were to watch them push and curse old Negro women and young Negro girls; if you were to see them slap and kick old Negro men and young boys; if you were to observe them, as they did on two occasions, refuse to give us food because we wanted to sing our grace together. I cannot join you in your praise of the Birmingham police department.

It is true that the police have exercised a degree of discipline in handling the demonstrators. In this sense they have conducted themselves rather ''nonviolently'' in public. But for what purpose? To preserve the evil system of segregation. Over the past few years I have consistently preached that nonviolence demands that the means we use must be as pure as the ends we seek. I have tried to make clear that it is wrong to use immoral means to attain moral ends. But now I must affirm that it is just as wrong, or perhaps even more so, to use moral means to preserve immoral ends. Perhaps Mr. Connor and his policemen have been rather nonviolent in public, as was Chief Pritchett in Albany, Georgia, but they have used the moral means of nonviolence to maintain the immoral end of racial injustice. As T. S. Eliot has said: ''The last temptation is the greatest treason: To do the right deed for the wrong reason.''

I wish you had commended the Negro sit inners and demonstrators of Birmingham for their sublime courage, their willingness to suffer and their amazing discipline in the midst of great provocation. One day the South will recognize its real heroes. They will be the James Merediths, with the noble sense of purpose that enables them to face jeering and hostile mobs, and with the agonizing loneliness that characterizes the life of the pioneer. They will be old, oppressed, battered Negro women, symbolized in a seventy two year old woman in Montgomery, Alabama, who rose up with a sense of dignity and with her people decided not to ride segregated buses, and who responded with ungrammatical profundity to one who inquired about her weariness: ''My feets is tired, but my soul is at rest.'' They will be the young high school and college students, the young ministers of the gospel and a host of their elders, courageously and nonviolently sitting in at lunch counters and willingly going to jail for conscience' sake. One day the South will know that when these disinherited children of God sat down at lunch counters, they were in reality standing up for what is best in the American dream and for the most sacred values in our Judaeo Christian heritage, thereby bringing our nation back to those great wells of democracy which were dug deep by the founding fathers in their formulation of the Constitution and the Declaration of Independence.

Never before have I written so long a letter. I'm afraid it is much too long to take your precious time. I can assure you that it would have been much shorter if I had been writing from a comfortable desk, but what else can one do when he is alone in a narrow jail cell, other than write long letters, think long thoughts and pray long prayers?

If I have said anything in this letter that overstates the truth and indicates an unreasonable impatience, I beg you to forgive me. If I have said anything that understates the truth and indicates my having a patience that allows me to settle for anything less than brotherhood, I beg God to forgive me.

I hope this letter finds you strong in the faith. I also hope that circumstances will soon make it possible for me to meet each of you, not as an integrationist or a civil-rights leader but as a fellow clergyman and a Christian brother. Let us all hope that the dark clouds of racial prejudice will soon pass away and the deep fog of misunderstanding will be lifted from our fear drenched communities, and in some not too distant tomorrow the radiant stars of love and brotherhood will shine over our great nation with all their scintillating beauty.

Yours for the cause of Peace and Brotherhood, Martin Luther King, Jr.

I yield the floor.

The PRESIDING OFFICER. The Senator from Ohio.

Mr. BROWN. Madam President, I thank my colleagues from California and Alabama, Louisiana and Maine, from Pennsylvania and Oklahoma.

I urge my colleagues who weren't listening today to read the letter, Dr. King's letter from Birmingham jail. It inspires us today as it helped to move a nation almost 61 years ago.

I yield the floor.

CLOTURE MOTION

The PRESIDING OFFICER (Ms. BALDWIN). Pursuant to rule XXII, the Chair lays before the Senate the pending cloture motion, which the clerk will state.

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 the motion to proceed 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, Peter Welch, Brian Schatz, Edward J. Markey, Thomas R. Carper, Patty Murray, Sheldon Whitehouse, Amy Klobuchar, Richard Blumenthal, Mark Kelly, Richard J. Durbin, Tina Smith, Debbie Stabenow, Margaret Wood Hassan, Catherine Cortez Masto, Michael F. Bennet.

The PRESIDING OFFICER. By unanimous consent, the mandatory quorum call has been waived.

The question is, Is it the sense of the Senate that debate on the motion to proceed 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, shall be brought to a close?

The yeas and nays are mandatory under the rule.

The clerk will call the roll.

The senior assistant executive clerk called the roll.

Mr. DURBIN. I announce that the Senator from Arizona (Mr. KELLY) is necessarily absent.

The yeas and nays resulted—yeas 89, nays 10, as follows:

[Rollcall Vote No. 157 Leg.]

YEAS—89

Baldwin	Fischer	Paul
Barrasso	Gillibrand	Peters
Bennet	Graham	Reed
Blackburn	Grassley	Ricketts
Blumenthal	Hagerty	Risch
Booker	Hassan	Romney
Boozman	Heinrich	Rosen
Braun	Hickenlooper	Rounds
Britt	Hirono	Rubio
Brown	Hoeven	Schatz
Budd	Hyde-Smith	Schmitt
Butler	Johnson	Schumer
Cantwell	King	Scott (FL)
Capito	Klobuchar	Scott (SC)
Carper	Lankford	Shaheen
Casey	Luján	Sinema
Cassidy	Lummis	Smith
Collins	Manchin	Stabenow
Coons	Markey	Sullivan
Cornyn	Marshall	Tester
Cortez Masto	McConnell	Thune
Cotton	Menendez	Tillis
Cramer	Merkley	Tuberville
Crapo	Moran	Warnock
Cruz	Mullin	Welch
Daines	Murkowski	Whitehouse
Duckworth	Murphy	Wicker
Durbin	Murray	Wyden
Ernst	Ossoff	Young
Fetterman	Padilla	

NAYS—10

Cardin	Lee	Warner
Hawley	Sanders	Warren
Kaine	Van Hollen	
Kennedy	Vance	

NOT VOTING—1

Kelly

The PRESIDING OFFICER (Ms. BUTLER). On this vote, the yeas are 89, the nays are 10.

Three-fifths of the Senators, duly chosen and sworn, having voted in the affirmative, the motion is agreed to.

The motion was agreed to.

The PRESIDING OFFICER. The Senator from Virginia.

H.R. 3935

Mr. KAINE. Madam President, I rise to talk about the FAA reauthorization bill that is pending before the Senate now. And I want to begin by thanking the chair of Commerce, Senator CANTWELL, and her ranking member, Senator CRUZ, for doing something very important. It is critical that this FAA reauthorization bill happen. And as I look at the bill, I see many provisions that I strongly support, and I applaud the committee for their work. In particular, the committee has addressed the critical shortage in air traffic control, which is incredibly important to the safety of our skies; and, second, the committee dealt with a challenging issue surrounding pilot training hours, and, I think, came up with a solution that is going to be the right solution. So I begin with: This is a big bill with a lot of provisions, and I find much to like in almost all of it.

But I rise to address the one piece of it where I am not supportive, and that is the mandate that the Senate committee version contains to add five

slots—or ten flights—to one of the most delay-prone and congested airports in the United States, Reagan National Airport, otherwise known as DCA. And I want to spend a little bit of time going into this issue, as the Senator representing Virginia. But I stand together with the support of colleagues—the Senators from Maryland, Senator VAN HOLLEN and Senator CARDIN; the Senator from Virginia, Senator WARNER. We are filing an amendment to remove the additional slots at DCA in this provision, and I want to just explain why to my colleagues.

First, just a word about DCA. Most of us know it, but maybe not all know it and can put it in the context with other airports in this country.

DCA is a postage stamp of an airport. It is 860 acres. By comparison, Dulles is built on 12,000 acres. The Denver airport is nearly 30,000 acres. The Dallas airport is, I think, 18,000 acres.

The DCA airport was built at a time when air traffic was not so intense, wasn't so normal, wasn't so critical to the Nation's economy; and it was built on this small footprint. And everyone who has flown into DCA knows there is no way to expand it. You are essentially kind of wrapped around on nearly three sides by water, and then, on the fourth side, it is U.S. 1 and a rail line. There is no way to make it bigger.

DCA has three runways. There is a primary runway—the long runway—and then there are two commuter runways on these 860 acres. When DCA was built and, more recently, as studies have been done, the estimate has been that DCA should, on that footprint with those 3 runways, accommodate 15 million passengers a year in and out of that airport.

Where is DCA today? Today, DCA is pressed to the gills and 25½ million passengers a year are coming into or out of DCA.

And it is pressed in another way. The airport was built so that the 15 million passengers would be spread across the 3 runways: larger planes from farther away on the main runway and then commuter planes from near distances on the 2 commuter runways. But there have been significant advances in the configuration of airlines, and commuter airplanes that used to be turboprops are now jets. And so what has happened at DCA is that 90 percent of the flights that come into DCA have to use the primary runway, and that number is increasing as the commuter planes change in their configurations.

So to just kind of summarize that, a very small airport that was designed for 15½ million passengers spread across 3 runways is now dealing with a passenger load of 25½ million passengers, with 90 percent of those having to land on the main runway.

How does that make DCA rank with other airports in the United States? Well, again, because of its small size, there are a number of airports that have more passengers in and out. DCA is the 19th busiest airport in the United States, if you look at the entire airport. But if you look at the main runway at DCA, that main runway is the single busiest runway in the whole United States. LaGuardia doesn't beat it. Kennedy doesn't beat it. Newark doesn't beat it. LAX doesn't beat it. Atlanta Hartsfield doesn't beat it. This runway that we use in this region is the busiest runway in the United States.

What does that mean? What does it mean to have these 25½ million passengers mostly on 1 runway at DCA? Well, the first thing it means is very significant delay. Remember, I mentioned that DCA is the 19th busiest airport in the United States. But if you look at the average delay per day, it is No. 8. In other words, it punches really far above its weight when it comes to delay.

And what kind of delay? You know, a delay of 2 or 3 minutes, I mean, hey, that wouldn't be a problem. But the average delay at DCA—and more than 20 percent of flights in and out of DCA experience delay—the average delay of those that do is not 10 minutes. It is not 30 minutes. It is not 45 minutes. It is 67 minutes. That is the average delay on these more than 20 percent of the flights that come into and out of DCA.

How about beyond delay? What other measures? Well, again, I told you that DCA was the 19th busiest airport in the United States. But it is No. 3 in canceled flights.

Now, some jurisdictions have canceled flights because the weather is horrible. You know, you might expect a lot of cancellations in an Alaska or maybe in a Minneapolis or maybe in a Chicago, the Windy City. With so many flights coming in, you might expect that they would have a lot of cancellations.

The problem at DCA isn't weather. The problem is congestion, and it is No. 3 in the country in terms of cancellations.

There is another measure that is a combination of both, a kind of a delay and safety measure: the number of times—and I think we have all experienced this—if you are flying into DCA, that you are put into a routing circle or loop before you can land. Now, that is part of what contributes to the 67 minutes of delay that is experienced by these more than 21 percent of the planes that have delay, but it also poses some additional challenges.

When you are looping a plane over a very restricted DC airspace as other planes are taking off—one per minute from 7 a.m. until 11 p.m., taking off or landing; one per minute—you raise the risk of accident, and you also subject neighborhoods with loop patterns to noise. And that was one of the original controversies that led Congress to decide to take these airports out of the Federal control and put them into the control of the Metropolitan Washington Airports Authority—the idea that we can manage this better for safety, for convenience, but also to reduce noise in the neighborhoods in the DMV.

So delay, cancellation, and looping patterns that are both a delay factor and a convenience factor and a neighborhood amenity factor, and that is DCA today.

There is another challenge with DCA, and that is, with congestion, you run into risks of safety. As we were considering this matter just in the last few weeks, before the FAA bill was pending before Congress—but work had been done in the committees and work had been done in the House—there was a near miss on the runways at DCA. A plane was getting ready to take off on the main runway, a flight to Boston—a JetBlue flight to Boston—and another plane was trying to cross over to one of those shorter commuter runways, and they came within 300 feet of a collision.

If you listen to the audiotape—and I can't play the tape in the Chambers; I wish I could, but I played it for colleagues outside the Chamber—you hear this conversation of the air traffic controllers. And, I will tell you, they are the most even-keeled, monotone people on the planet Earth. It is ''just the facts, ma'am,'' and you never hear emotions in their voice. But in this particular instance, you hear the tension ratcheting up, as these two planes are getting closer and closer, until you hear, in a frantic and worried way, one of the air traffic controllers just yelling, ''Stop! Stop!'' to these two planes because they are about to collide with one another. Three hundred feet isn't very much. It is not very much, and yet you raise the risk of accident with congestion.

I mean, it stands to reason. Auto accidents don't happen as often on roads that aren't congested. But when roads are congested, you run the risk of greater accidents. And that is what is happening at DCA right now, before we talk about adding slots.

Now, I do appreciate the fact that, in this bill, as I said, one of the things I like is the focus on air traffic controllers, because that is a key part of this. But it just stands to reason that, if it is already the busiest runway in the United States, and it is already one of the most delayed airports in the United States, and it is already near the lead in cancellations and needs for flights to loop around, it is a problem waiting to happen. And I have described this accident in the last few weeks as a flashing red warning signal to Congress: Please, do not add more flights. Don't jam more flights into this busiest runway in the United States.

The proposal before the body is to add 10 more flights, what we call 5 slots. It doesn't sound like a lot. I will admit that ''five slots'' doesn't sound like a lot. And maybe in an airport where there wasn't already a severe congestion problem, it wouldn't be a lot. And maybe in an airport that wasn't so small and whose size is already creating safety challenges, it

wouldn't be a lot. But at DCA, it is a lot.

And so we have asked the FAA, charged with air traffic safety and experts in this—and I am definitely not an expert: What would 10 more flights mean?

And, again, in the five slots, each slot is a flight in and a flight out. So 5 slots are 10 flights.

What would 10 flights a day mean to DCA?

And what the FAA said was, OK, even one flight would increase delay in operations at DCA. Even one would increase delay in this top-10 most delayed airport in the United States. But 10 flights would add an extra 751 minutes, more than 12 hours, of delay at DCA every day—751 minutes of delay at DCA every day—and it would likely affect 183 flights.

Now, this airport, as I have said, is already one of the most delayed in the United States, and if you add that 751 minutes to the average daily delay at DCA, you are now over 12,000 minutes of delay every day at DCA. So DCA would be climbing a ladder. They wouldn't be the eighth most delayed airport. They would be climbing the ladder and really cement their place in the top 10 or bottom 10, depending on how you would want to look at it.

You all know that delay is bad. You don't want to arrive at a location late. Already, 67 minutes is the average that it would increase. It doesn't increase by average. Some would increase by a lot, some by a little. But remember that delay also has a compounding effect. If you are late leaving, delayed by 67 minutes and then some, then you might miss a connection or two. Or you might cause planes to wait for you, which then delays a whole lot of other people. So in our air traffic system, delay builds on delay, and it is kind of a geometric progression that creates massive inconvenience.

The argument that we are making, those of us who are in this region—we are not on the Commerce Committee. We weren't involved in the negotiation. We made our intentions known. We made them known for a very long time. And the intentions we have made known are that this is already an overburdened airport with the busiest runway in the United States, and there are both passenger convenience and safety reasons to not do this.

But it is not just us. It is not just us. The FAA has not said: Do this or don't do it. But the FAA has said: If you add even one plane, you are going to increase delay at this very delay-prone airport.

But there is also another body that is offering us advice. Congress created an authority called the Metropolitan Washington Airports Authority during the Reagan administration.

I have a personal connection to this story. My father-in-law had been the Governor of Virginia and was somewhat of an expert in transportation, and President Reagan's Secretary of Transportation, Liddy Dole, asked him to come and lobby Congress to let go of control of these airports and instead create an authority. My father-in-law, Linwood, died about 2 years ago, at age 98, but it was one of his proud moments. And it was hard to convince Congress to give up control of these airports. It was very hard. It was a tough battle, but he eventually did it. And Congress agreed that DCA and Dulles would be operated by the Metropolitan Washington Airports Authority.

And Congress appoints that board. Certain members have to be from DC, certain from Virginia, certain from Maryland, and certain are Federal appointees who can be from anywhere. But we appoint that board, and we exercise oversight over that board, and they have responsibility for the safety of these two airports.

What are they saying about this proposal? Well, those who are charged with operating these airports every day are saying: Don't do this.

They are essentially saying the same thing that this air traffic controller is saying: Stop! Stop!

The way to manage this extra congestion and delay and safety danger at DCA is not putting more flights in here; it is taking advantage of more capacity at Dulles and more capacity at BWI.

So my colleagues and I are offering this amendment, recognizing the good work that the committee has done to promote safety throughout this reauthorization bill but pointing out that in this one instance, the proposal in the bill is directly contrary to the safety of 25 million people who use this airport, is directly contrary to the safety of neighborhoods surrounding this airport, and will take an already overburdened, delay- and cancellation-prone airport and make matters much worse.

We will do all we can to press for a vote on this amendment, to hopefully convince our colleagues to vote with us.

The last thing I will say before I sit down is this: The near miss 2 weeks ago is a warning light. We have all been warned. It is rare—it is rare—to have legislation where there is no downside to it. There is always going to be potential downside, and sometimes we can assess what the downside is, and sometimes the downside—we may not be able to assess what it is. There is nothing we do here that doesn't have a downside. But I have been here for about 12 years now, and I will say that this is a piece of legislation—unlike any other that I have considered—where the downside has been placed on the table right before us in such a stark way as we are coming up to consider this bill.

I just hope my colleagues will see the warning for what it is, will heed the advice of the FAA, and will listen to those we have empowered to operate this airport. If they are telling us that this should not be done and that if it is done, you can increase the risk of something bad happening, we should listen to them. We should listen to them.

The one last thing I will mention because it is often relevant in bills like this is, if we were to make this change and accept the amendment and strip away these 10 additional flights, are we going to cause problems over on the House side? You know, we had this debate about the FISA reauthorization. We have this debate on appropriations bills all the time.

We know the FAA bill reauthorization needs to be done by the end of next week. If we were to strip out the 10 flights, are we going to have problems over on the House side? The answer to that is no because the additional slots were only included in the Senate bill. The House considered the same proposal and rejected it in committee—no extra slots jammed into the busiest runway in the United States. None.

Now, some didn't like that, so on the floor of the House, they offered an amendment to add these 5 slots, 10 flights, and the amendment failed. So we know what the will of the body is on the House side already, and that was a vote that took place before this near miss. My surmise is, if they were against it before the near miss, they are going to be even more against it after the near miss. So we needn't worry that if we adjust the bill before us to take this out, there is going to be a danger on the House side of compromising the bill and causing us to miss the deadline on the reauthorization.

With that, I appreciate the attention of the body and yield the floor.

The PRESIDING OFFICER. The Senator from Texas.

FAFSA

Mr. CORNYN. Madam President, today is May 1, which traditionally serves as college decision day—the deadline for prospective college students to confirm their enrollment and secure their spot for the upcoming semester.

Each of us knows that college decisions are not made lightly. Students consider various majors. They look at long-term job prospects and earning potential for their careers. At least we hope they are looking at that before they decide to pursue their studies.

As they look at schools, they also evaluate admission requirements, student resources, and the campus culture. But far and away, the most important factor for the majority of students is, how much will it cost? How much will it cost to receive a degree? As any student or parent who has been through this process will attest, it is not a cut-and-dry answer. I have been through it with both of my daughters and still have flashbacks occasionally from the experience.

Between scholarships and grants, the advertised sticker price versus the out-of-pocket cost can vary significantly. To cover the remaining balance, students have the option to take out

loans, participate in work-study programs, or take on a part-time job. Those decisions require even more consideration and planning.

For most students to understand or even begin to evaluate the true cost of college, they rely on something called the Free Application for Federal Student Aid, or FAFSA, as you have heard it called. Now, the Free Application for Federal Student Aid, or FAFSA, determines how much financial aid students can receive through loans, grants, scholarships, and work-study programs. For millions of students, this information unlocked by the FAFSA is a deciding factor, so it is a critical factor in determining students' ability to be able to go to school. It is not just deciding which school is right for them; it is understanding whether college education is even feasible from a financial point of view.

But despite today being college decision day, many Texas students and other students all across the country are still waiting for their financial aid packages. They should have had this information weeks ago, even months ago, giving them the time to look at the range of their options and make an informed decision by May 1. Instead, enough students are still in limbo that many colleges and universities have been forced to postpone their admission decisions. But the fault doesn't lie with the students or the colleges but with, rather, the administration, which completely bungled the FAFSA process this year.

The Biden administration rolled out a new FAFSA application that promised to simplify the notoriously complicated form. They claimed that the new-and-improved FAFSA would make it as easy as possible for families to get the help they need in order to plan for their education. As countless families in Texas and across the country can attest, that hasn't happened—not in the slightest.

The FAFSA is typically available on October 1. This cycle, it wasn't available until the end of December—nearly 3 months behind schedule. Once it went live, the problems had just begun. Applicants reported website crashes, system errors, and lengthy processing times. Many of Texas's mixed-status families have had trouble completing the FAFSA at all due to a technical glitch. Across the board, applicants have struggled to get anyone on the phone to help troubleshoot the issues they were facing—even more so if they needed somebody who spoke Spanish. Instead of a simplified and streamlined process, families have been introduced to a convoluted maze of confusing questions, unclear instructions, and lengthy delays. The FAFSA problems have been so severe that many students have decided not to even complete the FAFSA at all this year. This is having dramatic and negative consequences.

The Biden Education Department says that FAFSA submissions by Texas students alone are down by more than 40 percent—40 percent—over last year. This is a scandal. This is a precipitous drop, and it is sure to have a negative impact on those students, the colleges and universities, and eventually on employers.

Starting with students, it is impossible to make an informed financial decision about college without a financial aid package. As we know, costs can vary significantly from one school to another, so without a financial aid offer, it is impossible to understand how to put the puzzle together to figure out whether it is even feasible for you to attend a particular university. A student who thinks they are making the more economical choice may need to take out a larger than expected loan because they don't have a clear understanding of their financial obligations.

And for students who are weighing whether or not to attend college at all or whether to go to a 4-year college or perhaps a community college or a technical school, this could be the deciding factor that forces them to forego higher education and simply enter the workforce—or to accept something short of what they have aspired to in terms of their educational opportunities.

This is especially true for students from low-income families who rely more on financial aid to make their dream of higher education come true. Without timely access to this critical information, students risk being locked out of a lifetime of opportunities for success.

High school students, though, aren't the only ones impacted by the Biden administration's FAFSA fiasco. Current college students who are receiving aid have to complete this same document every year. For example, a student by the name of Alexis is a junior at the University of Texas at Austin, and she says she is very concerned about what she described as a ''waiting game.''

As I noted, the Biden administration made the new FAFSA application available at the end of December, 3 months late. Alexis, though, completed the form and submitted it in January. But she still hasn't received an update since that time—May 1. She is worried—and I can understand why—that her FAFSA won't be processed before next semester, forcing her to get a third job or to take out additional loans.

Now, this is a scandal, as I said, and it should be a huge embarrassment to the Biden administration, which said this new and improved FAFSA process was going to streamline it and make it easier to comply with. But what they didn't figure out is the bureaucratic bungling of administering this new process.

The ripple effects of the FAFSA fiasco are felt not only by individual students but by colleges and universities across the Nation. Last month, I met with a number of leaders from Texas colleges and universities, and I am sure they are not unique in this regard, but they are absolutely outraged by the Biden administration's mishandling of the FAFSA. Without complete FAFSA data, they aren't able to send financial aid packages to prospective students. Without that information, students are unlikely to confirm enrollment. And without enrollment data, universities aren't able to set even a budget for their operations for the upcoming year.

Institutions rely on timely access to students' financial aid information to manage their admissions process and allocate resources. The delays caused by the botched rollout of the new FAFSA have disrupted these operations, created unnecessary headaches and anxiety and logistical challenges that make it impossible to plan for the future. Eventually, reduced enrollment will have a negative impact on the workforce.

Most of the meetings I have been having this week are with chambers of commerce from all across the State of Texas, and one of the first things they mention to me is workforce development. Fortunately, in our State, we are attracting a lot of new, well-paying jobs, particularly in things like advanced semiconductors and the like, and we are depending on these colleges and universities to train the workforce to be able to fill these well-paying jobs.

It is no question that our country is already dealing with a skills gap. Again, I have spoken with countless employers and job creators that have told me they are still struggling to find qualified candidates to fill available jobs. This includes high-tech manufacturing jobs like those in the semiconductor area that I mentioned but also nurses, electricians, mental health providers, school counselors, cyber security experts—and the list goes on and on. We need people trained in these various disciplines and skills in order to fill these jobs and to keep our economy growing.

The primary goal of the new FAFSA was to simplify the application process, making it easier for students and their families to navigate. Instead, the Biden administration's lack of preparation has created a bureaucratic nightmare for families, for students, and for schools. It undoubtedly will lead to countless numbers of students who will abandon their dreams of furthering their education because they simply can't plan for the future. They don't know which schools they are going to be able to apply to because they simply don't know how they fit their own financial picture together.

Obviously, this is going to create a lot of anxiety and headaches and uncertainty for colleges and universities, as I mentioned. And in a few years, I am afraid we will still be dealing with the ripple effect, the trickle-down consequences of reduced enrollment and workforce training.

There is simply no excuse for this sort of bureaucratic bungling. The Education Department has had plenty of

time and more than ample resources to roll out a simplified FAFSA by October 2 of last year. But, unfortunately, it appears the Biden administration has been so busy looking for ways to forgive or erase existing student debt that they failed to help future and current college students make informed decisions about their future.

Again, this should be a national scandal. My friend, Ranking Member Senator CASSIDY, has pushed the Government Accountability Office to examine the Biden administration's Education Department about their mishandling of the situation, and I am glad the Government Accountability Office has formally launched that investigation.

Texas students and students across the country and the American people at large deserve a full explanation about how we ended up with this mess, and we will keep fighting for answers and accountability until we get those answers.

I yield the floor.

I suggest the absence of a quorum.

The PRESIDING OFFICER. The clerk will call the roll.

The senior assistant legislative clerk proceeded to call the roll.

Mrs. BLACKBURN. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

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

NET NEUTRALITY

Mrs. BLACKBURN. Madam President, last week, the Democrat majority on the Federal Communications Commission voted to classify broadband internet service as a ''telecommunications service'' under title II of the Communications Act. This is an effort that is known as net neutrality.

Now, the internet has been under title I, an information service, but our Democratic colleagues at the FCC and the Democrat administrations have sought to put this under title II and regulate it like they do the telephone line.

This action is nothing less than a Big Government takeover of the internet, which will decrease investment in broadband and hurt the American people's access to high-speed internet.

Now, how do we know this? Here is how: Under President Obama, the FCC enforced the failed regulation on the American people between 2015 and 2017, with harmful consequences. So we have done this before.

Now, back then, Democrats claimed that net neutrality was desperately needed to prevent internet service providers from blocking content, throttling speeds, and creating fast lanes that favored users who can pay for access. One Democrat Senator argued during this debate back in 2015 that without the heavy-handed regulation, the internet would ''cease to exist.'' And another from their official Senate Democrat Twitter account claimed that without net neutrality, internet users would only ''get the internet one word at a time.''

Now, of course, we all know this never happened. Internet service providers never lived up to the Democrats' doomsday predictions, even after the FCC, under President Trump, repealed the net neutrality regulation.

In fact, the internet has seen more development, faster speeds, and lower prices since President Trump's administration repealed that Obama-era net neutrality order. While the order was in effect, from 2015 to 2017, investment in broadband fell. It actually fell. It decreased for the first time in a nonrecession period. For the first time ever, it decreased. Why was that? Government regulation. By comparison, the industry spent $102 billion on capital expenditures in 2022, up from $76 billion in 2016.

At the same time, without so-called net neutrality, Americans have enjoyed faster broadband speeds with a freer internet—free of net neutrality regulations. By the end of 2019, 94 percent of Americans had access to high-speed broadband. In 2015, just three-fourths of Americans had that access. Between 2016 and 2019, the share of rural Americans without high-speed internet was actually cut in half. With greater investment and competition, the repeal of net neutrality also made internet access more affordable.

Between 2016 and 2021—this is a period of time without net neutrality rules—during that period of time, broadband prices decreased in the range of 14 to 42 percent. Think about that. The price of access went down. It shows you that free markets work.

Tennesseans and Americans are probably wondering why is the FCC trying to go back and put a policy in place that limited access, that gave you government control, that increased prices, that slowed investment? Why would the Democrats want to do that?

Today, Democrats have abandoned all the arguments they had during the Obama years about internet service providers blocking content and throttling speeds. Instead, the Biden-appointed FCC chairwoman claims that net neutrality is needed to address loopholes in the Agency's oversight of national security threats. I thought: How novel. So now it is all about loopholes and about national security.

Well, when you look at the 1996 Telecommunications Act, it does not grant broad national security authority to the FCC. It does not give them the responsibility to do that, and it doesn't say that they have to have net neutrality in order to grab that. The Biden administration even admitted that U.S. security and law enforcement Agencies already—and I am quoting the Biden administration here—''exercise substantial authorities with respect to the information and communication sectors.''

They made up a story now that they need to do this because of national security. They do not have the authority; it does not fit their mission; and the authority actually belongs to other Agencies. So what you have is today's justification is different from the Obama era.

The real motivation for net neutrality remains the same. It is simply this: Democrats want the Federal Government to completely control the internet. It should come as no surprise that Big Tech companies who block and censor conservative speech every day are the biggest supporters of net neutrality. They would enjoy the opportunity to work right alongside the Federal Government and control your access, your speed, your content that you are choosing on the internet.

So Senate Republicans are going to fight against this Big Government takeover, and we are going to ensure that the internet does remain free and accessible and open to all Americans.

IRAN

Madam President, America can only achieve peace through strength. We know that. Yet since his first day in office, President Biden has ignored this time-tested truth and our servicemembers and allies are suffering the consequences.

Last week, militants in Iraq fired five rockets toward U.S. forces stationed in northeastern Syria. Less than 24 hours later, U.S. forces in western Iraq were targeted by explosive drones. Thankfully, no servicemembers were injured in these attacks. But it marked the first time American troops were targeted in the region since February. In their attacks earlier this year, Iranian militias injured dozens of U.S. troops and killed three brave servicemembers in Jordan. By all appearances, Iran-backed terror groups, including Hezbollah, were behind the latest attacks. Shortly after the attack on U.S. forces in Syria, the group issued a statement claiming that it will resume attacks on American troops, adding that ''What happened a short while ago is the beginning.''

This aggression isn't happening by accident. It is a direct result of President Biden's pro-Iran policy of appeasement. For more than 3 years, the Biden administration has rolled back the Trump administration's successful maximum-pressure campaign against the ayatollahs. Instead, President Biden has emboldened the Iranian regime, the world's largest state sponsor of terrorism, which killed more than 600 American troops during the Iraq war.

Within weeks of taking office, President Biden announced a return to diplomacy with Iran with the goal of restoring President Obama's failed nuclear deal. Then the administration revoked the Foreign Terrorist Organization designation for the Iran-backed Houthis. Those are the rebels in Yemen.

Right before Russia invaded Ukraine in 2022, the White House approved a $10 billion nuclear deal between Tehran and Moscow. At the same time, the White House allowed Iran to secretly export oil to communist China, filling

the regime's coffers with billions to fund their terror proxies, including Hamas and the Houthis and Hezbollah. And in September 2023, the Biden administration engaged in a $6 billion deal with Iran, the largest hostage payment in history.

It is quite a record. It is quite a record of appeasing Iran. It is quite a record of pushing forward, making certain there is money into a regime which is the globe's largest state sponsor of terrorism. Now, you would think that after the October 7 attacks when Iran-funded Hamas terrorists murdered 1,200 Israelis in the deadliest attack on the Jewish people since the holocaust, the Biden administration would abandon its policy of appeasement. But, no, that is not what this administration has done. What they did do is to double down on their policy of appeasement.

So are we to assume that they are OK with all of this? Just 11 days after the attacks, the President let the international embargo on Iran's missile and drone program lapse—11 days; and 11 days after Iran had moved forward—they trained Hamas, they prepped them, they funded them—Hamas carries out the October 7 attack, and 11 days later the Biden administration let the international embargo on Iran's missile and drone program lapse.

In November, the administration reapproved the sanctions waiver that gives Iran access to around $10 billion in frozen assets. Last month, after Iran directly attacked Israel from its territory for the first time ever, launching more than 300 drones and missiles toward the Jewish State, President Biden told Israel that the United States opposed any counteroffensive to restore deterrence, telling Israel to look at Iran's failed attack as a win.

Madam President, can you even imagine what the American people would have thought following 9/11 if countries were telling us: Cool it; back off. They didn't take you totally down. Imagine that.

Just weeks ago, the Biden administration refused to commit to enforcing sanctions on the $10 billion Iran-Russia nuclear deal. And to top it off, President Biden is now reportedly looking to revive the failed Iran nuclear deal in this latest attempt to appease the ayatollahs. You cannot make this stuff up. You absolutely cannot.

When I do visits in each of Tennessee's 95 counties, when I do a telephone townhall like I did last night with thousands of Tennesseans, people say: What are they thinking? And, you know, the sad thing about this is, it makes you wonder what they are thinking. It makes you wonder what they are doing to secure this country, to secure our people, to secure the homeland. It makes you wonder what are they doing intentionally, especially when it comes to that southern border. Thousands of people from countries of interest—about 25,000 Chinese nationals so far this fiscal year—are coming into our country. By the way, they are mainly young single men. What are they doing?

Why does this administration not put our Nation's safety and security first? Why do they not put the safety and security of our troops who are deployed first? Why do they not have the backbone to stand up to thugs and put an end to this appeasement?

I yield the floor.

The PRESIDING OFFICER (Ms. CORTEZ MASTO). The Senator from West Virginia.

FAFSA

Mrs. CAPITO. Madam President, well, today is May 1, which is National College Decision Day. This is normally such an exciting occasion for students in my home State of West Virginia—and your home States—would be finalizing those really fun and hard decisions about which college or university to attend in the fall. There is much to look forward to.

This year, the customary hopefulness has been replaced by anxiety, fear, and apprehension as confusions and questions take hold regarding the availability of support that has long accompanied one of the most important decisions of our young students' lives.

When it comes to the 2024 FAFSA applications, the data from the West Virginia Higher Education Policy Commission paints a very bleak picture.

Compared to the same time last year, freshmen—these are national statistics—freshmen FAFSA completion rates are down 35.3 percent. For Pell-eligible students, FAFSA completion rates are down 32 percent. For nontraditional students 25 and older, FAFSA completion rates are down 35 percent. These are national figures. The total number of high school students who completed FAFSA is down 39.6 percent, and the total number of high school students who submitted a FAFSA is down 31.6 percent.

These percentages ring true in my home State of West Virginia. Back home, because of President Biden's FAFSA fiasco, 3,643 West Virginia students are left hanging in the balance, severely jeopardizing college access and affordability for students in West Virginia, many of whom are that first-time college goer in their family.

This is just another way that President Biden and his administration are threatening a form of the American dream and destroying the vision to implement a simplified FAFSA process that was intended by Congress.

So how did we get here? Well, this is an interesting statistic here, too. FAFSA completion rates among West Virginia students age 25 or up—so those are students maybe who took a couple years in the military, in the workforce, and they want to go back to school—are down 35 percent.

So how did we get here? In December of 2020, when I was here, Congress passed the FAFSA Simplification Act to simplify and improve the process of applying for Federal student aid.

Federal student aid and the FAFSA were first authorized in 1992 as a way to provide a critical lifeline for our students.

In 2020, Congress made this simplification effort a bipartisan priority championed by my friend, whom we miss dearly, Senator Lamar Alexander, a former Cabinet Secretary of the Department of Education. But unfortunately the administration's implementation of this law has not made things better for students. Instead, it has created an unmitigated disaster caused by an inexcusable failure of leadership from the White House and the Department of Education.

The deadline to update the FAFSA should have come as no surprise. Congress gave the administration an extra year. They had 3 years, and we gave them an extra year to complete it—4 years. Implementation of this law should have been a top priority for the Biden administration. Instead, what happened? The political leadership of the Department of Ed chose to take time, resources, and personnel to advance the administration's priorities around canceling student debt. This is proof of the administration blatantly putting politics before our students, and that is simply indefensible.

I have spoken with so many West Virginians in every part of this process in the past several months who are very angry about the Department of Education's misplaced priorities. They feel discouraged about their futures because of the bungled implementation.

This is obviously a huge issue for students and their families, but it is a tremendous challenge for our colleges and universities at the same time.

The Department of Education claims that there is nothing more important right now—well, it is college decision day; I guess maybe that is correct—than fixing the issues around the FAFSA process, but those words have yet to be backed up by much action.

While there is no guarantee that the administration will get their act together, there are two things that are certain: No. 1, students deserve better, and their families; No. 2, Senate Republicans will remain committed to holding the administration accountable and pushing for a fix to this issue.

Back in January, I joined a bicameral group of congressional Republicans requesting that the Government Accountability Office investigate the administration's botched FAFSA. That was in January. This investigation is now underway, and it is my hope it will yield answers as to what the failure could be and how similar mistakes would be avoided in the future.

Additionally, I helped author a formula fix to the FAFSA Simplification Act that passed the Senate and became law earlier this year. This fix intends to make financial aid more accessible for students by streamlining the process, and it corrected actions taken by the Department of Education in February that would have jeopardized future Pell grant awards for students.

Then, just yesterday, I questioned Secretary Cardona of the Department

of Ed during our Labor, Health and Human Services Subcommittee hearing. I demanded answers, as did many, and accountability regarding the fiasco with the FAFSA that his Department has overseen. To say I was underwhelmed by his responses would be an understatement. Literally, he said: Well, we kind of are changing—we are kind of redoing—we think we are there.

Why did you make mistakes?

Well, we had missed deadlines.

Did you not see that coming for 4 years?

I mean just very, very nonspecific answers.

With the lack of action from the Biden administration, West Virginia's Governor, Jim Justice, declared a state of emergency on the matter just yesterday. This order will temporarily suspend the requirement for students to complete their FAFSA in order to qualify for our State's largest financial aid programs, providing needed relief and certainty for our students that they are not now receiving from the Department of Ed. At least they will get some certainty from the West Virginia Department of Ed.

I hope that in the future the Biden administration and their Department of Ed will be singularly focused on addressing outstanding issues and ensure that these problems are not present in the 2025 to 2026 FAFSA cycle. I can assure you that my Senate Republican colleagues and I will not stop putting pressure on the Biden administration to do the job they are supposed to do, as they have received ample resources from this Congress to do so.

I remain in constant contact with the West Virginia Higher Education Policy Commission to further understand what they are seeing and ways that we can help as they work to mitigate the fallout from the crisis the Biden administration has manufactured.

I commend the efforts from my Republican colleagues in the Senate on these issues as well—in particular, Senator JONI ERNST, who is going to speak next, and BILL CASSIDY of Louisiana—who have been outspoken on this issue with me, as well as many of our other colleagues, like the ones who are joining me on the floor to speak.

We have to remain focused on these issues surrounding the FAFSA application process and make sure that vital resources remain available for our students during the moments when they need them the most, delivering on what our students deserve, which should not be a partisan issue.

I am going to go off my formal remarks and say quickly, when they calculated in January and February what the parameters would be for the aid for the students, they determined that some students would be getting more than they should and that some students would be getting less than they should—totally unfair. But the Department's first response was, well, we will let the people who are getting more than they should—they can just keep this, and we will fix it next year. What does that say to the taxpayer who is paying for this? I mean, finally, public pressure came to bear, and they rescinded and recalculated everything.

So, with that, I encourage everybody to recognize this as a real problem across our country, particularly for our lower income, first-time college-going students—first time ever filling these forms out. It is not an easy thing anyway, and it is a daunting challenge to think about how to afford a higher education.

So, with that, I welcome my friend from Iowa and her good hard work on this, and I am glad to see she is on the floor to speak about this.

The PRESIDING OFFICER. The Senator from Iowa.

Ms. ERNST. Madam President, I want to thank the Senator from West Virginia for arranging today's floor speeches focused on FAFSA.

Today is May 1, and it is national college decision day. Typically, this day is cause for celebration for students and families all across the United States.

Finalizing the next step after high school represents a huge milestone for young men and women and one that is earned by that late-night studying, participating in different extracurricular activities, and meticulously filling out applications, and oftentimes determined by a good old college road trip. Together, families will hop on the highway to find their future college or university, hopefully of that student's choosing.

This year, as folks embarked on this journey, little did they know that the Biden administration would be putting up roadblocks. So, today, instead of celebrating college decision day, there are millions of young people waiting anxiously to hear from the Department of Education on whether they will be able to afford college.

The best way for college hopefuls to know what support they may receive comes from the free application for Federal student aid, which we call the FAFSA.

Due to incomplete planning measures and likely yielding to progressives' priorities, Biden's Department of Education released this year's FAFSA form 3 months late, drastically condensing the timeline for families to submit it. To this day, they still haven't fixed their fiasco, and the negative implications are like a five-car pileup.

Since the delayed January release of the new FAFSA form, I have been driving river to river across Iowa, hearing from students, from their parents, and from aid administrators and counselors on the impact of this disastrous rollout.

I recently met with Jennifer Holliday. Jennifer is a fellow farm kid and the current student body president of Iowa State University.

So go, Jennifer, and ''Go Clones!''

She and her younger sister eagerly submitted their FAFSA forms as early as possible, but as of last week, Jennifer had still not received her estimated aid even though her sister received it months ago. Folks, we are talking about two kids from the same family. It doesn't make any sense.

During our conversation, Jennifer told me that she is scared to see how much her aid offer will decrease due to the Department penalizing farm families. Even though the new FAFSA formula was supposed to improve eligibility for aid, it has instead caused some farm families' expected contributions to skyrocket more than five times.

Sadly, these FAFSA fumbles are far too common under the Biden administration. An exceptionally bright high schooler from Des Moines shared with me that while he hoped to have a traditional college experience living in a dorm at a 4-year university in Iowa, he still wasn't sure what his aid package would look like. Since he wasn't willing to sign up for debt without knowing exactly what he would have to pay—that is a smart kid—he plans to live at home and attend community college for now, hoping the FAFSA fiasco is fixed in time to try again next year.

But this wreck isn't just punishing high school seniors. I recently spoke to a mom of four from Sioux City, and she told me that she went back to school after more than a decade. Again, she was a young mother, a mother of four, and she really wanted to finish her degree, so she went to school after more than a decade to complete her teaching degree. Her goal is to teach high school history and equip our next generation. And like so many other hopefuls, she still has not received a clear estimate of her aid, and it remains to be seen if she will be able to pay for her fall semester classes.

As the Biden administration refuses to provide a clear path for students or school administrators, we continue to see the Department detour its attention to Democrat priorities. After more than 3 months of requests from my office, this administration has failed to provide Congress with a transparent response on how they are adequately making corrections to the FAFSA, even as we are rapidly approaching next year's rollout.

Meanwhile, just 2 weeks ago, right before college decision day, the Biden administration announced an additional $7.4 billion in loan cancellation and $6 billion more today, bringing the grand total to $160 billion.

Biden's Ed Department has also prioritized radical gender ideology over the most fundamental statutory protections of women in schools. It is clear, folks, the left lane to higher learning has been paved with the President's political pet projects, and Iowans are in for a bumpy ride.

When Congress passed the FAFSA Simplification Act, it was done so with

the understanding that the Department of Education would prioritize a thorough and well-tested model for the student aid form. Well, that clearly has not happened.

While the administration has had FAFSA under construction for 3 years—yes, 3 years to get this rollout right—traffic is still at a screeching halt. But rest assured, folks, I am fighting back—first, to ensure not a cent allocated for the FAFSA simplification was spent on Biden's student loan bailout; second, to allow students like whose stories I have shared, those farm kids from rural Iowa, our non-traditional students, mothers who are looking for a second opportunity, and everyone who is forced to miss out on pursuing the college of their choice this year because of the administration's incompetence to get access to the potentially life-changing aid they deserve.

There is significant roadwork ahead, but I am not pumping the brakes until the Biden administration removes these roadblocks and fixes its FAFSA fiasco.

I yield back.

The PRESIDING OFFICER. The Senator from Nebraska.

Mrs. FISCHER. Madam President, we have been hearing from my colleagues about the FAFSA fiasco, and I join them in expressing concern about it; telling you about some of the complaints that we have heard from Nebraskans; and, hopefully, draw more attention to this so that we can see it fixed.

This failed FAFSA launch: It was late. It was chock-full of glitches and complications. It threw a wrench in the plans of both students and universities. I know this not just because I have read the news but because my office has heard from these students and these schools. Both public and private universities in Nebraska, as well as local education nonprofits—they have reached out with their frustrations over this rollout and the chaos that it has caused.

High school seniors have a hard enough time making weighty decisions about their futures, but the FAFSA fiasco is multiplying the stress and the complications of that decision process.

One high school guidance counselor in Lexington, NE, said the FAFSA delay is creating barriers and curveballs for students who need those scholarships.

A counselor in North Platte said it is causing serious problems for her students as well.

Students don't get the different scholarships they would like to have, and they're not getting enough money to pay for college.

Almost 18 million students across the country usually complete FAFSA in a typical year. This year, the number is only closer to 5 million. Millions less will get the financial aid they need to attend school because of the Department of Education's failed rollout.

So this is a national crisis, and it is not just affecting college applicants. It is affecting colleges themselves. The director of financial aid at Nebraska Wesleyan said the FAFSA problem is forcing them to condense what would normally be a 7-month financial aid process down to only 3 months.

The chancellor who oversees financial assistance at the University of Nebraska in Omaha said they are ''way behind.''

Each additional blunder by the Department of Education puts them even further behind. He said they are going to have to adjust their decision, orientation, and onboarding processes all because of FAFSA.

So how did we get to this point? I would say, in short, it is due to political pandering. The Department of Education put FAFSA on the back burner because they wanted to prop up President Biden's splashy student loan cancellation scheme.

And we know all about that scheme in my State of Nebraska. Nebraska Attorney General Mike Hilgers spearheaded the Biden v. Nebraska Supreme Court challenge to the President's $400 billion student loan giveaway. The proposal was nonsensical, and it was deeply, deeply unfair. It forced American taxpayers to bear the burden of loans that they never took out.

Sources told the publication Inside Higher Ed that the Education Department neglected FAFSA overhaul in favor of plans that were more politically high profile—primarily, that student loan scheme.

The administration bulldozed millions of students. Why? To pander for votes. My colleagues and I are here today to call out this catastrophe, but we are also urging the administration to fix it.

In January, I joined Senator CASSIDY in sending a letter to the Government Accountability Office asking them to investigate the negative impact the FAFSA rollout is having on students. We pushed the administration on what they plan to change for the next cycle.

President Biden's Department of Education is accountable to the American people for this failure, and they are responsible for fixing it.

I yield the floor.

The PRESIDING OFFICER. The Senator from Kansas.

Mr. MARSHALL. Madam President, today should be a day of celebration. National college decision day marks a pivotal moment in the lives of millions of students across the country, a day that many of us still remember ourselves. It is meant to be a day of excitement and anticipation of young men's and women's bright futures ahead.

But, instead, I rise today frustrated and disappointed. As we stand here today, 17 million hopeful students are victims of the Biden administration's bureaucratic nightmare. Students' futures are in limbo, and their decisions for higher education are stalled as they continue their monthslong wait for answers on the Federal financial assistance that will be available to them.

Millions of families nationwide rely on the FAFSA process to unlock the doors to higher education. Still, the Department of Education has left 82 percent of them unable to even submit their FAFSA applications for consideration—82 percent of them can't complete the form.

In Kansas, over 11,000 students have been affected by this botched FAFSA rollout, and this number represents the nearly 30-percent decline in completed FAFSA applications. I wholeheartedly believe this drop stems from the application process being so dysfunctional and filled with glitches, that many Kansas students and families have simply given up.

This is certainly unacceptable. These repeated months of delays by the Department of Education in rolling out the new FAFSA application have left millions of students and schools in limbo with no clear path forward for the upcoming school year.

Think about the uncertainty these delays breed. The dysfunction within this Education Department has sent shock waves across the country. For 3 years, we have watched the Biden administration spend all the Department of Education's energy on finding a way to fulfill the President's unconstitutional campaign promise to forgive millions in student loan debts, meanwhile leaving new students out of luck.

Now, due to their tunnel vision, colleges lack the vital data needed to formulate financial aid offers, scholarships, and grants, leaving students and their families in the dark about how they will afford tuition, books, and other college essentials.

And who suffers the most? Well, it is first-generation and low-income college students—middle income students as well. Very few students are able to afford college on their own. They need this FAFSA application. Whether you are waiting for a State scholarship or for a military scholarship, we rely on this assistance to help fulfill and pursue our own American dreams.

I stand here today as a very lucky person, a first-generation college student myself who went to a community college, and I certainly understand the struggles of those who are waiting to get into college, wondering if they can afford and where they can afford to go to.

The help that students and colleges are waiting for from the Department of Education isn't just on loans; it is also on scholarships and grants. Take, for example, the Promise Scholarship in Kansas. This award is a lifeline for many students bridging the gap between financial aid and the cost of education in critical fields; however, this highly sought-after scholarship relies on—guess what. It relies on a fully processed FAFSA to accurately award students that funding.

For months, my colleagues and I have called on this administration to allocate the resources they are using to concoct their student loan forgiveness

scheme to help our FAFSA applicants and address the FAFSA delays to help deliver certainty to our students and families.

We have written letters; we have hosted hearings; we have sponsored legislation. Still, here we are, as college campuses are now being terrorized by far-left, pro-Hamas protestors threatening the safety and security of Jewish students, and we are no closer to an answer on FAFSA today than we were when we started.

This is why we need changes this November, not only in the White House but in the Department of Education. They need to reassess their priorities and their propaganda and their politics. Our students deserve better, and it is time to reset and focus on the real priorities at the Department of Education. The futures of our young men and women are at stake. Time is of the essence. The clock is ticking on millions of students' futures with graduating day fastly approaching.

I yield the floor.

The PRESIDING OFFICER. The Senator from Louisiana.

Mr. CASSIDY. Madam President, if there was a theme of this colloquy, it is that students and families are bearing the brunt, the consequences of this administration's botched FAFSA rollout. So let me just speak to that more broadly.

First, state of play: May 1 is national college decision day, which should be just like an exciting day for the kids and the families.

In my day, they used to go to the mailbox and pop open the mailbox. There is an envelope. Show it to Mom. Show it to Dad. Whoa, isn't that exciting? But that is not going to happen this time by email or by snail mail.

The issue here is clearly because of the administration's botched rollout. Now, what do I mean by that? First, let's explain what FAFSA is. FAFSA is the information that a prospective student receives as to the amount of financial aid they will receive if they go to this college or that college.

So they open it up, and they say ''Oh, this is how much I get to offset tuition if I go to my local State school'' or ''No, I want to go out of State. How much do I get to go there?'' They can compare those financial offer sheets and make a decision as to what is the best place for them to go financially. But that is not going to happen or if it happens, it is going to happen in a poor way.

So the timeline is, last October is when FAFSA should have been ready, but the system wasn't ready, and we were told it would be ready in January. It was for about 3 or 4 days, and then it was delayed until March. Now we learn that about 30 percent of those FAFSA forms have processing data errors and have to be reprocessed, and they won't be reprocessed until after the May 1 deadline. So instead of opening up that email and learning what your financial package could be, it will be ''You will hear at a later date.''

So what are the consequences? Colleges cannot offer these students their financial package because of the processing errors. Some students will decide not to go to school because they don't know if they can afford it. Some universities will have a cash-flow problem because the students who might have gone there for enrollment will not, and so the cash-flow problem will be very real.

Now, what is doubly frustrating is that the administration has been doing things they shouldn't have been doing instead of doing that which they should have done. Remember, they were supposed to have this ready in October, then in January, and then it goes down again. When it finally comes up in May, we are told that 30 percent of them will be in error, when it was supposed to be ready in October.

What have they been doing in the meantime? They have been working on student loan ''forgiveness,'' which really means student loan transfer of debt from those who willingly took that student debt on—transferring it to someone who either paid back their loan or never went to college. That is what they have been doing.

By the way, we have this hotline here: Trouble with FAFSA? Go to help.senate.gov/FAFSA. We have had this up, and we have gotten some responses. Let's see. Not receiving clear instructions when able to reach a person, and the total thing was about anger about the long wait times on the phone. This is when they call the Department of Education or FAFSA, trying to get an understanding. Another person: frustration about the continued delays and the lack of communication, and then there are additional delays, which seem to be frequent. Uncertainty due to the lack of communication from the Department, and when there is information, it is not helpful. Parents are expressing concerns and anxiety about choosing the best school for their child due to the compressed decision timeline. For those who have been through the process in the past, they describe this year as ''being significantly worse.''

It is up to Congress—and this colloquy is Republicans, but I invite my Democratic colleagues to come on board and hold the administration accountable. This should not be partisan. It is about the students. It is about the parents. It is about the integrity of a process that the Department of Education is totally failing.

For those watching, if you have an experience with FAFSA that you wish to report, please go there—help.senate.gov/FAFSA.

I invite all my Senate colleagues to join me and the HELP Committee in terms of holding this administration accountable.

With that, I yield the floor.

The PRESIDING OFFICER. The Senator from Missouri.

Mr. SCHMITT. Madam President, like my colleagues before me, I rise to bring attention to an issue that is affecting high school students and their families all across the country, including in my home State of Missouri.

It is national college decision day, and millions of students who have worked hard are deciding where they will continue their education. Unfortunately, a lot of those students' experiences today will be marred by the Department of Education's complete inability to do the basics of their jobs.

There are major issues in the new Free Application for Federal Student Aid—the FAFSA application. Colleges, including Missouri State University, pushed back deadlines for financial aid, and students are left with more questions now than answers. Additionally, on March 22, the Department of Education announced that roughly 200,000 student financial aid records sent to schools included errors in the data.

The bipartisan FAFSA Simplification Act eased the bureaucratic burden of students by streamlining the questionnaire from 108 questions down to just 38. For nearly every student in the country, especially first-generation college students, a simplified FAFSA experience would ease the college application experience.

Despite plenty of time and adequate funding, the Department of Education failed to properly implement the new FAFSA. Although the FAFSA Simplification Act passed in 2020, the form was not available for prospective students until December of 2023, delaying the financial aid process. Colleges and universities did not begin to receive student data from completed applications until the end of March of 2024, delaying the process even further.

My office sent a letter to Secretary Cardona demanding answers on behalf of Missourians impacted by this bureaucratic nightmare, and we still have not received any answers. In the meantime, my office has been working with counselors across the State to assist students and families as they navigate this fiasco.

The Department of Education has pushed unnecessary and legally dubious loan-bailout initiatives, while also failing to prioritize existing obligations with established student aid programs. Even more concerning, the Department has prioritized the applications of families with illegal aliens, devising workarounds and loopholes to allow these applications to be submitted.

Based on all accounts, working families depending on FAFSA determinations are in the back of the queue for the Department of Education. The Department of Education and Secretary Cardona should prioritize working families and fix this mess now.

I yield the floor.

The PRESIDING OFFICER. The Senator from Nebraska.

NEBRASKA

Mr. RICKETTS. Madam President, I live in the best place in the world—Nebraska. One of the reasons it is the best

place in the world is because of the people and the community that pull together in times of disaster.

We just experienced one of those disasters on Friday. According to the National Weather Service, we had 14 tornadoes. Five of them measured as an EF3. They impacted much of the eastern part of our State. We had 450 homes that were destroyed and many more damaged, millions of dollars in damaged public infrastructure, but thanks to a number of people, Nebraska was able to avoid any fatalities—in fact, had no serious injuries.

I want to thank the people at the National Weather Service and our broadcasters, who helped make sure we got the message out. These occurred on a Friday afternoon. Educators kept kids in schools and kept them sheltered. People got the advanced warning, thanks to our broadcasters, and sought shelter. That is one of the reasons we were able to avoid any serious injuries—Nebraskans knew what to do.

I want all Nebraskans who have been impacted by this to know that my wife Susanne and I continue to keep you in our thoughts and prayers.

Then came the reaction, all of the groups who worked to protect Nebraskans. I want to thank our first responders, especially those in Douglas and Washington Counties, for the work they did. I want to thank the Nebraska State Patrol, the Nebraska National Guard, and the Nebraska Emergency Management Agency. All of those organizations did a fantastic job of responding, as they always do in these disasters.

As Nebraskans always do, when their neighbor needs help, they step up, and we saw it time and time again—neighbors helping neighbors, the lines of people showing up at churches and other points of collection to drop off packages of bottled water, Gatorade, food.

I had a chance to tour some of the neighborhoods that were impacted on Saturday morning and saw all the volunteers who had shown up—the wood chippers out there chipping up the wood, people cleaning up, volunteering, showing up with saws and hammers to be able to help out their neighbors.

There was one house that I went by in particular that the roof had been torn off, and already people were on that roof fixing that damage, and an American flag was flying high at that house. It is the Nebraska way.

We live in such a great place because of the people who respond, and this disaster, like the other disasters we have, is just another shining example of Nebraska's spirit and how we come together to help our neighbors.

My office has been in touch with Governor Pillen's office, and he has declared an emergency, a disaster area. As the Federal delegation pulls together here, we will support Governor Pillen's request and stand by to make sure that any Federal resource that is available goes to help us recover in Nebraska. We will make sure those resources get to the people who need them, and we will recover. That is an example of how communities work, of how government works.

FAFSA

Madam President, I now want to talk about an example where government is not working, and it is the FAFSA fiasco. FAFSA stands for the Free Application for Federal Student Aid.

Now, this is what students go through to be able to get student aid to be able to apply to college and then know what that college is going to cost them so they can budget and afford it out. It is an incredibly important program for millions of students across this country every single year.

What I want to do is just talk about how that has become such a disaster because today is national college decision day, and because of the Biden administration's incompetence, it has become national college indecision day, as so many students are left in limbo by the incompetence of the Biden administration, which could not roll out a new FAFSA form for students to use and get the information to colleges so colleges can make decisions, get the information back to students, and then students could decide where they want to go to school.

Let's just walk through the timeline a little bit. Back in March of last year, the Department of Education said that they were going to have the new form out in December of 2023. Now, normally, this form comes out in October—October 1—so that students can get working on it right away, get the information in, get the information back, apply for school, all that sort of thing. But we knew it was going to be delayed.

Well, then, on November 15, they said: Well, it will be December 31 before we have this form available. So it pushed back to the very end of December. Now, they did get that new form launched—it was a soft launch—on December 30, but immediately students started experiencing problems.

Then what they said is: Well, we are not going to get the information back to universities until we get some information, and it won't be until January. And they did launch the form—full on—January 8. But, of course, they had already experienced glitches on December 30, so they were still experiencing glitches and problems in January.

Well, then, in January, the Department of Education, realizing they had a problem, said: Well, we are not actually going to get the information out and back to be able to process this until the first half of March. And then, in March, they said: Well, students won't really be able to start making corrections to these forms until the second half of April—or the first half of April.

And so, time and time again, the Biden Department of Education kept pushing back their changes because they had an incompetent process to be able to manage this and get this done for students in a timely manner. And that problem is still going on right now. Millions of aid forms had errors and had to be reprocessed.

I have had parents talk to me, and we have had a number of people call in to my office talking about all the problems we have heard from Nebraskans struggling with this. One of my constituents from Ord called us, frustrated, after they tried to apply online several days in a row, only to find the FAFSA website was down.

Another Nebraskan called because there was a deadline for corrections in their FAFSA form, but when they went to make those corrections and went to the form, they saw there was no place on the online form to make those corrections.

And parents told me that there was no one they could contact to be able to ask questions. One parent told me they have two students who are already in college. They had applied, put the forms in again, got rejected twice, but nobody could tell them why. They couldn't get through to anybody to tell them what was going on.

We had another example in Nebraska. This constituent from Geneva contacted us in February because they had questions about the process of a particular State and local branch. They had called FAFSA repeatedly. They rarely got someone in the FAFSA office to answer, and even when they did, the FAFSA staff never had the answer to their questions. This is terrible customer service. It is exactly what is wrong with a massive, unaccountable Federal bureaucracy.

The Federal Government always needs to put the taxpayers first. These are our customers. As a result of these delays, colleges and universities have been forced to consider pushing back their admission deadlines for accepting students to commit. For example, the University of Nebraska-Lincoln has extended their enrollment deposit deadline for incoming undergraduates until May 15.

However, not every college and university was able to make that choice. The Biden administration's incompetence has forced some students to make their college decisions and pay a deposit without knowing exactly how much college will cost them. Think about how crazy that is. Would we ever say to somebody: Yeah, why don't you go out and buy that mutual fund, without knowing how much it is going to cost, or: Go out and buy that car, without knowing how much it was going to cost, or: Go out and buy a house, without knowing how much it was going to cost? We wouldn't do that anywhere else. Why are we asking our college students to make that decision about where they are going to go to college without knowing how much financial aid they are going to be able to get to know whether or not it is affordable?

It is absolutely crazy, and it is terrible customer service and another example of the incompetence of the Biden

administration to be able to actually do the basic functions of government that we all rely on.

We should do everything we can to make it easier for taxpayers to access and navigate government services. Instead of doing their job on FAFSA, the Biden administration's Education Department has wasted time on unconstitutional student loan bailouts. So their priorities are completely misplaced. Instead of focusing on things that they have to do for millions of students—to deliver good service, to help them get into college—we are talking about forgiving the very loans that they can't deliver in the first place. That is how they are spending their time. This is just unbelievably incompetent.

I support my colleagues' efforts to get to the answers about this FAFSA fiasco and stand by ready to, yet again, force the Biden administration to do its job.

I yield the floor.

The PRESIDING OFFICER (Mr. HICKENLOOPER). The Senator from North Carolina.

HONORING JOSHUA EYER, SAMUEL POLOCHE, ALDEN ELLIOTT, AND THOMAS WEEKS, JR.

Mr. TILLIS. Mr. President, I rise today to honor the lives of four brave law enforcement officers who lost their lives in the line of duty on Monday, this week, in North Carolina—actually, in a community that is only about 20, 30 minutes from my home. It is the community of Charlotte, and the entire State of North Carolina is shocked and devastated by the deadly assault on law enforcement.

They were just showing up to do their job. It was the deadliest attack on law enforcement our Nation has seen in nearly a decade, and it is profoundly tragic that it happened in a city and a State that I love.

Young families are grieving; their lives are forever changed; and their fellow law enforcement officers are grieving. Charlotte-Mecklenburg Police lost a beloved officer, the U.S. Marshals Service lost a dedicated colleague, and the North Carolina Department of Adult Correction lost two of their longtime colleagues.

This tragedy was the result of one of the most important, yet very dangerous, responsibilities of our law enforcement officers: executing an arrest warrant. Early Monday afternoon, a task force of Federal, State, and local law enforcement, led by the U.S. Marshals Service, attempted to serve an arrest warrant for a fugitive at a residence in Charlotte. The fugitive had a long criminal record and was wanted for possession of a firearm by a felon and two counts of felony fleeing to elude law enforcement.

Instead of surrendering to law enforcement, the fugitive opened fire, and he shot eight law enforcement officers at the scene. Four officers were tragically killed, and four more were injured and had to be transported to the hospital, one in critical condition.

Police Officer Joshua Eyer served 6 years with CMPD. Before that, he served more than a decade in the Army National Guard. As a CMPD officer, he was already making his mark. The chief down in the Charlotte-Mecklenburg Police Department, Johnny Jennings, remembered that it was just recently that he was in the very room he did the press conference to announce the tragic events Monday that he was congratulating Officer Eyer for becoming Officer of the Month in April.

He certainly dedicated his life, and he gave his life on Monday, serving the people of Charlotte. Officer Eyer is survived by his wife and his 3-year-old son.

Another officer—two, actually—Sam Poloche and Alden Elliott were 14-year veterans of the North Carolina Department of Adult Correction. Poloche joined the department's Special Operations and Intelligence Unit in 2013. He was a husband and father to two boys: one who is about to graduate high school, another one about to graduate from college. Officer Poloche's father said ''his main purpose in life was his family.'' He was a man who showed extraordinary kindness, even to perfect strangers.

Alden Elliott joined the Special Operations and Intelligence Unit in 2016. His colleagues remember him as a serious and dedicated law enforcement officer who had a great sense of humor. One of his friends in Charlotte honored his sacrifice by writing:

> My best friend was killed in the line of duty while serving a warrant to a felon with multiple convictions. He was a marine, father, and hero to me. He was protecting Charlotte.

Elliott is survived by his wife and child.

U.S. Marshals Service Deputy Thomas Weeks, Jr., age 48, was a husband and father of four children. He was a 13-year veteran of the Marshals Service and an 8-year veteran of Customs and Border Patrol.

Deputy Weeks led the team that executed the warrant of the suspect. A district judge who Weeks protected said:

> The thing that comes to mind with him is not only his competence at what he did, but his demeanor. Everybody remembers [Weeks] and his smile. He enjoyed his job, and he was good at it.

Mr. President, these four officers were all heroes who protected and served the public. They were loving family men who tragically left behind wives and children.

Susan and I are praying for these four families, and I cannot imagine what they are going through. I want them to know that all of Charlotte, the whole of North Carolina, and our Nation is proud of them for their service, and we regret their loss. We will be forever grateful for their courage, their service, and their ultimate sacrifice.

May God bless the families, friends, and colleagues of these fallen officers and give them the strength they need during this difficult time.

Mr. President, may God bless and protect the brave men and women who serve in law enforcement.

The PRESIDING OFFICER (Mr. OSSOFF). The Senator from Vermont.

FIRST AMENDMENT

Mr. SANDERS. Mr. President, some of us have been out of school for a while, and we may have forgotten our American history. But I did want to take a moment to remind some of my colleagues about a document called the U.S. Constitution and, specifically, the First Amendment of that Constitution.

So for those who may have forgotten, here is 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.

First Amendment to the Constitution of the United States.

Let me also take this opportunity to remember our late colleague, the former Congressman John Lewis, for his heroic role in the civil rights movement. Now, I know it is very easy to heap praise on Congressman Lewis and many others decades after they did what they did, but I would remind my colleagues that Mr. Lewis—later Congressman Lewis—was arrested 45 times for participating in sit-ins, occupations, and protests—45 times for protesting segregation and racism.

I would also remind my colleagues that the lunch counter protest at Woolworth's and elsewhere which helped lead to the desegregation of the South and the ending of apartheid in the United States were, in fact, sit-ins and occupations where young Black and White Americans bravely took up space in private businesses, demanding an end to the racism and segregation that existed at that time.

Further, as I hope everybody knows, we have also seen, in recent decades, protests—some of them massive protests—against sexism, against homophobia, and the need to transform our energy system away from fossil fuel in order to save this planet. In other words, protesting injustice and expressing our opinions is part of our American tradition. And when you talk about America being a free country, well, you know what? Whether you like it or not, the right to protest is what American freedom is all about. That is the U.S. Constitution.

And let me also remind you that exactly 60 years ago—ironically, exactly 60 years ago—student demonstrators occupied the exact same building on Columbia University's campus as is taking place right now—ironically, the same building 60 years ago.

Across the country, students and others—including myself, I would say—joined peaceful demonstrations in opposition to the war in Vietnam. Those demonstrators were demanding an end to that war; and maybe, just maybe, tens of thousands of American lives and countless Vietnamese lives might have been saved if the government, at

that time, listened to the demonstrators. And I might also add that the President at that time—a very great President, Lyndon Johnson—chose not to run for reelection because of the opposition to him that occurred as a result of his support for that Vietnam war.

And, further, let us not forget those who demonstrated, went to the streets, and protested against the failed wars in Iraq and Afghanistan. Maybe those protestors should have been listened to as well. Shock of all shocks, government policy is not always right.

I noted recently that a number of my colleagues in both parties—not just the Republican Party but the Democratic Party as well—as well as many news reporters—TV, newspapers—they are very concerned—very, very concerned—about the protests and violence we are seeing on campuses across the country. So let me be very clear: I share those concerns about violence on campus or, for that matter, anyplace else. And I condemn those who threw a brick through a window at Columbia University. That kind of violence should not be taking place on college campuses.

I also am concerned and condemn the group of individuals at UCLA in California who violently attacked the peaceful encampment of anti-war demonstrators on the campus of UCLA.

So let me be clear: I condemn all forms of violence on campus, whether they are committed by people who support Israel's war policies or by people who oppose those policies.

Further, I would hope that all of us can agree that, in the United States of America, all forms of bigotry must be condemned and eliminated. We are seeing a growth of anti-Semitism in this country, which we must all condemn and work to stop. We are also seeing a growth of Islamophobia in this country, which we must all condemn and stop.

And in that regard, I would mention that in my very own city of Burlington, VT, three wonderful young Palestinian students were shot at close range on November 25 of last year. They were visiting a family member to celebrate Thanksgiving, walking down the street, and they were shot.

And let me make an additional point. I have noted that there is an increasing tendency in the media and on the part of some of my colleagues here in the Senate to use the word, the phrase, ''pro-Palestinian'' to suggest that that means that people who are pro-Palestinian are pro-Hamas. And, to my mind, that is unacceptable, and it is factually inaccurate.

The overwhelming majority of American people and protestors understand that Hamas is a terrorist organization that started this war by attacking Israel in an incredibly brutal and horrific way on October 7. To stand up for Palestinian rights and the dignity of the Palestinian people does not make one a supporter of terrorism.

And let me also mention something that I found rather extraordinary—and I have been in politics for a while, but I did find this one particularly extraordinary and outrageous—and that is, just a few days ago, Israeli Prime Minister Benjamin Netanyahu, the leader of the rightwing, extremist government in Israel—a government which contains out-and-out anti-Palestinian racists—Netanyahu issued a statement in which he equated criticism of his government's illegal and immoral war against the Palestinian people with anti-Semitism. In other words, if you are protesting or disagree with what Netanyahu and his extremist government are doing in Gaza, you are an anti-Semite. Well, that is an outrageous statement from a leader who is clearly trying to do something—and I have to tell you, I guess he is succeeding with the American media—and that is, to deflect attention away from the horrific policies that his government is pursuing in Gaza, which have created an unprecedented humanitarian disaster.

So let me be as clear as I can be: It is not anti-Semitic or pro-Hamas to point out that in almost 7 months, the last 7 months, Netanyahu's extremist government has killed 34,000 Palestinians and wounded more than 77,000—70 percent of whom are women and children; 5 percent of the 2.2 million people in Gaza have been killed or injured, 70 percent of whom are women and children. And to protest that or to point that out is not anti-Semitic. It is simply factual.

It is not anti-Semitic to point out that Netanyahu's government's bombing campaign has completely destroyed more than 221,000 housing units in Gaza; that is, over 60 percent of the housing units in Gaza have been damaged or destroyed, leaving more than 1 million people homeless—about half the population. No, Mr. Netanyahu, it is not anti-Semitic to point out what you have done in terms of the destruction of housing in Gaza.

It is not anti-Semitic to understand that Netanyahu's government has annihilated Gaza's healthcare system, knocking 26 hospitals out of service and killing more than 400 healthcare workers. At a time when 77,000 people have been wounded and desperately need medical care, Netanyahu's government has systematically destroyed the healthcare system in Gaza.

It is not anti-Semitic to condemn Netanyahu's government for the destruction of all of Gaza's 12 universities. They had 12 universities; they are all destroyed. It is not anti-Semitic to make that point, nor is it anti-Semitic to make the point that 56 other schools have been destroyed; hundreds more have been damaged; and, today, 625,000 children in Gaza have no opportunity for an education. Not anti-Semitic to make that point.

It is not anti-Semitic to note that Netanyahu's government has obliterated Gaza's civilian infrastructure. There is virtually no electricity in Gaza right now, virtually no clean water in Gaza right now, and sewage is seeping out onto the streets. Not anti-Semitic to make that point.

It is not anti-Semitic to agree with virtually every humanitarian organization that functions in the Gaza area in saying that Netanyahu's government, in violation of American law, has unreasonably blocked humanitarian aid coming into Gaza, and they have created the conditions under which hundreds of thousands of children in Gaza face malnutrition and famine.

It is not anti-Semitic to look at photographs of skeletal children who are starving to death because they have not been able to get the food they need.

It is not anti-Semitic to agree with American officials and U.N. officials that parts of Gaza could become famine districts in the not very distant future—famine.

Anti-Semitism is a vile and disgusting form of bigotry that has done unspeakable harm to many millions of people for hundreds of years—including my own family, I might add—but it is outrageous and it is disgraceful to use the charge of anti-Semitism to distract us from the immoral and illegal war policies that Netanyahu's extremist and racist government is pursuing. Furthermore, it is really cheap politics for Netanyahu to use the charge of anti-Semitism to deflect attention from the criminal indictment he is facing in Israeli courts.

Bottom line: It is not anti-Semitic to hold Netanyahu and his government accountable for their actions. That is not anti-Semitic. That is precisely what we should be doing because, among other things, we are the government in the world that has supplied over a period of years and most recently billions and billions of dollars to Netanyahu in order for him to continue this horrific war against the Palestinian people.

I would also point out that while there has been wall-to-wall TV coverage of student protests—I think that is about all CNN does right now—I should mention that it is not just young people on college campuses who are extremely upset about our government's support and funding for this illegal and immoral war. And I would point out that just last week—just last week—this Senate voted to give Netanyahu another $10 billion of unfettered military aid to continue his war. But it is not just the protesters on college campuses who disagree with that decision; it is the American people.

Let me just quote from a few polls that have recently been taken.

April 14, a poll from POLITICO/Morning Consult: 67 percent support the United States calling for a cease-fire.

This is at a time when Netanyahu is threatening now to expand the war into Rafah.

April 12, CBS poll: 60 percent of the American people think the United States should not send weapons and supplies to Israel, as opposed to 40 percent who think the United States should.

For my Democratic colleagues, as you well know, those numbers are disproportionately higher among the Democratic community.

April 10, the Economist/YouGov poll: 37 percent support decreasing military aid to Israel, and just 18 support an increase. Overall, 63 percent support a cease-fire, and 15 percent oppose.

It is not just protesters on college campuses who are upset about U.S. Government policy regarding Israel and Gaza. Increasingly, the American people want an end to U.S. complicity in the humanitarian disaster which is taking place in Gaza right now. The people of the United States—Democrats, Republicans, Independents—in large numbers, do not want to be complicit in the starvation of hundreds of thousands of children.

Now, maybe this is a very radical idea. Here is a really, really, really radical idea: Maybe it is time for the U.S. Congress to listen to the American people. Maybe it is time to rethink the decision that the U.S. Senate recently made to provide Netanyahu with another $10 billion in unfettered military aid. Maybe it is time to not simply worry about the violence we are seeing on American college campuses but to focus on the unprecedented violence we are seeing in Gaza, which has killed 34,000 Palestinians and wounded more than 77,000, 70 percent of whom are women and children.

So I suggest to CNN and maybe some of my colleagues here: Maybe take your cameras, just for a moment, off of Columbia and off of UCLA. Maybe go to Gaza and take your camera and show us the emaciated children who are dying of malnutrition because of Netanyahu's policies. Show us the kids who have lost their arms and their legs. Show us the suffering that is going on over there.

Let me conclude by saying this: I must admit that I find it incomprehensible that many Members of Congress are spending their time attacking the protesters rather than the Netanyahu government, which has caused and brought about these protests and has created this horrific situation.

I yield the floor.

The PRESIDING OFFICER. The Senator from New Hampshire.

EXECUTIVE SESSION

EXECUTIVE CALENDAR

Ms. HASSAN. Mr. President, I ask unanimous consent that the Senate proceed to executive session to consider the following nominations en bloc: Calendar Nos. 575 and 606; that the Senate vote on the nominations en bloc without intervening action or debate; that the motions to reconsider be considered made and laid upon the table; and that the President be immediately notified of the Senate's action and the Senate resume legislative session.

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

The question is, Will the Senate advise and consent to the nominations of Clinton J. Fuchs, of Maryland, to be United States Marshal for the District of Maryland for the term of four years, and Gary D. Grimes, Sr., of Arkansas, to be United States Marshal for the Western District of Arkansas for the term of four years, en bloc?

The nominations were confirmed en bloc.

LEGISLATIVE SESSION

The PRESIDING OFFICER. The Senate will now resume legislative session.

MORNING BUSINESS

TRIBUTE TO MAJOR GENERAL RICHARD R. NEELY

Mr. DURBIN. Mr. President, there are few things more American than serving our Nation. It is a special privilege of mine when I am able to honor some of our Nation's women and men in uniform. And it is even more special when I am able to recognize the dedicated service of those who have served in Illinois. After a decorated career, Maj. Gen. Richard R. Neely—the Adjutant General of Illinois, Commander of the Illinois National Guard, and Director of the Illinois Department of Military Affairs—is retiring after nearly 40 years of service to our State and Nation.

It is no coincidence that many extraordinary Americans have been from Illinois. General Neely is certainly one of them. While he began his tenure as the Adjutant General for Illinois in 2019, his military career in our State began several decades prior. General Neely hails from the South Side of Chicago. The summer before his senior year of high school, he joined the Army Reserves and later the Air National Guard as an airman. After graduating from Illinois State University, he joined the 183rd Wing in my hometown of Springfield, where General Neely spent more than two decades of his career serving in various positions.

General Neely's military career also took him well beyond the Prairie State. Over the course of his service, he was sent on two combat deployments in Iraq in support of Operations Enduring Freedom and Iraqi Freedom. His bravery helped safeguard American national security during a critical time in our history.

Because of his exceptional service, General Neely was appointed as Illinois's Adjutant General in 2019. He served in this role during a period of historic challenges for our State and Nation, and in every instance, he rose to the occasion.

Not even 4 months into the job, following major flooding in our State in the spring of 2019, General Neely activated 830 soldiers over 9 weeks to help support the State's recovery. The Illinois National Guard's task forces completed 62 requests for assistance along more than 362 miles of riverbank as part of an overall response effort led by the Illinois Emergency Management Agency.

In response to the health and safety challenges of the COVID–19 pandemic, General Neely directed the largest and longest domestic operations activation in the history of the Illinois National Guard. During this time, Illinois National Guard soldiers and airmen provided 250,000 COVID–19 tests, delivered millions of masks, and administered nearly 2 million vaccines throughout the State. General Neely's leadership helped save millions of lives.

And following the insurrection at the U.S. Capitol on January 6, 2021, one of the darkest days in our Nation's history, General Neely directed five Illinois National Guard activations in response to the civil unrest.

In all of these examples, I hesitate to imagine where we would be if not for General Neely's innovative, dedicated, and selfless leadership. But perhaps most impactful was General Neely's care for our daughters, sons, and friends who made the brave decision to serve our country. As commander of the Illinois National Guard, General Neely oversaw approximately 13,000 military members, 2,200 full-time military employees, and 230 civilian State employees. And he managed the deployment of thousands of servicemembers to 21 countries around the world. We all owe him a debt of gratitude for ensuring the safety and well-being of the Illinoisans in uniform.

General Neely's work has gone above and beyond what one thinks of when they imagine ''military service.'' As technology continues to advance and the cyber realm becomes our newest battlefield, General Neely is a national leader in the area of cyber security. Prior to his appointment as the Adjutant General, General Neely served in the Pentagon as the Chief of Current Operations, then as the Deputy Director for Cyber, Communications, and Space Operations, and finally as the Principal Deputy Director for Air Operations, Intelligence, Cyber, and Space Operations. He was the nation's first Cyberspace Officer to serve as an Adjutant General, and he has become a trusted voice on all things cyber.

But he did not do this alone. Of special note, I want to recognize Maj. Gen. William D. Cobetto, who has known and served with General Neely since the late 1980s. Like General Neely, General Cobetto spent much of his military career based out of Springfield, and he went on to serve as Illinois's Assistant Adjutant General—Air. Although General Cobetto retired from the military in 2015, he returned to the Department of Military Affairs in 2019 in a civilian capacity, where he supported General Neely as a legislative liaison and now as the chief of staff. General Cobetto, thank you for your

dedicated service to our State and Nation.

I also want to congratulate General Neely's successor, Maj. Gen. Rodney Boyd. General Boyd will make history as the first Black officer to command our State's National Guard, and he is incredibly qualified to serve as the 41st Adjutant General for Illinois. I have no doubt that he will faithfully serve the State of Illinois and live by the legacy of leadership General Neely leaves behind. I look forward to working with him, and I wish him luck in this newest challenge.

General Neely, you are nothing short of exceptional. You exemplify leadership, embody dedication to our country, and epitomize the very best of America. Thank you for your service. I am honored to call you a fellow Illinoisan.

Loretta and I wish you, your wife Tammy and your children—Ashley, Denton, Janay, Jennifer, and Jessica—nothing but the best in this next, well-earned chapter of your life.

REMEMBERING COLIN C. SMITH

Mr. GRASSLEY. Mr. President, with a heavy heart, I come to the floor of the U.S. Senate to pay my respects for the unexpected and tragic passing of a young Iowan earlier this year. Colin C. Smith lost his life at age of 37, while scuba diving in February. He had a longtime passion for this deep sea pursuit and was a seasoned diver. For 20 years, he had enjoyed scuba diving in Grand Cayman and always looked forward to visit this special place with his family.

During his undergraduate years, Colin served as an intern in my Senate office. This was just the first rung on his ladder of government service. He also landed a White House internship during the George W. Bush administration. After graduating from the University of Iowa in 2009, Colin went on to earn his law degree from the University of Virginia School of Law.

Then, Colin returned to his Hawkeye roots in 2012 and launched his legal career at the Nyemaster Goode Law Firm in Des Moines. Not long after that, he answered the call to public service and accepted the opportunity to serve as Legal Counsel for two chief executives for the State of Iowa, Governors Terry Branstad and Kim Reynolds, respectively. Most recently, he was a partner in the Sullivan and Ward Law Firm.

His professional achievements matched his ambitious travel itinerary exploring the world. Not even a year ago, Colin had returned from a 2-week trek to Antarctica. I am told his globe-trotting bucket list included bringing his beloved daughter Maddie on a safari to Tanzania this summer and to places around the world as she grew older. May Colin's zeal for adventure and discovery carry on through his daughter.

Barbara and I send our condolences to Colin's family and loved ones. We are grateful to call his parents Jim and Cindy Smith good friends. In your time of bereavement and mourning, our hearts go out to you. No parent ought to experience the grief of laying a child to eternal rest. Take comfort in the joy Colin's life brought to all who knew and loved him. May his memory bring you peace in the years to come.

ARMS SALES NOTIFICATIONS

Mr. CARDIN. Mr. President, section 36(b) of the Arms Export Control Act requires that Congress receive prior notification of certain proposed arms sales as defined by that statute. Upon such notification, the Congress has 30 calendar days during which the sale may be reviewed. The provision stipulates that, in the Senate, the notification of proposed sales shall be sent to the chairman of the Senate Foreign Relations Committee.

In keeping with the committee's intention to see that relevant information is still available to the full Senate, I ask unanimous consent to have printed in the RECORD the notifications that have been received. If the cover letter references a classified annex, then such an annex is available to all Senators in the office of the Foreign Relations Committee, room SD–423.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

DEFENSE SECURITY COOPERATION AGENCY,
Washington, DC.

Hon. BENJAMIN L. CARDIN,
Chairman, Committee on Foreign Relations, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: Pursuant to the reporting requirements of Section 36(b)(1) of the Arms Export Control Act, as amended, we are forwarding herewith Transmittal No. 24–35, concerning the Navy's proposed Letter(s) of Offer and Acceptance to the Government of the Netherlands for defense articles and services estimated to cost $700 million. We will issue a news release to notify the public of this proposed sale upon delivery of this letter to your office.

Sincerely,

JAMES A. HURSCH,
Director.

Enclosures.

TRANSMITTAL NO. 24–35

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act, as amended

(i) Prospective Purchaser: Government of the Netherlands.

(ii) Total Estimated Value:

Major Defense Equipment* $575 million.

Other $125 million.

Total $700 million.

(iii) Description and Quantity or Quantities of Articles or Services under Consideration for Purchase:

Major Defense Equipment (MDE):

Two hundred sixty-five (265) AGM–88G Advanced Anti-Radiation Guided Missiles—Extended Range (AARGM-ER) All Up Rounds (AUR) (includes fifteen (15) Fly-to-Buy Rounds).

Eight (8) AGM–88G AARGM-ER Guidance Sections (spares).

Eight (8) AGM–88G AARGM-ER Control Sections (spares).

Non-MDE: Also included are Dummy Air Training Missiles (DATM); missile containers; software; training; support equipment; spare and repair parts; embedded GPS receiver, M-Code; publications and technical documentation; transportation; U.S. Government and contractor engineering; technical and logistical support services; and other related elements of logistics and program support.

(iv) Military Department: Navy (NE–P–AGP).

(v) Prior Related Cases, if any: None.

(vi) Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid: None known at this time.

(vii) Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold: See Attached Annex.

(viii) Date Report Delivered to Congress: April 24, 2024.

* As defined in Section 47(6) of the Arms Export Control Act.

POLICY JUSTIFICATION

The Netherlands—Advanced Anti-Radiation Guided Missiles—Extended Range

The Government of the Netherlands has requested to buy two hundred sixty-five (265) AGM–88G Advanced Anti-Radiation Guided Missiles—Extended Range (AARGM–ER) All Up Rounds (AUR) (includes fifteen (15) Fly-to-Buy Rounds); eight (8) AGM–88G AARGM–ER Guidance Sections (spares); and eight (8) AGM–88G AARGM–ER Control Sections (spares). Also included are Dummy Air Training Missiles (DATM), missile containers; software; training; support equipment; spare and repair parts; embedded GPS receiver, M-Code; publications and technical documentation; transportation; U.S. Government and contractor engineering; technical and logistical support services; and other related elements of logistics and program support. The estimated total cost is $700 million.

This proposed sale will support the foreign policy and national security objectives of the United States by improving the security of a NATO Ally that is a force for political stability and economic progress in Europe.

The proposed sale will improve the Netherlands' capability to meet current and future threats by suppressing and destroying land or sea-land based radar emitters associated with enemy air defenses. This capability denies the adversary the use of its air defense systems, thereby improving the survivability of the Netherlands tactical aircraft. The Netherlands will have no difficulty absorbing this equipment into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The principal contractor will be Northrop Grumman Systems located in Falls Church, VA. There are no known offset agreements proposed in connection with this potential sale.

Implementation of this proposed sale will require multiple trips by ten U.S. Government representatives and the assignment of four contractor representatives to the Netherlands on an intermittent basis over the life of the case to support delivery and integration of items and to provide supply support management, inventory control and equipment familiarization.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

TRANSMITTAL NO. 24–35

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act

Annex Item No. vii

(vii) Sensitivity of Technology:

1. The AGM–88G Advanced Anti-Radiation Guided Missile—Extended Range (AARGM–

ER) is a medium-range air-to-ground missile employed for Suppression and/or Destruction of Enemy Air Defenses. The AGM–88G AARGM–ER system is an upgrade to the AGM–88E AARGM, which is an upgrade and modification to the AGM–88B High-Speed Anti-Radiation Missile (HARM) system. AARGM baseline capabilities include an expanded target set, countershutdown capability, advanced signals processing for improved detection and locating, geographic specificity providing aircrew the opportunity to define missile-impact zones and impact-avoidance zones, and a weapon impact-assessment broadcast capability providing for battle damage assessment cueing. The AARGM–ER incorporates hardware and software modifications to improve upon AGM–88E AARGM capabilities to extend the range, increase survivability, and enhance effectiveness against future threats.

2. The highest level of classification of defense articles, components, and services included in this potential sale is SECRET.

3. If a technologically advanced adversary were to obtain knowledge of the specific hardware and software elements, the information could be used to develop countermeasures that might reduce weapon system effectiveness or be used in the development of a system with similar or advanced capabilities.

4. A determination has been made that the Netherlands can provide substantially the same degree of protection for the sensitive technology being released as the U.S. Government. This sale is necessary in furtherance of the U.S. foreign policy and national security objectives outlined in the Policy Justification.

5. All defense articles and services listed in this transmittal have been authorized for release and export to the Government of the Netherlands.

ARMS SALES NOTIFICATION

Mr. CARDIN. Mr. President, section 36(b) of the Arms Export Control Act requires that Congress receive prior notification of certain proposed arms sales as defined by that statute. Upon such notification, the Congress has 30 calendar days during which the sale may be reviewed. The provision stipulates that, in the Senate, the notification of proposed sales shall be sent to the chairman of the Senate Foreign Relations Committee.

In keeping with the committee's intention to see that relevant information is still available to the full Senate, I ask unanimous consent to have printed in the RECORD the notifications that have been received. If the cover letter references a classified annex, then such an annex is available to all Senators in the office of the Foreign Relations Committee, room SD–423.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

DEFENSE SECURITY COOPERATION AGENCY,
Washington, DC.

Hon. BENJAMIN L. CARDIN,
Chairman, Committee on Foreign Relations, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: Pursuant to the reporting requirements of Section 36(b)(1) of the Arms Export Control Act, as amended, we are forwarding herewith Transmittal No. 24–37, concerning the Navy's proposed Letter(s) of Offer and Acceptance to the Government of Poland for defense articles and services estimated to cost $1.275 billion. We will issue a news release to notify the public of this proposed sale upon delivery of this letter to your office.

Sincerely,

JAMES A. HURSCH,
Director.

Enclosures.

TRANSMITTAL NO. 24–37

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act, as amended

(i) Prospective Purchaser: Government of Poland.

(ii) Total Estimated Value:

Major Defense Equipment * $.775 billion.

Other $.500 billion.

Total $1.275 billion.

Funding Source: Foreign Military Financing and National Funds.

(iii) Description and Quantity or Quantities of Articles or Services under Consideration for Purchase:

Major Defense Equipment (MDE):

Three hundred sixty (360) AGM–88G Advanced Anti-Radiation Guided Missiles—Extended Range (AARGM–ER) All Up Rounds (AUR).

Eight (8) AGM–88G AARGM–ER Guidance Sections (spares).

Eight (8) AGM–88G AARGM–ER Control Sections (spares).

Non-MDE: Also included are Dummy Air Training Missiles (DATM); missile containers, software; training; support equipment; spare and repair parts; embedded Global Positioning System receiver, M–Code; publications and technical documentation; transportation, U.S. Government and contractor engineering; technical and logistical support services; and other related elements of logistics and program support.

(iv) Military Department: Navy (PL–P–ABE).

(v) Prior Related Cases, if any: None.

(vi) Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid: None known.

(vii) Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold: See Attached Annex.

(viii) Date Report Delivered to Congress: April 24, 2024.

*As defined in Section 47(6) of the Arms Export Control Act.

POLICY JUSTIFICATION

Poland—Advanced Anti-Radiation Guided Missiles—Extended Range

The Government of Poland has requested to buy three hundred sixty (360) Advanced Anti-Radiation Guided Missile-Extended Range (AARGM–ER) All Up Rounds (AUR); eight (8) AGM–88G AARGM–ER Guidance Sections (spares); and eight (8) AGM–88G AARGM–ER Control Sections (spares). Also included are Dummy Air Training Missiles (DATM); missile containers, software; training; support equipment; spare and repair parts; embedded Global Positioning System receiver, M–Code; publications and technical documentation; transportation, U.S. Government and contractor engineering; technical and logistical support services; and other related elements of logistics and program support. The estimated total cost is $1.275 billion.

This proposed sale will support the foreign policy goals and national security objectives of the United States by improving the security of a NATO Ally that is a force for political stability and economic progress in Europe.

The proposed sale will improve Poland's capability to meet current and future threats by strengthening its self-defense capabilities to suppress and destroy land- or sea-based radar emitters associated with enemy air defenses. This capability denies the adversary the use of its air defense systems, thereby improving the survivability of Poland's tactical aircraft. Poland will have no difficulty absorbing this equipment into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The principal contractor will be Northrop Grumman Systems located in Falls Church, VA. There are no known offset agreements proposed in connection with this potential sale.

Implementation of this proposed sale will require multiple trips by 10 (ten) U.S. Government representatives and the assignment of 4 (four) contractor representatives to Poland on an intermittent basis over the life of the case to support delivery and integration of items and to provide supply support management, inventory control and equipment familiarization.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

TRANSMITTAL NO. 24–37

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act

Annex Item No. vii

(vii) Sensitivity of Technology:

1. The AGM–88G Advanced Anti-Radiation Guided Missile-Extended Range (AARGM–ER) is a medium-range air-to-ground missile employed for Suppression and/or Destruction of Enemy Air Defenses (SEAD/DEAD). The AARGM–ER system is an upgrade to the AGM–88E Advanced Anti-Radiation Guided Missile, which is an upgrade and modification to the AGM–88B High-Speed Anti-Radiation Missile (HARM) system. AARGM baseline capabilities include an expanded target set, counter-shutdown capability, advanced signals processing for improved detection and locating, geographic specificity providing aircrew the opportunity to define missile-impact zones and impact-avoidance zones, and a weapon impact-assessment broadcast capability providing for battle damage assessment cueing. The AARGM–ER incorporates hardware and software modifications to improve upon AGM–88E AARGM capabilities to extend the range, increase survivability, and enhance effectiveness against future threats.

2. The highest level of classification of defense articles, components, and services included in this potential sale is SECRET.

3. If a technologically advanced adversary were to obtain knowledge of the specific hardware and software elements, the information could be used to develop countermeasures that might reduce weapon system effectiveness or be used in the development of a system with similar or advanced capabilities.

4. A determination has been made that Poland can provide substantially the same degree of protection for the sensitive technology being released as the U.S. Government. This sale is necessary in furtherance of the U.S. foreign policy and national security objectives outlined in the Policy Justification.

5. All defense articles and services listed in this transmittal have been authorized for release and export to Poland.

ARMS SALES NOTIFICATIONS

Mr. CARDIN. Mr. President, section 36(b) of the Arms Export Control Act requires that Congress receive prior notification of certain proposed arms

sales as defined by that statute. Upon such notification, the Congress has 30 calendar days during which the sale may be reviewed. The provision stipulates that, in the Senate, the notification of proposed sales shall be sent to the chairman of the Senate Foreign Relations Committee.

In keeping with the committee's intention to see that relevant information is still available to the full Senate, I ask unanimous consent to have printed in the RECORD the notifications that have been received. If the cover letter references a classified annex, then such an annex is available to all Senators in the office of the Foreign Relations Committee, room SD–423.

There being no objection, the material was ordered to be printed in the RECORD as follows:

DEFENSE SECURITY COOPERATION AGENCY,
Washington, DC.

The Hon. BENJAMIN L. CARDIN,
Chairman, Committee on Foreign Relations, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: Pursuant to the reporting requirements of Section 36(b)(1) of the Arms Export Control Act, as amended, we are forwarding herewith Transmittal No. 24–12, concerning the Navy's proposed Letter(s) of Offer and Acceptance to the Kingdom of Saudi Arabia for defense services estimated to cost $250 million. We will issue a news release to notify the public of this proposed sale upon delivery of this letter to your office.

Sincerely,

JAMES A. HURSCH,
Director.

Enclosures.

TRANSMITTAL NO. 24–12

Notice of Proposed Issuance of Letter of Offer Pursuant to Section 36(b)(1) of the Arms Export Control Act, as amended

(i) Prospective Purchaser: Kingdom of Saudi Arabia.

(ii) Total Estimated Value:

Major Defense Equipment* $0 million.

Other $250 million.

Total $250 million.

Funding Source: National Funds

(iii) Description and Quantity or Quantities of Articles or Services under Consideration for Purchase: Foreign Military Sales (FMS) case SR–P–TDD was below congressional notification threshold at $37 million ($0 in Major Defense Equipment (MDE)) and included blanket order training for Royal Saudi Naval Forces. The Kingdom of Saudi Arabia has requested the case be amended to increase funding to allow continued training. This amendment will push the current case above the notification threshold and thus requires notification of the entire case.

Major Defense Equipment (MDE): None

Non-MDE: Included is precision targeting, collateral damage reduction, core technical and professional development training, ship repair facility maintainer and language proficiency courses, and professional military education provided by the U.S. Navy.

(iv) Military Department: Navy (SR–P–TDD).

(v) Prior Related Cases, if any: SR–P–TCY.

(vi) Sales Commission, Fee, etc., Paid, Offered, or Agreed to be Paid: None known at this time.

(vii) Sensitivity of Technology Contained in the Defense Article or Defense Services Proposed to be Sold: None.

(viii) Date Report Delivered to Congress: April 30, 2024.

* As defined in Section 47(6) of the Arms Export Control Act.

POLICY JUSTIFICATION

Kingdom of Saudi Arabia—Blanket Order Training

The Kingdom of Saudi Arabia has requested to buy additional blanket order training for Royal Saudi Naval Forces (RSNF) that will be added to a previously implemented case whose value was under the congressional notification threshold. The original Foreign Military Sales (FMS) case, valued at $37 million ($0 in Major Defense Equipment (MDE)), included blanket order training for the RSNF, including: precision targeting, collateral damage reduction, core technical and professional development training, ship repair facility maintainer and language proficiency courses, and professional military education provided by the U.S. Navy. This notification is for the entire blanket order training with an estimated total cost of $250 million.

This proposed sale will support the foreign policy goals and national security objectives of the United States by improving the security of a partner country that is a force for political stability and economic progress in the Gulf Region.

The proposed sale will improve Saudi Arabia's capability to meet current and future threats by enhancing the Kingdom of Saudi Arabia's ability to defend itself against regional malign actors, support U.S. Navy efforts to enforce freedom of navigation, and improve interoperability with systems operated by U.S. forces and other Gulf countries. Saudi Arabia will have no difficulty absorbing these services into its armed forces.

The proposed sale of this support will not alter the basic military balance in the region.

The principal contractor(s) will be determined after contract competition and award. There are no known offset agreements proposed in connection with this sale.

Implementation of this proposed sale will not require the assignment of any additional U.S. Government or contractor representatives to Saudi Arabia.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

ARMS SALES NOTIFICATIONS

Mr. CARDIN. Mr. President, section 36(b) of the Arms Export Control Act requires that Congress receive prior notification of certain proposed arms sales as defined by that statute. Upon such notification, the Congress has 30 calendar days during which the sale may be reviewed. The provision stipulates that, in the Senate, the notification of proposed sales shall be sent to the chairman of the Senate Foreign Relations Committee.

In keeping with the committee's intention to see that relevant information is still available to the full Senate, I ask unanimous consent to have printed in the RECORD the notifications that have been received. If the cover letter references a classified annex, then such an annex is available to all Senators in the office of the Foreign Relations Committee, room SD–423.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

DEFENSE SECURITY COOPERATION AGENCY,
Washington, DC.

Hon. BENJAMIN L. CARDIN,
Chairman, Committee on Foreign Relations, U.S. Senate, Washington, DC.

DEAR MR. CHAIRMAN: Pursuant to the reporting requirements of Section 36(b)(5)(C) of the Arms Export Control Act (AECA), as amended, we are forwarding Transmittal No. 24–0D. This notification relates to enhancements or upgrades from the level of sensitivity of technology or capability described in the Section 36(b)(1) AECA certification 14–16 of June 16. 2014.

Sincerely,

JAMES A. HURSCH,
Director.

Enclosure.

TRANSMITTAL NO. 24–0D

Report of Enhancement or Upgrade of Sensitivity of Technology or Capability (Sec. 36(b)(5)(C), AECA)

(i) Purchaser: Government of Singapore.

(ii) Sec. 36(b)(1), AECA Transmittal No.: 14–16; Date: June 16, 2014; Implementing Agency: Air Force.

Funding Source: National Funds.

(iii) Description: On June 16, 2014, Congress was notified by congressional certification transmittal number 14–16 of the possible sale, under Section 36(b)(1) of the Arms Export Control Act, of follow-on support and services for Singapore's Continental United States (CONUS) detachment PEACE CARVIN II (F–16) based at Luke Air Force Base (AFB) for a five-year period. MDE consisted of 80 CATM–9M Captive Air Training Missiles. Also included was jet fuel; containers; publications and technical documentation; tactics manuals and academic instruction; maintenance; clothing and individual equipment; execution and support of CONUS exercise deployments; airlift and aerial refueling; support equipment; spare and repair parts; repair and return; personnel training and training equipment; U.S. Government and contractor technical and logistics support services; and other related elements of logistical and program support. The estimated total cost was $251 million. Major Defense Equipment (MDE) constituted $3 million of this total.

On February 11, 2020, Congress was notified by congressional certification transmittal number 20–0D of the extension of the PEACE CARVIN II detachment at Luke Air Force Base for an additional three and a half years (3.5 years). It included the following non-MDE items: eight (8) CATM–9M Captive Air Training Missiles; jet fuel; containers; publications and technical documentation; tactics manuals and academic instruction; maintenance; clothing and individual equipment; execution and support of CONUS exercise deployments; airlift and aerial refueling; support equipment; spare and repair parts; repair and return; personnel training and training equipment; U.S. Government and contractor technical and logistics support services; and other related elements of logistical and program support. The estimated additional non-N4DE cost was $200 million, increasing the total program value to $45 1 million.

This transmittal notifies the inclusion of the following additional MDE items:

Six hundred forty-four (644) Mk–82 Inert 500-pound bombs (includes 210 new, 434 inadvertently provided as non-MDE)

Eighty-four (84) Mk–82 500-pound general purpose (GP) bombs for the Guided Bomb Unit (GBU) GBU–38 Joint Direct Attack Munition (JDAM), GBU–54 Laser JDAM (LJDAM), and GBU–12 Paveway II (PWII).

Forty (40) KMU–556 tail kits for the GBU–31 JDAM and GBU–56 LJDAM.

Forty (40) KMU–572 tail kits for the GBU–38 JDAM and GBU–54 LJDAM.

Forty (40) MAU–169 computer control groups (CCG) for the GBU–10 and GBU–12 PWII.

Twenty (20) MXU–651 Air Foil Groups (AFG) for the GBU–10 PWII.

Twenty (20) MXU–650 AFGs for the GBU–12 PWII.

Eighty-four (84) Mk–84 2,000-pound GP bombs for the GBU–31 JDAM, GBU–56 LJDAM, and GBU–10 PWII.

Ten (10) GBU–39 Small Diameter Bombs-Increment I (SDB–I).

Ten (10) GBU–39 (T–1) inert practice bombs.

Forty (40) FMU–152 fuzes.

Also included are testing and training munitions, ammunition, and munitions support and support equipment; DSU–38 and DSU–40 laser guidance sets for LJDAM; GBU–39 Tactical Training Rounds; telemetry kits; additional training munitions, ammunition, impulse cartridges, chaff, and flares; communications security devices; studies and analyses; transportation and relocation support; and facilities and construction support, including facility and infrastructure assessments and surveys, design services, planning, programming, design, acquisition, contract administration, facility management, and other engineering services and technical support. The estimated total value of the additional items and services is $249 million. The estimated MDE value will increase by $9 million to a revised $12 million. The estimated non-MDE value will increase by $240 million to a revised $688 million. The estimated total case value will increase to $700 million.

(iv) Significance: This notification is being provided as the additional MDE items and construction services, including some MDE items that inadvertently were provided as non-MDE, were not enumerated in the original notification.

The inclusion of these items and services represents an increase in capability over what was previously notified. The proposed sale will continue to improve Singapore's ability to develop mission-ready and experienced pilots to support its F–16 aircraft inventory.

(v) Justification: This proposed sale will support the foreign policy and national security objectives of the United States by improving the security of a strategic partner that is an important force for political stability and economic progress in Asia.

(vi) Sensitivity of Technology: JDAMs consist of a bomb body paired with a warhead-specific tail kit containing an Embedded Global Positioning System/Inertial Navigation System (EGI) guidance capability that converts unguided free-fall bombs into accurate, adverse weather ''smart'' munitions. The EGI provides GPS Precise Positioning Service (PPS). The JDAM weapon can be delivered from modest standoff ranges at high or low altitudes against a variety of land and surface targets during the day or night. The JDAM can receive target coordinates via preplanned mission data from the delivery aircraft, by onboard aircraft sensors (i.e., FLIR, radar, etc.) during captive carry, or from a third-party source via manual or automated aircrew cockpit entry.

a. The GBU–31v1 is a 2,000-pound JDAM, consisting of a KMU–556 tail kit paired with either a BLU–117 or Mk–84 bomb body.

b. The GBU–38v1 is a 500-pound JDAM, consisting of a KMU–572 tail kit paired with either a BLU–111 or Mk–82 bomb body.

The GBU–54 LJDAM is a 500-pound JDAM which incorporates all the capabilities of the JDAM guidance tail kit and adds a precision laser guidance set. The LJDAM gives the weapon system an optional semi-active laser guidance in addition to the guidance provided by the EGI. This provides the optional capability to strike moving targets. The GBU–54 consists of a DSU–38 laser guidance set and bomb body with appropriate KMU–572 tail kit.

The GBU–56 LJDAM is a 2,000-pound JDAM which incorporates all the capabilities of the JDAM guidance tail kit and adds a precision laser guidance set. The LJDAM gives the weapon system an optional semi-active laser guidance in addition to the guidance provided by the EGI. This provides the optional capability to strike moving targets. The GBU–56 consists of a DSU–40/B laser guidance set and bomb body with appropriate KMU–556 tail kit.

The Paveway II (PWII) is a maneuverable, free-fall Laser Guided Bomb (LGB) that guides to laser energy reflected off the target. The LGB is delivered like a normal general purpose (GP) warhead, but the semi-active laser guidance corrects many of the normal errors inherent in any delivery system. Laser designation for the LGB can be provided by a variety of laser target markers or designators. The PWII consists of a non-warhead-specific MAU–209 or MAU–169 CCG and a warhead-specific AFG that attaches to the nose and tail of the GP bomb body.

a. The GBU–10 is a 2,000-pound GP bomb body fitted with the MAU–169 CCG and MXU–651 AFG to guide to its laser designated target.

b. The GBU–12 is a 500-pound GP bomb body fitted with the MAU–169 CCG and MXU–650 AFG to guide to its laser designated target. Inert bombs have no explosive fill for use with JDAM, LJDAM, and PWII guidance kits.

The GBU–39 SDB–I All Up Round (AUR) is a 250-pound GPS-aided inertial navigation system, small autonomous, day or night, adverse weather, conventional, air-to-ground precision glide weapon able to strike fixed and stationary re-locatable non-hardened targets from standoff ranges. It is intended to provide aircraft with the ability to carry a high number of bombs.

The GBU–39/B, Tactical Training Round (TTR), SDB (inert fuze) is identical to a live tactical weapon except the live warhead is replaced with an inert fill. The TTR functions the same as a GBU–39/B. The TTR is well suited for training missions where a flight termination system or collection of telemetry data is not a necessity. It is also used to demonstrate safe separation from SDB carriage system and parent aircraft, free flight, maneuverability, and target accuracy for training purposes.

The FMU–152 Joint Programmable Fuze (JPF) is a multi-delay, multi-arm proximity sensor compatible with general purpose blast, frag, and hardened-target penetrator weapons. The JPF settings are cockpit selectable in flight when used with numerous precision-guided weapons.

The Sensitivity of Technology Statement contained in the original notification applies to additional items reported here.

The highest level of classification of defense articles, components, and services included in this potential sale is SECRET.

(vii) Date Report Delivered to Congress: April 26, 2024.

TRIBUTE TO GUADALUPE MARTINEZ

Ms. BALDWIN. Mr. President, today I rise to honor Guadalupe Martinez, executive director of United Migrant Opportunity Services—UMOS—on his retirement. Over the last 55 years, Guadalupe Martinez has been a tireless advocate who has grown a multistate organization with programs to provide education, improve employment and housing for migrant workers and underserved populations.

Mr. Martinez was born in 1945 in Corpus Christi, TX, to migrant parents and was one of 10 children. Throughout his life, his family migrated around the Midwest, working as fruit and vegetable harvesters, before settling in Oklahoma. As a young boy, his job was to haul baskets to the workers. Martinez also served as the translator for his family, taking care of essential household duties. Eventually, his family bought a farm in Stevens Point, WI.

In 1969, Martinez saw a help wanted ad for UMOS. He applied, and on May 5, 1969, Martinez started as a community outreach worker in Door County, WI. He later enrolled in classes at UW-Milwaukee, became a teacher, and eventually rose to the position of director of education for UMOS. Then, in 1974, he became the CEO and president of UMOS.

Martinez helped broaden the scope of UMOS by providing direct program services that focused on workforce development, social services, and child development. Through his leadership, UMOS has grown into the largest Hispanic-managed nonprofit in the State of Wisconsin and into one of the largest in the Nation. Martinez also founded the Latina Resource Center, which offers advocacy and supportive services to increase the safety and empower victims of domestic violence.

As a young man, Martinez organized and marched side-by-side with Cesar Chavez during the Grape Boycott of the 1970s, and in 1993, Martinez served as a pallbearer for Cesar Chavez for his ''final march.''

Mr. Martinez has served as chairman of the National Farmworker Alliance, MAFO, and, most recently served as chair of the Wisconsin Council on Migrant Labor. He has also served on the board of Farmworker Justice, Wisconsin Farmworkers Coalition, and National Council of La Raza.

Mr. Martinez is truly a Wisconsin trailblazer, consistently fighting for equality throughout his 55-year career. He has been a tireless advocate since the 1960s, and I am pleased to join others in recognizing Guadalupe Martinez's success and contributions to the people of our State and our Nation. I wish him all the best in his retirement.

ADDITIONAL STATEMENTS

REMEMBERING MAJOR GENERAL BENJAMIN DOTY

• Mr. RISCH. Mr. President, I rise today, along with my colleagues Senator MIKE CRAPO and Representatives MIKE SIMPSON and RUSS FULCHER, to honor the life and legacy of MG Benjamin Doty, a veteran and exceptional leader who recently passed away. Major General Doty, a native of Kellogg, ID, dedicated his life to serving our country and made significant contributions to both the military and civilian society.

Major General Doty's journey began at the University of Idaho, where he set himself apart as the Army ROTC Distinguished Military Graduate in 1953. His commitment and talent led him to be inducted into the ROTC Hall of Fame, a prestigious honor reserved for exceptional graduates of the Army Reserve Officers' Training Corps.

Throughout his military career, Major General Doty demonstrated exemplary leadership and served in multiple positions of increasing responsibility. He worked at the U.S. Army Military Assistance Command in Vietnam and was promoted to colonel in 1973. He then became the commander of the 3rd Armored Division Artillery in Europe and was later promoted to brigadier general. Major General Doty's dedication and expertise led to his appointment as the assistant division commander for the 2nd Armored Division.

In 1984, after climbing the ranks to major general, Ben retired from Active Duty. During his service, he held the esteemed position of commanding general of TRADOC Combined Arms Test Activity at Fort Hood, TX. His commitment to excellence earned him numerous awards, including the Distinguished Service Medal, Legion of Merit, Bronze Star, Meritorious Service Medal, Air Medal, and Army Commendation Medal.

Beyond his military achievements, Major General Doty had a profound impact in the field of journalism and mass media. He established the Ben and Patricia Doty Scholarship, which supports aspiring journalists and media professionals with financial need. This scholarship serves as a testament to his commitment to education and his belief in the media's power to shape society.

Major General Doty's personal background and upbringing further exemplify his character and resilience. Born in 1931 during the Great Depression, he grew up in a humble mining town where money was scarce. Despite these challenges, he and his siblings all graduated from college, a testament to their determination and the values instilled by their parents.

Throughout his life, Major General Doty remained committed to his family, his community, and his country. His legacy of leadership, dedication, and service will be felt for generations to come.

I ask my colleagues to join me in honoring the life and achievements of MG Benjamin Doty. May his memory serve as an inspiration to us all, and may we strive to carry on his legacy of service and excellence.●

TRIBUTE TO T'MARI TAI BOWE

● Mr. RUBIO. Mr. President, I recognize T'Mari Tai Bowe, a spring 2024 intern with my Orlando office, for the hard work he has done for my office and the people of Florida.

T'Mari is currently completing his secondary school studies at Eau Gallie High School. He is a dedicated and diligent worker who was devoted to getting the most out of his internship experience.

I extend my deepest gratitude to T'Mari, and I look forward to hearing of his successes in the years to come.●

TRIBUTE TO CHLOE REBECCA BRAND

● Mr. RUBIO. Mr. President, I recognize Chloe Rebecca Brand, a spring 2024 intern with my Orlando office, for the hard work she has done for my office and the people of Florida.

Chloe recently graduated from Florida Atlantic University with a degree in political science. She is a dedicated and diligent worker who was devoted to getting the most out of her internship experience.

I extend my deepest gratitude to Chloe, and I look forward to hearing of her successes in the years to come.●

TRIBUTE TO SAMUEL JOSEPH COLLINS

● Mr. RUBIO. Mr. President, I recognize Samuel Joseph Collins, a spring 2024 intern with my Orlando office, for the hard work he has done for my office and the people of Florida.

Samuel is currently studying at the University of Central Florida, where he is pursuing an degree in both political science and communication and conflict. He is a dedicated and diligent worker who was devoted to getting the most out of his internship experience.

I extend my deepest gratitude to Samuel, and I look forward to hearing of his successes in the years to come.●

TRIBUTE TO LURYS JULIANA DOMINGUEZ

● Mr. RUBIO. Mr. President, I recognize Lurys Juliana Dominguez, a fall 2023 and spring 2024 intern with my Orlando office, for the hard work she has done for my office and the people of Florida.

Lurys graduated from the University of Central Florida with a degree in political science and a minor in legal studies. She is a dedicated and diligent worker who was devoted to getting the most out of her internship experience.

I extend my deepest gratitude to Lurys, and I look forward to hearing of her successes in the years to come.●

TRIBUTE TO MOSES JINU

● Mr. RUBIO. Mr. President, I recognize Moses Jinu, a spring 2024 intern with my Orlando office, for the hard work he has done for my office and the people of Florida.

Moses is currently completing his secondary school studies at Harmony High School. He is a dedicated and diligent worker who was devoted to getting the most out of his internship experience.

I extend my deepest gratitude to Moses, and I look forward to hearing of his successes in the years to come.●

TRIBUTE TO DUHA MAHMUD

● Mr. RUBIO. Mr. President, I recognize Duha Mahmud, a spring 2024 intern with my Orlando office, for the hard work she has done for my office and the people of Florida.

Duha graduated from Towson University with a degree in international studies. She is a dedicated and diligent worker who was devoted to getting the most out of her internship experience.

I extend my deepest gratitude to Duha, and I look forward to hearing of her successes in the years to come.●

TRIBUTE TO ETHAN JACOB MORIN

● Mr. RUBIO. Mr. President, I recognize Ethan Jacob Morin, a spring 2024 intern with my Orlando office, for the hard work he has done for my office and the people of Florida.

Ethan is currently pursuing an undergraduate degree in international and global studies with a minor in legal studies at the University of Central Florida. He is a dedicated and diligent worker who was devoted to getting the most out of his internship experience.

I extend my deepest gratitude to Ethan, and I look forward to hearing of his successes in the years to come.●

TRIBUTE TO ANNE SHADDOCK

● Mr. RUBIO. Mr. President, I recognize Anne Shaddock, a spring 2024 intern with my Jacksonville office, for the hard work she has done for my office and the people of Florida.

Anne is pursuing a bachelor of science in communications with a public relations emphasis alongside a minor in nutrition at the University of North Florida. She is a dedicated and diligent worker who was devoted to getting the most out of her internship experience.

I extend my deepest gratitude to Anne, and I look forward to hearing of her successes in the years to come.●

TRIBUTE TO JAMILA THOMAS

● Mr. RUBIO. Mr. President, I recognize Jamila Thomas, a spring 2024 intern with my Orlando office, for the hard work she has done for my office and the people of Florida.

Jamila is currently completing her secondary school studies at William R. Boone High School. She is a dedicated and diligent worker who was devoted to getting the most out of her internship experience.

I extend my deepest gratitude to Jamila, and I look forward to hearing of her successes in the years to come.●

RECOGNIZING PARKER HIGH SCHOOL

● Mr. SCOTT of South Carolina. Mr. President, as the junior Senator from

the great State of South Carolina, it is my pleasure to honor the legacy of Parker High School for its centennial anniversary. Formed as a bold collaboration between textile mills and educators in Greenville County, the vision and success of the Parker experiment has received national recognition. Today, I ask my colleagues to join me in celebrating the inspiring impact Parker High School has had on generations of hardworking South Carolinians.

In the 1920s, the textile industry was an integral part of the fabric of South Carolina. Recognizing that many children raised in the textile mill villages attended the local mill village schools only through the sixth grade, Upstate mill leaders fought to provide a quality education for the Woodside area community. Their vision was to provide vocational training and a lengthened formal education for the children of the Parker District, an area on the west side of Greenville County that consisted of 14 textile communities. Their efforts paid off, and Parker High School was established in 1923.

Parker High School came to be celebrated as one of the top schools in the Nation. Its success was fueled in part by its first superintendent—Dr. L.P. Hollis—who inspired the Woodside community with his unwavering commitment to children's education. Dr. Hollis introduced basketball and Boy Scouts to the State of South Carolina, crafting a recreational program that spurred student development and success. Recognized for its rigorous academics, Parker High School also afforded students access to brilliant extracurricular activities, with a marching band that won multiple prestigious awards on local, State, and national levels.

During its 62-year tenure, the vision and success of the Parker experiment was studied by educators nationally and internationally. Before closing its doors in 1985, Parker High School was named as one of America's ''Top 100'' high schools five times. Today, plans are being developed for a Parker High School museum on campus to cement the groundbreaking history of the Upstate's unique and inspiring education system.

The legacy of Parker High School remains one of excellence. Congratulations to the Woodside community as they continue celebrating Parker's 100th anniversary.●

MESSAGE FROM THE PRESIDENT

A message from the President of the United States was communicated to the Senate by Mrs. Stringer, one of his secretaries.

PRESIDENTIAL MESSAGE

REPORT TO ADVISE THAT HE IS EXERCISING HIS AUTHORITY TO DESIGNATE AN ACTING INSPECTOR GENERAL OF THE DEPARTMENT OF COMMERCE—PM 49

The PRESIDING OFFICER laid before the Senate the following message from the President of the United States, together with an accompanying report; which was referred to the Committee on Commerce, Science, and Transportation:

To the Congress of the United States:

This is to advise that I am exercising my authority to designate an Acting Inspector General of the Department of Commerce. I have directed that Jill Baisinger, who is currently serving as the Chief of Staff in the Office of Inspector General at the Department of the Interior, shall serve concurrently as Acting Inspector General of the Department of Commerce, effective 30 days from today.

In January, the Inspector General of the Department of Commerce resigned and the Deputy Inspector General began performing the functions and duties of the Inspector General in an acting capacity.

I have determined that during this period of transition, the Office of Inspector General (OIG) at the Department of Commerce would benefit from leadership brought in from outside of the office. In a letter to the President dated March 18, 2024, the Chairman and Ranking Member of the House Committee on Science, Space, and Technology (Committee) stated that they had reached the same conclusion after a 10-month investigation. The attached letter from Counsel to the President Ed Siskel, which I have incorporated here by reference, provides additional details regarding the Committee's investigation.

Jill Baisinger is well positioned to provide independent and strong leadership to the OIG at the Department of Commerce. She has an exemplary track record in the Office of Inspector General at the Department of the Interior and previously at the Office of Inspector General at the Department of State. Her leadership experience, deep understanding of the mission of Inspectors General, and expertise in oversight and investigations will help the OIG perform its vital role for the Department of Commerce.

JOSEPH R. BIDEN, Jr.
THE WHITE HOUSE, *May 1, 2024.*

MESSAGES FROM THE HOUSE

At 10:48 a.m., a message from the House of Representatives, delivered by Mrs. Alli, 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. 529. An act to extend the customs waters of the United States from 12 nautical miles to 24 nautical miles from the baselines of the United States, consistent with Presidential Proclamation 7219.

H.R. 615. An act to prohibit the Secretary of the Interior and the Secretary of Agriculture from prohibiting the use of lead ammunition or tackle on certain Federal land or water under the jurisdiction of the Secretary of the Interior and the Secretary of Agriculture, and for other purposes.

H.R. 764. An act to require the Secretary of the Interior to reissue regulations removing the gray wolf from the list of endangered and threatened wildlife under the Endangered Species Act of 1973.

H.R. 1767. An act to amend title 38, United States Code, to provide that educational assistance paid under Department of Veterans Affairs educational assistance programs to an individual who pursued a program or course of education that was suspended or terminated for certain reasons shall not be charged against the entitlement of the individual, and for other purposes.

H.R. 3195. An act to rescind Public Land Order 7917, to reinstate mineral leases and permits in the Superior National Forest, to ensure timely review of Mine Plans of Operations, and for other purposes.

H.R. 3397. An act to require the Director of the Bureau of Land Management to withdraw a rule of the Bureau of Land Management relating to conservation and landscape health.

H.R. 3738. An act to amend title 38, United States Code, to establish in the Department of Veterans Affairs the Veterans Economic Opportunity and Transition Administration, and for other purposes.

H.R. 4016. An act to amend title 38, United States Code, to improve the repayment by the Secretary of Veterans Affairs of benefits misused by a fiduciary.

H.R. 4824. An act to amend the Energy Policy Act of 2005 to require the Secretary of Energy to carry out terrestrial carbon sequestration research and development activities, and for other purposes.

H.R. 4877. An act to amend the Energy Policy Act of 2005 to direct the Secretary of Energy to carry out a research, development, and demonstration program with respect to abandoned wells, and for other purposes.

H.R. 6093. An act to improve the National Oceanic and Atmospheric Administration's weather research, support improvements in weather forecasting and prediction, expand commercial opportunities for the provision of weather data, and for other purposes.

ENROLLED BILLS SIGNED

At 12:52 p.m., a message from the House of Representatives, delivered by Mrs. Alli, one of its reading clerks, announced that the Speaker has signed the following enrolled bills:

S. 474. An act to amend title 18, United State Code, to strengthen reporting to the CyberTipline related to online sexual exploitation of children, to modernize liabilities for such reports, to preserve the contents of such reports for 1 year, and for other purposes.

H.R. 292. An act to designate the facility of the United States Postal Service located at 24355 Creekside Road in Santa Clarita, California, as the ''William L. Reynolds Post Office Building''.

H.R. 996. An act to designate the facility of the United States Postal Service located at 3901 MacArthur Blvd., in New Orleans, Louisiana, as the ''Dr. Rudy Lombard Post Office''.

H.R. 2379. An act to designate the facility of the United States Postal Service located at 616 East Main Street in St. Charles, Illinois, as the ''Veterans of the Vietnam War Memorial Post Office''.

H.R. 2754. An act to designate the facility of the United States Postal Service located at 2395 East Del Mar Boulevard in Laredo, Texas, as the ''Lance Corporal David Lee Espinoza, Lance Corporal Juan Rodrigo Rodriguez & Sergeant Roberto Arizola Jr. Post Office Building''.

H.R. 3865. An act to designate the facility of the United States Postal Service located at 101 South 8th Street in Lebanon, Pennsylvania, as the ''Lieutenant William D. Lebo Post Office Building''.

H.R. 3944. An act to designate the facility of the United States Postal Service located at 120 West Church Street in Mount Vernon, Georgia, as the ''Second Lieutenant Patrick Palmer Calhoun Post Office''.

H.R. 3947. An act to designate the facility of the United States Postal Service located at 859 North State Road 21 in Melrose, Florida, as the ''Pamela Jane Rock Post Office Building''.

The enrolled bills were subsequently signed by the President pro tempore (Mrs. MURRAY).

MEASURES REFERRED

The following bills were read the first and the second times by unanimous consent, and referred as indicated:

H.R. 615. An act to prohibit the Secretary of the Interior and the Secretary of Agriculture from prohibiting the use of lead ammunition or tackle on certain Federal land or water under the jurisdiction of the Secretary of the Interior and the Secretary of Agriculture, and for other purposes; to the Committee on Environment and Public Works.

H.R. 1767. An act to amend title 38, United States Code, to provide that educational assistance paid under Department of Veterans Affairs educational assistance programs to an individual who pursued a program or course of education that was suspended or terminated for certain reasons shall not be charged against the entitlement of the individual, and for other purposes; to the Committee on Veterans' Affairs.

H.R. 3195. An act to rescind Public Land Order 7917, to reinstate mineral leases and permits in the Superior National Forest, to ensure timely review of Mine Plans of Operations, and for other purposes; to the Committee on Energy and Natural Resources.

H.R. 3397. An act to require the Director of the Bureau of Land Management to withdraw a rule of the Bureau of Land Management relating to conservation and landscape health; to the Committee on Energy and Natural Resources.

H.R. 3738. An act to amend title 38, United States Code, to establish in the Department of Veterans Affairs the Veterans Economic Opportunity and Transition Administration, and for other purposes; to the Committee on Veterans' Affairs.

H.R. 4016. An act to amend title 38, United States Code, to improve the repayment by the Secretary of Veterans Affairs of benefits misused by a fiduciary; to the Committee on Veterans' Affairs.

H.R. 4824. An act to amend the Energy Policy Act of 2005 to require the Secretary of Energy to carry out terrestrial carbon sequestration research and development activities, and for other purposes; to the Committee on Energy and Natural Resources.

H.R. 4877. An act to amend the Energy Policy Act of 2005 to direct the Secretary of Energy to carry out a research, development, and demonstration program with respect to abandoned wells, and for other purposes; to the Committee on Energy and Natural Resources.

H.R. 6093. An act to improve the National Oceanic and Atmospheric Administration's weather research, support improvements in weather forecasting and prediction, expand commercial opportunities for the provision of weather data, and for other purposes; to the Committee on Commerce, Science, and Transportation.

ENROLLED BILL PRESENTED

The Secretary of the Senate reported that on today, May 1, 2024, she had presented to the President of the United States the following enrolled bill:

S. 474. An act to amend title 18, United States Code, to strengthen reporting to the CyberTipline related to online sexual exploitation of children, to modernize liabilities for such reports, to preserve the contents of such reports for 1 year, and for other purposes.

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–4236. A communication from the Chief of the Regulations and Standards Branch, Bureau of Safety and Environmental Enforcement, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled ''Oil and Gas and Sulfur Operations on the Outer Continental Shelf - Civil Penalty Inflation Adjustment'' (RIN1014–AA61) received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Energy and Natural Resources.

EC–4237. A communication from the Administrative Specialist, Office of Hearings and Appeals, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled ''Practices Before the Department of the Interior'' (RIN1094–AA56) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Energy and Natural Resources.

EC–4238. A communication from the Administrative Specialist, Office of the Secretary, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled ''Financial Assistance Interior Regulation'' (RIN1090–AB23) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Energy and Natural Resources.

EC–4239. A communication from the Assistant General Counsel for Legislation, Regulation and Energy Efficiency, Department of Energy, transmitting, pursuant to law, the report of a rule entitled ''Energy Conservation Program: Test Procedure for Consumer Furnace Fans'' (RIN1904–AE15) received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Energy and Natural Resources.

EC–4240. A communication from the Director of Regulations, Bureau of Ocean Energy Management, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled ''Risk Management and Financial Assurance for OCS Lease and Grant Obligations'' (RIN1010–AE14) received in the Office of the President of the Senate on April 30, 2024; to the Committee on Energy and Natural Resources.

EC–4241. A communication from the Assistant General Counsel for Legislation, Regulation and Energy Efficiency, Department of Energy, transmitting, pursuant to law, the report of a rule entitled ''Energy Conservation Program: Standards for Dishwashers'' (RIN1904–AF60) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Energy and Natural Resources.

EC–4242. A communication from the Biologist of the Branch of Domestic Listing, Fish and Wildlife Service, Department of the Interior, transmitting, pursuant to law, the report of a rule entitled ''Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for 12 Species on Hawai'i Island'' (RIN1018–BG65) received in the Office of the President of the Senate on April 23, 2024; to the Committee on Environment and Public Works.

EC–4243. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Environmental and Climate Justice Community Change Grants Program'' ; to the Committee on Environment and Public Works.

EC–4244. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Environmental Justice Thriving Communities Grantmaking Program'' ; to the Committee on Environment and Public Works.

EC–4245. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Environmental Justice Government-to-Government Program''; to the Committee on Environment and Public Works.

EC–4246. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Environmental Justice Collaborative Problem-Solving Cooperative Agreement Program''; to the Committee on Environment and Public Works.

EC–4247. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Reducing Embodied Greenhouse Gas Emissions for Construction Materials and Products''; to the Committee on Environment and Public Works.

EC–4248. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Clean Ports Program: Zero-Emission Technology Deployment Competition''; to the Committee on Environment and Public Works.

EC–4249. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Clean Ports Program: Climate and Air Quality Planning Competition''; to the Committee on Environment and Public Works.

EC–4250. A communication from the Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, a report entitled ''Hydrofluorocarbon Reclaim and Innovative Destruction Grants''; to the Committee on Environment and Public Works.

EC–4251. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Air Plan Approval; New Hampshire; Amendments to Motor Vehicle Inspection and Maintenance Program Regulation'' (FRL No. 11714–02–R1) received during adjournment of the Senate in the Office of the President of the Senate on April

29, 2024; to the Committee on Environment and Public Works.

EC–4252. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''National Emission Standards for Hazardous Air Pollutants: Coal- and Oil-Fired Electric Utility Steam Generating Units Review of the Residual Risk and Technology Review'' (FRL No. 6716.3–02–OAR) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Environment and Public Works.

EC–4253. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''NSPS for GHG Emissions from New, Modified, and Reconstructed Fossil Fuel-Fired EGUs; Emission Guidelines for GHG Emissions from Existing Fossil Fuel-Fired EGUs; and Repeal of the ACE Rule'' (FRL No. 8536–01–OAR) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Environment and Public Works.

EC–4254. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Supplemental Effluent Limitations Guidelines and Standards for the Steam Electric Power Generating Point Source Category'' (FRL No. 8794–02–OW) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Environment and Public Works.

EC–4255. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Greenhouse Gas Reporting Rule: Revisions and Confidentiality Determinations for Petroleum and Natural Gas System'' (FRL No. 10246–02–OAR) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Environment and Public Works.

EC–4256. A communication from the Associate Director of the Regulatory Management Division, Environmental Protection Agency, transmitting, pursuant to law, the report of a rule entitled ''Hazardous and Solid Waste Management System: Disposal of Coal Combustion Residuals from Electric Utilities; Legacy Surface Impoundments'' (FRL No. 7814–04–OLEM) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Environment and Public Works.

EC–4257. A communication from the Regulations Writer, Social Security Administration, transmitting, pursuant to law, the report of a rule entitled ''Intermediate Improvement to the Disability Adjudication Process, Including How We Consider Past Work'' (RIN0960–AI83) received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Finance.

EC–4258. A communication from the Senior Regulatory and Policy Coordinator, Administration for Children and Families, Department of Health and Human Services, transmitting, pursuant to law, the report of a rule entitled ''Designated Placement Requirements under Titles IV–E and IV–B for LGBTQI+ Children'' (RIN0970–AD03) received in the Office of the President of the Senate on April 23, 2024; to the Committee on Finance.

EC–4259. A communication from the Senior Regulations Writer, Office of Regulations and Reports Clearance, Social Security Administration, transmitting, pursuant to law, the report of a rule entitled ''Expand the Definition of a Public Assistance Household'' (RIN0960–AI81) received during adjournment of the Senate in the Office of the President of the Senate on April 24, 2024; to the Committee on Finance.

EC–4260. A communication from the Senior Advisor, Department of Health and Human Services, transmitting, pursuant to law, a report relative to two (2) vacancies in the Department of Health and Human Services, received in the Office of the President of the Senate on April 23, 2024; to the Committee on Finance.

EC–4261. A communication from the Senior Advisor, Department of Health and Human Services, transmitting, pursuant to law, a report relative to a vacancy in the position of Assistant Secretary for Children and Families, Department of Health and Human Services, received in the Office of the President of the Senate on April 23, 2024; to the Committee on Finance.

EC–4262. A communication from the Assistant Secretary for Legislation, Department of Health and Human Services, transmitting, pursuant to law, a report entitled ''Report on Unobligated Balances for Appropriations Relating to Quality Measurement''; to the Committee on Finance.

EC–4263. A communication from the Assistant General Counsel, General Law, Ethics, and Regulation, Department of the Treasury, transmitting, pursuant to law, a report relative to a vacancy in the position of Assistant Secretary (Tax Policy), received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Finance.

EC–4264. A communication from the Assistant General Counsel, General Law, Ethics, and Regulation, Department of the Treasury, transmitting, pursuant to law, a report relative to a vacancy in the position of Inspector General, Department of Treasury received in the Office of the President of the Senate on April 29, 2024; to the Committees on Finance; and Homeland Security and Governmental Affairs.

EC–4265. A communication from the Branch Chief of the Publications and Regulations Branch, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled ''Certain Required Minimum Distributions for 2024'' (Notice 2024–35) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Finance.

EC–4266. A communication from the Chief of the Publications and Regulations Branch, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled ''Guidance on the Definition of Domestically Controlled Qualified Investment Entities'' (RIN1545–BQ36) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Finance.

EC–4267. A communication from the Chief of the Publications and Regulations Branch, Internal Revenue Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled ''Transfer of Certain Credits'' (RIN1545–BQ64) received during adjournment of the Senate in the Office of the President of the Senate on April 29, 2024; to the Committee on Finance.

EC–4268. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to section 36(c) of the Arms Export Control Act, the certification of a proposed license amendment for the export of firearms abroad controlled under Category I of the U.S. Munitions List to Brazil in the amount of $1,000,000 or more (Transmittal No. DDTC 23–092); to the Committee on Foreign Relations.

EC–4269. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to section 36(c) of the Arms Export Control Act, the certification of a proposed license amendment for the export of firearms, parts, and components abroad controlled under Category I of the U.S. Munitions List to Ukraine in the amount of $1,000,000 or more (Transmittal No. DDTC 24–004); to the Committee on Foreign Relations.

EC–4270. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to section 36(c) of the Arms Export Control Act, the certification of a proposed license amendment for the export of defense articles, including technical data, and defense services to France and Spain in the amount of $100,000,000 or more (Transmittal No. DDTC 23–087); to the Committee on Foreign Relations.

EC–4271. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to section 36(c) of the Arms Export Control Act, the certification of a proposed license amendment for the export of firearms, parts, and components controlled under Category I of the U.S. Munitions List to Ukraine in the amount of $1,000,000 or more (Transmittal No. DDTC 23–093); to the Committee on Foreign Relations.

EC–4272. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to section 36(c) and 36(d) of the Arms Export Control Act, the certification of a proposed amendment for the export of defense articles, including technical data and defense services to Italy in the amount of $100,000,000 or more (Transmittal No. DDTC 22–048); to the Committee on Foreign Relations.

EC–4273. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to law, a notification of intent to provide assistance to Ukraine under drawdowns previously directed under section 506(a)(1) of the FAA, including for self-defense and border security operations; to the Committee on Foreign Relations.

EC–4274. A communication from the Assistant Secretary, Legislative Affairs, Department of State, transmitting, pursuant to law, a report relative to the intent to exercise under section 614(a)(1) of the Foreign Assistance Act of 1961, to provide assistance to Ukraine; to the Committee on Foreign Relations.

EC–4275. A communication from the Senior Counsel, Bureau of the Fiscal Service, Department of the Treasury, transmitting, pursuant to law, the report of a rule entitled ''Management of Federal Agency Disbursements'' (RIN1530–AA27) received during adjournment of the Senate in the Office of the President of the Senate on April 2, 2024; to the Committee on Homeland Security and Governmental Affairs.

EC–4276. A communication from the Regulatory and Policy Counsel, AbilityOne Commission, Committee for Purchase from People Who Are Blind or Severely Disabled, transmitting, the report of a rule entitled ''Supporting Competition in the AbilityOne Program'' (RIN3037–AA14) received in the Office of the President of the Senate on April 11, 2024; to the Committee on Homeland Security and Governmental Affairs.

EC–4277. A communication from the Director, Office of Personnel Management, transmitting, pursuant to law, the report of a rule entitled ''Pathways Programs'' (RIN3206–AO25) received during adjournment of the Senate in the Office of the President of the

Senate on April 22, 2024; to the Committee on Homeland Security and Governmental Affairs.

EC–4278. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–407, ''Criminal Justice Coordinating Council Information Sharing Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4279. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–449, ''Autonomous Vehicle Testing Permit Requirement Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4280. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–450, ''Rent Stabilized Housing Inflation Protection Continuation Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4281. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–453, ''Litigation Support Fund Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4282. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–451, ''Streatery Program and Endorsement Deadline Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4283. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–454, ''Energy Benchmarking Reporting Extension Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4284. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–455, ''Comprehensive Policing and Justice Reform Technical Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4285. A communication from the Chairman of the Council of the District of Columbia, transmitting, pursuant to law, a report on D.C. Act 25–456, ''Opioid Crisis and Juvenile Crime Public Emergencies Extension Authorization Temporary Amendment Act of 2024''; to the Committee on Homeland Security and Governmental Affairs.

EC–4286. A communication from the Director, Office of Acquisition Policy, General Services Administration, transmitting, pursuant to law, the report of a rule entitled ''Federal Acquisition Regulation; Federal Acquisition Circular 2024–05, Introduction'' (FAC 2024–05) received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Homeland Security and Governmental Affairs.

EC–4287. A communication from the Director of the Peace Corps, transmitting, pursuant to law, the Peace Corps' fiscal year 2022 annual report relative to the Notification and Federal Employee Antidiscrimination and Retaliation Act of 2002 (No FEAR Act); to the Committee on Homeland Security and Governmental Affairs.

EC–4288. A communication from the Diversity and Inclusion Programs Director, Board of Governors of the Federal Reserve System, transmitting, pursuant to law, the Board's fiscal year 2021 annual report relative to the Notification and Federal Employee Antidiscrimination and Retaliation Act of 2002 (No FEAR Act) received in the Office of the President pro tempore; to the Committee on Homeland Security and Governmental Affairs.

EC–4289. A communication from the Director, Office of Management and Budget, Executive Office of the President, transmitting, pursuant to law, the report of a rule entitled ''Memorandum, Advancing Governance, Innovation, and Risk Management for Agency Use of Artificial Intelligence (Note: OMB has concluded that this memorandum is not a 'rule' within the meaning of 5 U.S.C. 804(3). Nevertheless, out of an abundance of caution, OMB is submitting it to each House of the Congress and to the Comptroller General consistent with the procedures set forth in 5 U.S.C. 801(a))'' received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Homeland Security and Governmental Affairs.

EC–4290. A communication from the Director, Office of Management and Budget, Executive Office of the President, transmitting, pursuant to law, the report of a rule entitled ''Guidance for Federal Financial Assistance (Note: OMB has concluded that this memorandum is not a 'rule' within the meaning of 5 U.S.C. 804(3). Nevertheless, out of an abundance of caution, OMB is submitting it to each House of the Congress and to the Comptroller General consistent with the procedures set forth in 5 U.S.C. 801(a))'' received during adjournment of the Senate in the Office of the President of the Senate on April 22, 2024; to the Committee on Homeland Security and Governmental Affairs.

EXECUTIVE REPORTS OF COMMITTEES

The following executive reports of nominations were submitted:

By Mr. REED for the Committee on Armed Services.

Navy nomination of Capt. Kevin J. Brown, to be Rear Admiral (lower half).

Navy nomination of Capt. Jorge R. Cuadros, to be Rear Admiral (lower half).

Navy nomination of Rear Adm. (lh) Jeffrey J. Kilian, to be Rear Admiral.

*Marine Corps nomination of Lt. Gen. James F. Glynn, to be Lieutenant General.

Navy nomination of Rear Adm. (lh) Joseph B. Hornbuckle, to be Rear Admiral.

Army nominations beginning with Brig. Gen. Brian T. Cashman and ending with Brig. Gen. Susie S. Kuilan, which nominations were received by the Senate and appeared in the Congressional Record on March 19, 2024.

Army nomination of Col. David M. Church, to be Brigadier General.

*Air Force nomination of Maj. Gen. Stephen F. Jost, to be Lieutenant General.

*Air Force nomination of Maj. Gen. Case A. Cunningham, to be Lieutenant General.

Air Force nomination of Col. John A. Cluck, to be Brigadier General.

Air Force nominations beginning with Col. Jack R. Arthaud and ending with Col. Douglas P. Wickert, which nominations were received by the Senate and appeared in the Congressional Record on April 8, 2024.

Air Force nomination of Col. Brian E. Vaughn, to be Brigadier General.

*Army nomination of Maj. Gen. Joseph P. McGee, to be Lieutenant General.

*Marine Corps nomination of Maj. Gen. Michael J. Borgschulte, to be Lieutenant General.

*Marine Corps nomination of Maj. Gen. Roberta L. Shea, to be Lieutenant General.

*Marine Corps nomination of Maj. Gen. Paul J. Rock, Jr., to be Lieutenant General.

Space Force nominations beginning with Brig. Gen. Dennis O. Bythewood and ending with Brig. Gen. James E. Smith, which nominations were received by the Senate and appeared in the Congressional Record on April 8, 2024.

Army nomination of Brig. Gen. Robert T. Wooldridge II, to be Major General.

Army nomination of Brig. Gen. Timothy L. Rieger, to be Major General.

Army nomination of Col. Grant S. Fawcett, to be Brigadier General.

Army nomination of Col. Michael D. Rose, to be Brigadier General.

*Navy nomination of Rear Adm. (lh) Dion D. English, to be Vice Admiral.

*Navy nomination of Vice Adm. Michael E. Boyle, to be Vice Admiral.

Mr. REED. Mr. President, for the Committee on Armed Services I report favorably the following nomination lists which were printed in the RECORD on the dates indicated, and ask unanimous consent, to save the expense of reprinting on the Executive Calendar that these nominations lie at the Secretary's desk for the information of Senators.

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

Air Force nomination of April B. Stahl, to be Major.

Air Force nominations beginning with Richard G. Barfield and ending with Frantz Pierre-Louis, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Air Force nomination of Jill E. Hopkins, to be Colonel.

Air Force nomination of Tucker R. Hamilton, to be Colonel.

Air Force nomination of Jason D. Walker, to be Colonel.

Air Force nominations beginning with Andrew H. Black and ending with Ryan M. Kehoe, which nominations were received by the Senate and appeared in the Congressional Record on March 19, 2024.

Air Force nominations beginning with Jeffrey A. Banks and ending with Jonathan D. Heavey, which nominations were received by the Senate and appeared in the Congressional Record on March 19, 2024.

Air Force nomination of Vanessa A. Gasswint, to be Lieutenant Colonel.

Air Force nomination of Brett J. Cooper, to be Colonel.

Air Force nomination of Jacob J. Dalrymple, to be Lieutenant Colonel.

Air Force nomination of Mark E. Delory, to be Colonel.

Air Force nomination of Robert U. Wright, Jr., to be Major.

Air Force nomination of Kristin N. Conti, to be Major.

Air Force nominations beginning with Edward F. Hwang and ending with Jake M. Miller, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Barry J. Burton and ending with Douglas N. Wren, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Jennifer Davenport Almonte and ending with Kimberly D. Young, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Jessica J. Grimm and ending with Emily E. Rucker, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Jessica Ducusin Arcilla and ending with Norcise L. Williams, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Cassandra Noel Ayott and ending with Ruth A. Turner, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Lisa A. Brown and ending with Timothy J. Strigenz, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Christopher L. Allen and ending with Marvin H. Sineath, Jr., which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nomination of Jennifer M. Depew, to be Colonel.

Air Force nominations beginning with Michael J. Chung and ending with Diep H. Le, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with David M. Daus and ending with Matthew C. Zimmerman, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Ryan J. Albrecht and ending with Katherine C. Seto, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nomination of Willie J. Brown, to be Colonel.

Air Force nominations beginning with Ulric A. Adams, Jr. and ending with Christopher A. Williams, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Nathan A. Case and ending with Omar A. Perea, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nominations beginning with Nicolas Solomon Alcocer and ending with Robert Conwell Zeese, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Air Force nomination of Scott W. Hurrelbrink, to be Colonel.

Air Force nomination of Michelle G. Stucky, to be Major.

Army nomination of Justin J. Dupree, to be Major.

Army nomination of Matthew J. Barnes, to be Major.

Army nomination of Raymond T. Gillen, to be Major.

Army nomination of Daniel L. Petterson, to be Major.

Army nomination of Justin L. Sanders, to be Major.

Army nominations beginning with Timothy W. Blatter and ending with Elizabeth A. Roxworthy, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Army nomination of Serena T. Mukai, to be Colonel.

Army nominations beginning with Harold B. Bender and ending with Yorlondo S. Wortham, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Army nominations beginning with Russell D. Boyd and ending with Michael J. Willer, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Army nominations beginning with Robert M. Farmer and ending with Stephen B. Yarber, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Army nomination of Timothy L. Mitchell, to be Colonel.

Army nomination of Reymond J. Ramos, to be Major.

Army nomination of Reza H. Heshmati, to be Major.

Army nomination of William C. Perry, to be Major.

Army nomination of Todd P. Balog, to be Colonel.

Army nomination of Edgar A. Gonzalez, to be Colonel.

Army nomination of Rance A. Lee, to be Colonel.

Army nomination of Kourtney C. Slaughter, to be Major.

Army nomination of Kevin J. Barry, to be Major.

Army nomination of Mark D. Buzzelli, to be Colonel.

Army nomination of Andrew R. Morgan, to be Colonel.

Army nominations beginning with Aaron V. Allen and ending with Kristy M. Wolter, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024.

Army nominations beginning with Carl N. Adams and ending with Edward O. Ziembinski, which nominations were received by the Senate and appeared in the Congressional Record on April 9, 2024. (minus 1 nominee: Andrew C. Bagwell)

Army nomination of Eve C. Cremers, to be Major.

Army nominations beginning with Daniel J. Allen and ending with Darren L. Koberlein, which nominations were received by the Senate and appeared in the Congressional Record on April 18, 2024.

Army nominations beginning with Paul M. Dyer and ending with Joel N. Stamp, which nominations were received by the Senate and appeared in the Congressional Record on April 18, 2024.

Army nomination of Davis L. Spurlock, to be Major.

Army nomination of Morgan M. Griffin, to be Major.

Army nomination of Bryan K. Walker, to be Major.

Army nomination of Julissa J. Myers, to be Major.

Marine Corps nomination of Douglas R. Burian, to be Lieutenant Colonel.

Marine Corps nomination of Romeo P. Cubas, to be Colonel.

Navy nomination of Leslie L. Hubbell, to be Commander.

Navy nomination of George L. Bright, to be Commander.

Navy nominations beginning with Scott M. Birkemeier and ending with John L. Vincent, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Navy nominations beginning with Bryan P. Clayton and ending with George M. Johnson, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Navy nominations beginning with Daniel M. Araki and ending with Jenna M. Westerberg, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Navy nominations beginning with Andres J. Aviles and ending with Adam I. Zaker, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024.

Navy nomination of Breyer M. Houston, to be Lieutenant Commander.

Navy nomination of Craig R. Bottoni, to be Captain.

Space Force nomination of Angela C. Angelini, to be Major.

Space Force nominations beginning with Jabb B. Bumanglag and ending with Christian J. Young, which nominations were received by the Senate and appeared in the Congressional Record on March 21, 2024.

Space Force nomination of Branden E. Buffalo, to be Major.

By Ms. CANTWELL for the Committee on Commerce, Science, and Transportation.

*Daniel B. Maffei, of New York, to be a Federal Maritime Commissioner for a term expiring June 30, 2027.

*Rebecca F. Dye, of North Carolina, to be a Federal Maritime Commissioner for a term expiring June 30, 2025.

*Patrick John Fuchs, of Wisconsin, to be a Member of the Surface Transportation Board for a term expiring January 14, 2029.

*Jennifer L. Homendy, of Virginia, to be Chairman of the National Transportation Safety Board for a term of three years.

*Jennifer L. Homendy, of Virginia, to be a Member of the National Transportation Safety Board for a term expiring December 31, 2029.

*Coast Guard nomination of Capt. Joanna K. Hiigel, to be Rear Admiral (Lower Half).

*Coast Guard nominations beginning with Sean P. Regan and ending with Jo-Ann F. Burdian, which nominations were received by the Senate and appeared in the Congressional Record on November 1, 2023. (minus 1 nominee: John C. Vann)

*Coast Guard nominations beginning with Franklin Schaefer and ending with Tiffany Danko, which nominations were received by the Senate and appeared in the Congressional Record on November 1, 2023.

*Coast Guard nomination of Rear Adm. Thomas G. Allan, Jr., to be Vice Admiral.

*Coast Guard nomination of Rear Adm. Nathan A. Moore, to be Vice Admiral.

*Coast Guard nomination of Tiffany G. Danko, to be Rear Admiral (Lower Half).

*Coast Guard nomination of Rebecca E. Ore, to be Rear Admiral.

*Coast Guard nomination of Vice Adm. Kevin E. Lunday, to be Admiral.

Ms. CANTWELL. Mr. President, for the Committee on Commerce, Science, and Transportation I report favorably the following nomination lists which were printed in the RECORD on the dates indicated, and ask unanimous consent, to save the expense of reprinting on the Executive Calendar that these nominations lie at the Secretary's desk for the information of Senators.

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

*Coast Guard nominations beginning with Dante Adams and ending with George O. Ziworitin, which nominations were received by the Senate and appeared in the Congressional Record on November 6, 2023.

*Coast Guard nominations beginning with Victoria C. Futch and ending with Nicholas C. Custer, which nominations were received by the Senate and appeared in the Congressional Record on January 8, 2024.

*Coast Guard nomination of Adam R. Williamson, to be Captain.

*Coast Guard nominations beginning with Keedah N. Ray and ending with Gregory W. Peck, which nominations were received by the Senate and appeared in the Congressional Record on January 25, 2024.

*Coast Guard nomination of Daniel J. Reilly, to be Lieutenant Commander.

*Coast Guard nomination of Linden M. Dahlkemper, to be Commander.

*Coast Guard nomination of Tammy Bolin, to be Lieutenant Commander.

*Coast Guard nomination of Derek D. Wilson, to be Lieutenant Commander.

*Coast Guard nominations beginning with Jennifer J. Andrew and ending with Christopher J. Young, which nominations were received by the Senate and appeared in the Congressional Record on March 14, 2024. (minus 1 nominee: Benjamin J. Spector)

By Mr. PETERS for the Committee on Homeland Security and Governmental Affairs.

*David Huitema, of Maryland, to be Director of the Office of Government Ethics for a term of five years.

*Colleen Duffy Kiko, of North Dakota, to be a Member of the Federal Labor Relations Authority for a term of five years expiring July 29, 2027.

*Anne Marie Wagner, of Virginia, to be a Member of the Federal Labor Relations Authority for a term of five years expiring July 1, 2024.

*Anne Marie Wagner, of Virginia, to be a Member of the Federal Labor Relations Authority for a term of five years expiring July 1, 2029.

*Nomination was reported with recommendation that it be confirmed subject to the nominee's commitment to respond to requests to appear and testify before any duly constituted committee of the Senate.

(Nominations without an asterisk were reported with the recommendation that they be confirmed.)

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 Mr. COONS:

S. 4218. A bill to designate the visitor center for the First State National Historical Park to be located at the Sheriff's House in New Castle, Delaware, as the ''Thomas R. Carper Visitor Center''; to the Committee on Energy and Natural Resources.

By Mr. WELCH (for himself, Mr. SANDERS, and Ms. SMITH):

S. 4219. A bill to amend the Consolidated Farm and Rural Development Act to eliminate a requirement that certain individuals be related by blood or marriage to be eligible for farm loans as a qualified beginning farmer or rancher, and for other purposes; to the Committee on Agriculture, Nutrition, and Forestry.

By Mr. WYDEN (for himself, Mr. MERKLEY, Mr. LUJÁN, and Mr. HEINRICH):

S. 4220. A bill to collect information regarding water access needs across the United States, to understand the impacts of the water access gap in each State and territory, and for other purposes; to the Committee on Environment and Public Works.

By Mr. CORNYN (for himself and Ms. SINEMA):

S. 4221. A bill to amend title 51, United States Code, to authorize the transfer to NASA of funds from other agencies for scientific or engineering research or education, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. PADILLA:

S. 4222. A bill to adjust the boundary of the Mojave National Preserve in the State of California to include the land within the Castle Mountains National Monument; to the Committee on Energy and Natural Resources.

By Mr. BOOKER (for himself, Ms. SMITH, Mr. MERKLEY, Mr. BLUMENTHAL, Mr. KAINE, Mr. PADILLA, Mr. WHITEHOUSE, Mr. HEINRICH, Ms. DUCKWORTH, Ms. WARREN, Ms. ROSEN, Mr. MENENDEZ, Ms. BUTLER, Mr. MURPHY, Mr. VAN HOLLEN, Ms. HIRONO, Mrs. GILLIBRAND, Mrs. SHAHEEN, Mr. WARNER, Ms. BALDWIN, Mr. WYDEN, Ms. STABENOW, and Mr. BROWN):

S. 4223. A bill to establish certain duties for pharmacies to ensure provision of Food and Drug Administration-approved contraception, medication related to contraception, and for other purposes; to the Committee on Health, Education, Labor, and Pensions.

By Mr. BOOKER (for himself and Ms. COLLINS):

S. 4224. A bill to prohibit discrimination based on an individual's texture or style of hair; to the Committee on the Judiciary.

By Mr. MARSHALL (for himself and Mr. SCOTT of Florida):

S. 4225. A bill to amend the District of Columbia Home Rule Act to require any individual who votes in a municipal election of the District of Columbia to be a United States citizen and to provide proof of citizenship; to the Committee on Homeland Security and Governmental Affairs.

By Mr. BOOKER (for himself, Mr. SCHUMER, Mr. WYDEN, Mr. FETTERMAN, Mrs. MURRAY, Mr. PETERS, Mr. MERKLEY, Mr. WARNOCK, Ms. BUTLER, Mr. WELCH, Ms. SMITH, Mrs. GILLIBRAND, Mr. MARKEY, Mr. LUJÁN, Ms. WARREN, Mr. HICKENLOOPER, Mr. BENNET, and Mr. PADILLA):

S. 4226. A bill to decriminalize and deschedule cannabis, to provide for reinvestment in certain persons adversely impacted by the War on Drugs, to provide for expungement of certain cannabis offenses, and for other purposes; to the Committee on Finance.

By Mr. PADILLA (for himself and Ms. BUTLER):

S. 4227. A bill to amend the California Desert Protection Act of 1994 to expand the boundary of Joshua Tree National Park; to the Committee on Energy and Natural Resources.

By Mr. PADILLA (for himself and Ms. BUTLER):

S. 4228. A bill to redesignate the Cottonwood Visitor Center at Joshua Tree National Park as the ''Senator Dianne Feinstein Visitor Center''; to the Committee on Energy and Natural Resources.

By Ms. ROSEN (for herself and Mr. CORNYN):

S. 4229. A bill to amend title XVIII of the Social Security Act to require that coinsurance for drugs under Medicare part D be based on the drug's net price and not the drug's list price; to the Committee on Finance.

By Mr. WARNER (for himself and Mr. TILLIS):

S. 4230. A bill to improve the tracking and processing of security and safety incidents and risks associated with artificial intelligence, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. MERKLEY (for himself, Mr. MURPHY, Ms. BALDWIN, Mr. BLUMENTHAL, Mr. BOOKER, Ms. DUCKWORTH, Mr. DURBIN, Mrs. GILLIBRAND, Mr. REED, Mr. SCHATZ, Ms. SMITH, and Mr. VAN HOLLEN):

S. 4231. A bill to provide for the establishment of Medicare part E public health plans, and for other purposes; to the Committee on Finance.

By Mr. VANCE:

S. 4232. A bill to amend title 18, United States Code, to prohibit former employees of covered health agencies from serving on the board of entities involved in development and research of a drug, biological product, or device and from profiting from a drug, biological product, or device, and for other purposes; to the Committee on the Judiciary.

By Mr. KENNEDY (for himself, Mr. COTTON, Mr. MARSHALL, Mrs. BLACKBURN, and Mr. CRAMER):

S. 4233. A bill to prohibit the use of Federal funds to provide or subsidize housing for aliens who are unlawfully present in the United States until the Secretary of Veterans determines that sufficient Federal resources exist to provide housing assistance to all homeless veterans; to the Committee on Banking, Housing, and Urban Affairs.

By Mr. BENNET (for himself and Ms. COLLINS):

S. 4234. A bill to amend the Internal Revenue Code of 1986 to classify certain automatic fire sprinkler system retrofits as 15-year property for purposes of depreciation; to the Committee on Finance.

By Mr. HAWLEY (for himself and Mr. WHITEHOUSE):

S. 4235. A bill to amend the Omnibus Crime Control and Safe Streets Act of 1968 to reauthorize grants to support for law enforcement officers and families, and for other purposes; to the Committee on the Judiciary.

By Mr. BOOKER (for himself, Mr. ROUNDS, and Mr. HEINRICH):

S. 4236. A bill to authorize the Director of the National Science Foundation to identify grand challenges and award competitive prizes for artificial intelligence research and development; to the Committee on Commerce, Science, and Transportation.

By Mr. SULLIVAN (for himself, Mr. RICKETTS, Mrs. CAPITO, Mr. THUNE, Mr. LANKFORD, Ms. LUMMIS, Mr. MULLIN, Mr. LEE, Mr. MANCHIN, Mr. BOOZMAN, Ms. ERNST, Mr. DAINES, Mr. MARSHALL, Mr. BARRASSO, Mr. CASSIDY, Mrs. HYDE-SMITH, Mr. CRAPO, Mr. CRAMER, Mr. RISCH, Mr. BUDD, Mr. SCOTT of South Carolina, Mrs. BRITT, Mr. SCOTT of Florida, Mr. HAWLEY, Mrs. FISCHER, Mr. MORAN, Mr. SCHMITT, Mr. HAGERTY, Mr. WICKER, Mr. BRAUN, Mr. VANCE, Mr. HOEVEN, Ms. MURKOWSKI, Mr. TUBERVILLE, Mr. COTTON, Mrs. BLACKBURN, Mr. JOHNSON, Mr. KENNEDY, Mr. GRAHAM, Mr. ROUNDS, Mr. ROMNEY, Mr. RUBIO, Mr. CORNYN, Ms. COLLINS, and Mr. CRUZ):

S.J. Res. 74. A joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to ''Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3''; to the Committee on Environment and Public Works.

By Mr. RICKETTS (for himself, Mr. SULLIVAN, Mrs. CAPITO, Mr. LANKFORD, Mr. MARSHALL, Mr. CRAMER, Ms. LUMMIS, Mr. MULLIN, Mr. THUNE, Mr. CASSIDY, Mr. MANCHIN, Ms. ERNST, Mr. BRAUN, Mr. LEE, Mr. BARRASSO, Mr. DAINES, Mr. BOOZMAN, Mr. CRAPO, Mr. RISCH, Mrs. BRITT, Mr. SCOTT of Florida, Mr. TUBERVILLE, Mr. BUDD, Mrs. FISCHER, Mr. MORAN, Mr. SCHMITT, Mr. SCOTT of South Carolina, Mr. HAGERTY, Mr. WICKER, Mr. VANCE, Mr. HOEVEN, Ms. MURKOWSKI, Mr. COTTON, Mr. TILLIS, Mrs. BLACKBURN, Mr. KENNEDY, Mr. JOHNSON, Mr. ROUNDS, Mr. RUBIO, Mr. GRASSLEY, Mrs. HYDE-SMITH, Mr. HAWLEY, Mr. GRAHAM, Mr. CORNYN, Ms. COLLINS, Mr. PAUL, Mr. ROMNEY, Mr. CRUZ, and Mr. MCCONNELL):

S.J. Res. 75. A joint resolution providing for congressional disapproval under chapter 8

of title 5, United States Code, of the rule submitted by the Environmental Protection Agency relating to ''Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles''; to the Committee on Environment and Public Works.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Ms. BALDWIN (for herself, Mr. BENNET, Ms. BUTLER, Ms. HIRONO, Mr. COONS, Ms. STABENOW, Mr. WYDEN, Mr. CARDIN, Mrs. MURRAY, Mr. REED, Ms. HASSAN, Mr. MARKEY, Mr. SANDERS, Mr. FETTERMAN, Mr. PADILLA, Ms. CORTEZ MASTO, Mr. KAINE, Mrs. GILLIBRAND, Ms. ROSEN, and Mr. MERKLEY):

S. Res. 666. A resolution congratulating the Gay, Lesbian, and Allies Senate Staff Caucus association on the 20-year anniversary of the association; to the Committee on Rules and Administration.

By Mr. TUBERVILLE:

S. Res. 667. A resolution expressing support for the designation of May as ''Fallen Heroes Memorial Month''; to the Committee on Veterans' Affairs.

By Mr. SCOTT of Florida (for himself, Mr. RUBIO, Mr. SCHUMER, Mr. MCCONNELL, Ms. BALDWIN, Mr. BARRASSO, Mr. BENNET, Mrs. BLACKBURN, Mr. BLUMENTHAL, Mr. BOOKER, Mr. BOOZMAN, Mr. BRAUN, Mrs. BRITT, Mr. BROWN, Mr. BUDD, Ms. BUTLER, Ms. CANTWELL, Mrs. CAPITO, Mr. CARDIN, Mr. CARPER, Mr. CASEY, Mr. CASSIDY, Ms. COLLINS, Mr. COONS, Mr. CORNYN, Ms. CORTEZ MASTO, Mr. COTTON, Mr. CRAMER, Mr. CRAPO, Mr. CRUZ, Mr. DAINES, Ms. DUCKWORTH, Mr. DURBIN, Ms. ERNST, Mr. FETTERMAN, Mrs. FISCHER, Mrs. GILLIBRAND, Mr. GRAHAM, Mr. GRASSLEY, Mr. HAGERTY, Ms. HASSAN, Mr. HAWLEY, Mr. HEINRICH, Mr. HICKENLOOPER, Ms. HIRONO, Mr. HOEVEN, Mrs. HYDE-SMITH, Mr. JOHNSON, Mr. KAINE, Mr. KELLY, Mr. KENNEDY, Mr. KING, Ms. KLOBUCHAR, Mr. LANKFORD, Mr. LEE, Mr. LUJÁN, Ms. LUMMIS, Mr. MANCHIN, Mr. MARKEY, Mr. MARSHALL, Mr. MENENDEZ, Mr. MERKLEY, Mr. MORAN, Mr. MULLIN, Ms. MURKOWSKI, Mr. MURPHY, Mrs. MURRAY, Mr. OSSOFF, Mr. PADILLA, Mr. PAUL, Mr. PETERS, Mr. REED, Mr. RICKETTS, Mr. RISCH, Mr. ROMNEY, Ms. ROSEN, Mr. ROUNDS, Mr. SANDERS, Mr. SCHATZ, Mr. SCHMITT, Mr. SCOTT of South Carolina, Mrs. SHAHEEN, Ms. SINEMA, Ms. SMITH, Ms. STABENOW, Mr. SULLIVAN, Mr. TESTER, Mr. THUNE, Mr. TILLIS, Mr. TUBERVILLE, Mr. VAN HOLLEN, Mr. VANCE, Mr. WARNER, Mr. WARNOCK, Ms. WARREN, Mr. WELCH, Mr. WHITEHOUSE, Mr. WICKER, Mr. WYDEN, and Mr. YOUNG):

S. Res. 668. A resolution honoring the life of Daniel Robert ''Bob'' Graham, former Senator for the State of Florida; considered and agreed to.

ADDITIONAL COSPONSORS

S. 132

At the request of Mr. BROWN, the name of the Senator from Oregon (Mr. WYDEN) was added as a cosponsor of S. 132, a bill to require a pilot program on activities under the pre-separation transition process of members of the Armed Forces for a reduction in suicide among veterans, and for other purposes.

S. 254

At the request of Mr. BENNET, the name of the Senator from New Mexico (Mr. HEINRICH) was added as a cosponsor of S. 254, a bill to amend the Omnibus Parks and Public Lands Management Act of 1996 to provide for the establishment of a Ski Area Fee Retention Account, and for other purposes.

S. 280

At the request of Mr. RUBIO, the name of the Senator from Nebraska (Mr. RICKETTS) was added as a cosponsor of S. 280, a bill to ensure that only licensed health care professionals furnish disability examinations under a certain Department of Veterans Affairs pilot program for use of contract physicians for disability examinations, and for other purposes.

S. 312

At the request of Mr. BLUMENTHAL, the name of the Senator from Wyoming (Mr. BARRASSO) was added as a cosponsor of S. 312, a bill to amend title XVIII of the Social Security Act to modernize payments for ambulatory surgical centers under the Medicare program, and for other purposes.

S. 462

At the request of Ms. SMITH, the name of the Senator from Oregon (Mr. MERKLEY) was added as a cosponsor of S. 462, a bill to amend the Public Health Service Act to modify the loan repayment program for the substance use disorder treatment workforce to relieve workforce shortages.

S. 539

At the request of Ms. HIRONO, the name of the Senator from Oregon (Mr. MERKLEY) was added as a cosponsor of S. 539, a bill to amend the Federal Credit Union Act to exclude extensions of credit made to veterans from the definition of a member business loan.

S. 652

At the request of Ms. MURKOWSKI, the names of the Senator from Delaware (Mr. COONS) and the Senator from Nebraska (Mrs. FISCHER) were added as cosponsors of S. 652, a bill to amend the Employee Retirement Income Security Act of 1974 to require a group health plan or health insurance coverage offered in connection with such a plan to provide an exceptions process for any medication step therapy protocol, and for other purposes.

S. 740

At the request of Mr. BOOZMAN, the names of the Senator from Nebraska (Mr. RICKETTS) and the Senator from New York (Mrs. GILLIBRAND) were added as cosponsors of S. 740, a bill to amend title 38, United States Code, to reinstate criminal penalties for persons charging veterans unauthorized fees relating to claims for benefits under the laws administered by the Secretary of Veterans Affairs, and for other purposes.

S. 762

At the request of Mr. CASEY, the name of the Senator from Delaware (Mr. COONS) was added as a cosponsor of S. 762, a bill to amend title XIX of the Social Security Act to require coverage of, and expand access to, home and community-based services under the Medicaid program, to award grants for the creation, recruitment, training and education, retention, and advancement of the direct care workforce and to award grants to support family caregivers, and for other purposes.

S. 928

At the request of Mr. TESTER, the name of the Senator from New York (Mrs. GILLIBRAND) was added as a cosponsor of S. 928, a bill to require the Secretary of Veterans Affairs to prepare an annual report on suicide prevention, and for other purposes.

S. 1135

At the request of Mrs. CAPITO, the names of the Senator from Illinois (Ms. DUCKWORTH) and the Senator from Ohio (Mr. BROWN) were added as cosponsors of S. 1135, a bill to amend title XXVII of the Public Health Service Act, the Employee Retirement Income Security Act of 1974, the Internal Revenue Code of 1986, and the Patient Protection and Affordable Care Act to require coverage of hearing devices and systems in certain private health insurance plans, and for other purposes.

S. 1332

At the request of Ms. HASSAN, the name of the Senator from New Hampshire (Mrs. SHAHEEN) was added as a cosponsor of S. 1332, a bill to require the Office of Management and Budget to consider revising the Standard Occupational Classification system to establish a separate code for direct support professionals, and for other purposes.

S. 1669

At the request of Mr. MARKEY, the names of the Senator from Maine (Mr. KING), the Senator from Alaska (Ms. MURKOWSKI), the Senator from Hawaii (Ms. HIRONO), the Senator from Alabama (Mr. TUBERVILLE), the Senator from Oregon (Mr. WYDEN), the Senator from Kansas (Mr. MORAN), the Senator from Nebraska (Mr. RICKETTS), the Senator from Oklahoma (Mr. MULLIN), the Senator from Wyoming (Mr. BARRASSO), the Senator from Louisiana (Mr. KENNEDY), the Senator from Wyoming (Ms. LUMMIS) and the Senator from Arkansas (Mr. COTTON) were added as cosponsors of S. 1669, a bill to require the Secretary of Transportation to issue a rule requiring access to AM broadcast stations in motor vehicles, and for other purposes.

S. 1686

At the request of Mr. SCHATZ, the names of the Senator from Nebraska (Mr. RICKETTS) and the Senator from Nevada (Ms. CORTEZ MASTO) were added as cosponsors of S. 1686, a bill to establish a community disaster assistance fund for housing and community development and to authorize the Secretary of Housing and Urban Development to

provide, from the fund, assistance through a community development block grant disaster recovery program, and for other purposes.

S. 1992

At the request of Mr. BROWN, the name of the Senator from California (Ms. BUTLER) was added as a cosponsor of S. 1992, a bill to amend the Internal Revenue Code of 1986 to expand the earned income and child tax credits, and for other purposes.

S. 2016

At the request of Mr. SCHATZ, the names of the Senator from Michigan (Mr. PETERS) and the Senator from Nebraska (Mr. RICKETTS) were added as cosponsors of S. 2016, a bill to amend title XVIII of the Social Security Act to expand access to telehealth services, and for other purposes.

S. 2230

At the request of Mr. KENNEDY, the name of the Senator from Florida (Mr. SCOTT) was added as a cosponsor of S. 2230, a bill to prohibit the Securities and Exchange Commission from requiring that personally identifiable information be collected under consolidated audit trail reporting requirements, and for other purposes.

S. 2688

At the request of Mr. MULLIN, the name of the Senator from Alabama (Mrs. BRITT) was added as a cosponsor of S. 2688, a bill to amend the Public Health Service Act to extend health information technology assistance eligibility to behavioral health, mental health, and substance abuse professionals and facilities, and for other purposes.

S. 2703

At the request of Mr. PADILLA, the name of the Senator from New Jersey (Mr. BOOKER) was added as a cosponsor of S. 2703, a bill to amend the Department of Agriculture Reorganization Act of 1994 to establish the Office of the Farm and Food System Workforce.

S. 2757

At the request of Mr. MORAN, the name of the Senator from Indiana (Mr. YOUNG) was added as a cosponsor of S. 2757, a bill to limit the Secretary of Veterans Affairs from modifying the rate of payment or reimbursement for transportation of veterans or other individuals via special modes of transportation under the laws administered by the Secretary, and for other purposes.

At the request of Mr. TESTER, the name of the Senator from Delaware (Mr. COONS) was added as a cosponsor of S. 2757, supra.

S. 2813

At the request of Mr. PADILLA, the name of the Senator from California (Ms. BUTLER) was added as a cosponsor of S. 2813, a bill to promote and support collaboration between Hispanic-serving institutions and local educational agencies with high enrollments of Hispanic or Latino students, and for other purposes.

S. 3010

At the request of Ms. HASSAN, the name of the Senator from West Virginia (Mrs. CAPITO) was added as a cosponsor of S. 3010, a bill to amend title XVIII of the Social Security Act to provide coverage of medical nutrition therapy services for individuals with eating disorders under the Medicare program.

S. 3090

At the request of Mr. BOOKER, the name of the Senator from Pennsylvania (Mr. CASEY) was added as a cosponsor of S. 3090, a bill to amend titles XIX and XXI of the Social Security Act to improve Medicaid and the Children's Health Insurance Program for low-income mothers.

S. 3362

At the request of Mr. TILLIS, the name of the Senator from Wyoming (Ms. LUMMIS) was added as a cosponsor of S. 3362, a bill to amend the Higher Education Act of 1965 to require additional information in disclosures of foreign gifts and contracts from foreign sources, restrict contracts with certain foreign entities and foreign countries of concern, require certain staff and faculty to report foreign gifts and contracts, and require disclosure of certain foreign investments within endowments.

S. 3404

At the request of Mr. DURBIN, the name of the Senator from New Mexico (Mr. HEINRICH) was added as a cosponsor of S. 3404, a bill to require certain protections for student loan borrowers, and for other purposes.

S. 3410

At the request of Mrs. FISCHER, the name of the Senator from Nebraska (Mr. RICKETTS) was added as a cosponsor of S. 3410, a bill to prohibit the Secretary of Health and Human Services from finalizing a proposed rule regarding minimum staffing for nursing facilities, and to establish an advisory panel on the nursing home workforce.

S. 3457

At the request of Mr. CORNYN, the names of the Senator from West Virginia (Mrs. CAPITO) and the Senator from Wisconsin (Ms. BALDWIN) were added as cosponsors of S. 3457, a bill to promote fairness in the sale of event tickets.

S. 3502

At the request of Mr. REED, the name of the Senator from Louisiana (Mr. CASSIDY) was added as a cosponsor 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. 3568

At the request of Mrs. HYDE-SMITH, the name of the Senator from Montana (Mr. DAINES) was added as a cosponsor of S. 3568, a bill to amend chapter 3081 of title 54, United States Code, to enhance the protection and preservation of America's battlefields.

S. 3606

At the request of Mr. PADILLA, the name of the Senator from Oregon (Mr. MERKLEY) was added as a cosponsor of S. 3606, a bill to reauthorize the Earthquake Hazards Reduction Act of 1977, and for other purposes.

S. 3696

At the request of Mr. DURBIN, the names of the Senator from Maine (Mr. KING) and the Senator from Utah (Mr. LEE) were added as cosponsors of S. 3696, a bill to improve rights to relief for individuals affected by non-consensual activities involving intimate digital forgeries, and for other purposes.

S. 3832

At the request of Mr. TILLIS, the names of the Senator from Alabama (Mrs. BRITT) and the Senator from New Hampshire (Mrs. SHAHEEN) were added as cosponsors of S. 3832, a bill to amend title XVIII of the Social Security Act to ensure appropriate access to non-opioid pain management drugs under part D of the Medicare program.

S. 3943

At the request of Mr. PADILLA, the name of the Senator from Alaska (Ms. MURKOWSKI) was added as a cosponsor of S. 3943, a bill to require a plan to improve the cybersecurity and telecommunications of the U.S. Academic Research Fleet, and for other purposes.

S. 4046

At the request of Mr. BROWN, the name of the Senator from Connecticut (Mr. MURPHY) was added as a cosponsor of S. 4046, a bill to amend title 38, United States Code, to modify authorities relating to the collective bargaining of employees in the Veterans Health Administration, and for other purposes.

S. 4096

At the request of Mr. SCHUMER, the name of the Senator from Connecticut (Mr. MURPHY) was added as a cosponsor of S. 4096, a bill to amend title 28, United States Code, to provide for the random assignment of certain cases in the district courts of the United States.

S. 4121

At the request of Mr. DURBIN, the name of the Senator from Connecticut (Mr. MURPHY) was added as a cosponsor of S. 4121, a bill to reform the use of solitary confinement and other forms of restrictive housing in the Bureau of Prisons and the United States Marshals Service, and for other purposes.

S.J. RES. 57

At the request of Mr. SCHMITT, the name of the Senator from Nebraska (Mr. RICKETTS) was added as a cosponsor of S.J. Res. 57, a joint resolution providing for congressional disapproval under chapter 8 of title 5, United States Code, of the rule submitted by the Department of the Treasury relating to ''Coronavirus State and Local Fiscal Recovery Funds''.

S.J. RES. 58

At the request of Mr. CRUZ, the name of the Senator from Iowa (Ms. ERNST) 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. RES. 649

At the request of Mr. WELCH, the name of the Senator from Michigan (Mr. PETERS) was added as a cosponsor of S. Res. 649, a resolution raising awareness of lake sturgeon (Acipenser fulvescens).

AMENDMENT NO. 1908

At the request of Mr. MANCHIN, the names of the Senator from Connecticut (Mr. BLUMENTHAL) and the Senator from Florida (Mr. SCOTT) were added as cosponsors 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.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. PADILLA:

S. 4222. A bill to adjust the boundary of the Mojave National Preserve in the State of California to include the land within the Castle Mountains National Monument; to the Committee on Energy and Natural Resources.

Mr. PADILLA. Madam President, I rise to introduce Mojave National Preserve Boundary Adjustment Act.

The Mojave National Preserve Boundary Adjustment Act is a commonsense bill that would expand the Mojave National Preserve to include the land within the Castle Mountains National Monument.

The Mojave National Preserve, located in Southern California in the Mojave Desert, was established by the 1994 California Desert Protection Act, which was one of the late Senator Feinstein's signature achievements. Today, the Mojave National Preserve is one of the largest national preserves within the continental United States and plays an important role in safeguarding a diverse group of ecological habitats, mountains, and canyons in the region.

The adjacent Castle Mountains National Monument is surrounded on three sides by the Mojave National Preserve and is also home to important historic resources along with resident populations of and migratory corridors for desert bighorn sheep, quail, chukar, rabbit, mule deer, and other big game. Expanding the Mojave National Preserve to encompass Castle Mountains will simplify management of this vast desert landscape.

I am proud to work with a broad range of stakeholders to introduce this commonsense legislation to expand the Mojave National Preserve. Doing so would allow the National Park Service to further the conservation values and permanent protections in the Mojave Desert while boosting public access and outdoor recreation to the area.

I look forward to working with our colleagues to pass the Mojave National Preserve Boundary Adjustment Act as quickly as possible.

By Mr. BOOKER (for himself, Mr. SCHUMER, Mr. WYDEN, Mr. FETTERMAN, Mrs. MURRAY, Mr. PETERS, Mr. MERKLEY, Mr. WARNOCK, Ms. BUTLER, Mr. WELCH, Ms. SMITH, Mrs. GILLIBRAND, Mr. MARKEY, Mr. LUJÁN, Ms. WARREN, Mr. HICKENLOOPER, Mr. BENNET, and Mr. PADILLA):

S. 4226. A bill to decriminalize and deschedule cannabis, to provide for reinvestment in certain persons adversely impacted by the War on Drugs, to provide for expungement of certain cannabis offenses, and for other purposes; to the Committee on Finance.

Mr. SCHUMER. Madam President, over the decades, millions of Americans—most often Americans of color—have had their lives derailed and destroyed by our country's failed war on drugs. The consequences of this harmful campaign linger on to this very day. So I was pleased by yesterday's news that the DEA, under the Biden administration, is preparing to take a truly historic step: rescheduling cannabis from a schedule I substance to a schedule III substance under the Controlled Substances Act.

Reclassifying cannabis is a necessary and long overdue step, but it is not at all the end of the story. It is time for Congress to wake up to the times and do its part by passing the cannabis reform that most Americans have long called for. It is past time for Congress to catch up with public opinion and to catch up with the science.

So, today, I am proud to join with my colleagues Senators BOOKER and WYDEN to reintroduce the Cannabis Administration and Opportunity Act, a comprehensive and necessary update to the Federal Government's approach to cannabis. I am proud to be the first majority leader ever to call for an end to the marijuana prohibition because I have seen both the consequences of outdated drug laws and the benefits of commonsense cannabis regulation at the State level, and it is time for Congress to follow suit.

Support for cannabis reform is growing in the Senate. Our bill now has 18 sponsors, the most ever for this bill. We will keep working to build more support because when liberals and conservatives and activists and entrepreneurs and veterans groups can all come together on one issue, that is a clear sign the momentum is real.

I am very proud of the bill we are releasing today. Our legislation will finally remove marijuana from the Federal list of controlled substances. It will expunge the criminal records of so many Americans with low-level marijuana offenses that haunt them—inhibit them—for decades. And it will help our country close the book, once and for all, on the awful and harmful and failed War on Drugs, which all too often has been nothing more than a war on Americans of color.

In short, our bill is about individual freedom and basic fairness. We cannot tolerate any longer the tragedy of the young person getting arrested because they have a small amount of marijuana in their pocket.

For years, that is all it took—getting caught with a little bit of marijuana—for you to get saddled with a serious criminal record that prevented you from getting a good job, buying a home, getting ahead in life. And, of course, this injustice happens predominantly in Black and Latino communities. That is unfair. It is un-American. And our bill will right this grave wrong.

In place of the War on Drugs, our bill would lay the foundation for something very different: a just and responsible and commonsense approach to cannabis regulation. It would call for new guidelines on how marijuana products are labeled, require new standards to prevent impaired driving, require HHS and NIH to support research into cannabis's health aspects, and more. Our bill, if passed, would close the door on outdated and very harmful modes of thinking at the Federal level, while allowing for reform and sensible regulation to take root.

So, again, I want to thank Senators BOOKER and WYDEN for being terrific partners in putting this bill together. It has been a longstanding effort, one that has required a lot of feedback from the public and a lot of perseverance.

As Senate majority leader, I will continue to push for every chance we get to bring cannabis policy into the 21st century, and passing our bill would be an excellent way to make that happen.

By Mr. PADILLA (for himself and Ms. BUTLER):

S. 4227. A bill to amend the California Desert Protection Act of 1994 to expand the boundary of Joshua Tree National Park; to the Committee on Energy and Natural Resources.

Mr. PADILLA. Madam President, I rise to introduce legislation to expand the Joshua Tree National Park by approximately 17,842 acres of public lands.

In 2016, the National Park Service, in cooperation with the Bureau of Land Management, prepared the Eagle Mountain Boundary Study for an area Mountains, located in Riverside County, CA. The purpose of the study and environmental assessment was to consider whether to expand Joshua Tree National Park to include additional lands and to develop alternatives for protecting cultural, natural, and scenic resources related to the purpose of the national park.

NPS' selected alternative recommends expanding the National Park by the more than 17,000 acres of federally managed lands covered by my legislation. Notably, these lands are adjacent to the national park. NPS found

that doing so could allow for greater protection of existing habitat, restoration opportunities, and landscape connectivity for wildlife such as bighorn sheep, as well as new visitor opportunities.

I urge my colleagues to swiftly pass this straightforward boundary adjustment as soon as possible.

By Mr. PADILLA (for himself and Ms. BUTLER):

S. 4228. A bill to redesignate the Cottonwood Visitor Center at Joshua Tree National Park as the ''Senator Dianne Feinstein Visitor Center''; to the Committee on Energy and Natural Resources.

Mr. PADILLA. Madam President, I rise to introduce legislation to rename the visitor center at Joshua Tree National Park in honor of Senator Dianne Feinstein.

This legislation would redesignate the Cottonwood Visitor Center at Joshua Tree National Park to the ''Senator Dianne Feinstein Visitor Center.''

Dianne Feinstein was a towering figure not just in modern California politics but in the history of our State and our Nation. Her contributions to our Nation, particularly in environmental conservation, are a reminder of the public power of public service. For Californians, so much of our lands have been preserved thanks to her singular drive and leadership, from the redwoods of the Headwaters and the San Francisco Bay, to Lake Tahoe and, most notably, the California desert.

Senator Feinstein was known as a great protector of the California desert, and some have lovingly referred to her as the ''Queen of the Desert''. Senator Feinstein was the driving force behind the establishment of Joshua Tree National Park, Death Valley National Park, the Mojave National Preserve, the Santa Rosa and San Jacinto Mountains National Monument, the Mojave Trails National Monument, the Sand to Snow National Monument, and the Castle Mountains National Monument. In all, it is estimated that Senator Feinstein protected over 3 million acres of the California desert.

In 2019, on the 25th anniversary of the passage of Senator Feinstein's landmark California Desert Protection Act, Senator Feinstein wrote: ''When I think of the California desert, I think of magnificent landscapes and mountain vistas. I think of beautiful species like bighorn sheep, mule deer and desert tortoises. I think of unique vegetation like the beautiful wildflower blooms and iconic Joshua trees. And I think of the long history of local Native American tribes. The California desert is a true American treasure. Our efforts over the past 25 years have resulted in the largest areas of public lands protected in the lower 48 states—that is something truly to celebrate.''

It is only fitting that we celebrate Senator Feinstein's memory by renaming the visitor center at Joshua Tree National Park in her honor. I look forward to working with my colleagues to enact this legislation as soon as possible.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 666—CONGRATULATING THE GAY, LESBIAN, AND ALLIES SENATE STAFF CAUCUS ASSOCIATION ON THE 20-YEAR ANNIVERSARY OF THE ASSOCIATION

Ms. BALDWIN (for herself, Mr. BENNET, Ms. BUTLER, Ms. HIRONO, Mr. COONS, Ms. STABENOW, Mr. WYDEN, Mr. CARDIN, Mrs. MURRAY, Mr. REED, Ms. HASSAN, Mr. MARKEY, Mr. SANDERS, Mr. FETTERMAN, Mr. PADILLA, Ms. CORTEZ MASTO, Mr. KAINE, Mrs. GILLIBRAND, Ms. ROSEN, and Mr. MERKLEY) submitted the following resolution; which was referred to the Committee on Rules and Administration:

S. RES. 666

Whereas, on April 23, 2004, several Senate staffers joined to form a first-of-its-kind staff association for lesbian, gay, bisexual, transgender, and queer (referred to in this preamble as ''LGBTQ'') Senate staff and their allies, marking the establishment of what would become a pivotal organization in the Senate;

Whereas the Gay, Lesbian, and Allies Senate Staff Caucus association (referred to in this preamble as the ''GLASS Caucus association'') has continued to serve the Senate community for 2 decades by raising awareness of issues affecting the LGBTQ community;

Whereas the GLASS Caucus association has steadfastly promoted the welfare and dignity of LGBTQ Senate employees throughout its history; and

Whereas the GLASS Caucus association has persistently provided a safe environment for social interaction and professional development, fostering a more inclusive workplace within the Senate: Now, therefore, be it

Resolved, That the Senate—

(1) congratulates the Gay, Lesbian, and Allies Senate Staff Caucus association (referred to in this resolution as the ''GLASS Caucus association'') on the momentous occasion of its 20th anniversary;

(2) commends the late Senator Frank Raleigh Lautenberg of the State of New Jersey for—

(A) his foundational role in the formation of the GLASS Caucus association; and

(B) his unwavering support for equality, which has had a lasting impact on the Senate and its staff;

(3) recognizes the inaugural members of the GLASS Caucus association Steering Committee, including Lynden Armstrong, Brett Bearce, Jeffrey Levensaler, Josh Brekenfeld, Jason Knapp, John Fossum, Kelsey Phipps, and Mat Young, for their vision and hard work in establishing the GLASS Caucus association;

(4) acknowledges all past and present members of the GLASS Caucus association who have contributed to the success of the GLASS Caucus association during the 2 decades it has existed;

(5) applauds the GLASS Caucus association for ensuring a welcoming and equitable environment for all Senate staff through an ongoing commitment to enhancing the lives of LGBTQ individuals in the Senate through advocacy, education, and support; and

(6) recognizes the 2024 board members of the GLASS Caucus association, including Paul Hurton, Abi Jimenez, Cameron Smith, Laakea Stone, Kevin Figueroa, Aidan Camas, Leilani Doktor, Brian Walsh, and Kurtis Miller, for their dedication and leadership, continuing the mission of the GLASS Caucus association into its third decade.

SENATE RESOLUTION 667—EXPRESSING SUPPORT FOR THE DESIGNATION OF MAY AS ''FALLEN HEROES MEMORIAL MONTH''

Mr. TUBERVILLE submitted the following resolution; which was referred to the Committee on Veterans' Affairs:

S. RES. 667

Whereas, since the signing of the Declaration of Independence and the founding of the United States, more than 1,300,000 members of the Armed Forces have given their lives for the cause of liberty, both in the United States and around the world;

Whereas the people of the United States owe a profound debt to those who served the Nation in uniform and made the ultimate sacrifice so that their countrymen could live freely;

Whereas the people of the United States have an obligation to honor the memories of the fallen and to commemorate those brave men and women who gave their lives to the cause of freedom;

Whereas Abraham Lincoln said, ''[A]ll that a man hath will he give for his life; and while all contribute of their substance the soldier puts his life at stake, and often yields it up in his country's cause. The highest merit, then is due to the soldier.'';

Whereas, in an address to the Armed Forces in 1945, President Harry S. Truman said, ''Our debt to the heroic men and valiant women in the service of our country can never be repaid. They have earned our undying gratitude.'';

Whereas the history of Memorial Day began 3 years after the American Civil War, with the Grand Army of the Republic establishing Decoration Day as a day for honoring the Civil War dead by decorating their graves with flowers, with New York being the first to adopt it as a State holiday in 1873, and with all the Union States having adopted it by 1890;

Whereas, in the aftermath of World War I and World War II, Memorial Day became a day to remember and honor all members of the United States Armed Forces who fought and died on behalf of their country;

Whereas Congress made the observance of Memorial Day, at the time still often called Decoration Day, a Federal holiday in 1971; and

Whereas the over 1,300,000 members of the United States Armed Forces who over the centuries gave their lives in service to the people of the United States have earned the enduring respect and gratitude of the Nation: Now, therefore, be it

Resolved, That the Senate—

(1) honors the more than 1,300,000 veterans who gave their lives in service to the United States;

(2) recognizes the families and loved ones of the Nation's fallen heroes and lifts them up in prayer;

(3) urges the people of the United States to reflect on the contributions of these heroes and to honor the memory of those who paid the ultimate sacrifice in securing the blessings of liberty for this country; and

(4) requests that the President issue an annual proclamation—

(A) designating May as ''Fallen Heroes Memorial Month'';

(B) affirming the Nation's everlasting gratitude for members of the Armed Forces who made the ultimate sacrifice; and

(C) calling on the people of the United States to remember and honor our Nation's fallen heroes and to pay tribute to them through volunteering and supporting veteran service organizations.

SENATE RESOLUTION 668—HONORING THE LIFE OF DANIEL ROBERT ''BOB'' GRAHAM, FORMER SENATOR FOR THE STATE OF FLORIDA

Mr. SCOTT of Florida (for himself, Mr. RUBIO, Mr. SCHUMER, Mr. MCCONNELL, Ms. BALDWIN, Mr. BARRASSO, Mr. BENNET, Mrs. BLACKBURN, Mr. BLUMENTHAL, Mr. BOOKER, Mr. BOOZMAN, Mr. BRAUN, Mrs. BRITT, Mr. BROWN, Mr. BUDD, Ms. BUTLER, Ms. CANTWELL, Mrs. CAPITO, Mr. CARDIN, Mr. CARPER, Mr. CASEY, Mr. CASSIDY, Ms. COLLINS, Mr. COONS, Mr. CORNYN, Ms. CORTEZ MASTO, Mr. COTTON, Mr. CRAMER, Mr. CRAPO, Mr. CRUZ, Mr. DAINES, Ms. DUCKWORTH, Mr. DURBIN, Ms. ERNST, Mr. FETTERMAN, Mrs. FISCHER, Mrs. GILLIBRAND, Mr. GRAHAM, Mr. GRASSLEY, Mr. HAGERTY, Ms. HASSAN, Mr. HAWLEY, Mr. HEINRICH, Mr. HICKENLOOPER, Ms. HIRONO, Mr. HOEVEN, Mrs. HYDE-SMITH, Mr. JOHNSON, Mr. KAINE, Mr. KELLY, Mr. KENNEDY, Mr. KING, Ms. KLOBUCHAR, Mr. LANKFORD, Mr. LEE, Mr. LUJÁN, Ms. LUMMIS, Mr. MANCHIN, Mr. MARKEY, Mr. MARSHALL, Mr. MENENDEZ, Mr. MERKLEY, Mr. MORAN, Mr. MULLIN, Ms. MURKOWSKI, Mr. MURPHY, Mrs. MURRAY, Mr. OSSOFF, Mr. PADILLA, Mr. PAUL, Mr. PETERS, Mr. REED, Mr. RICKETTS, Mr. RISCH, Mr. ROMNEY, Ms. ROSEN, Mr. ROUNDS, Mr. SANDERS, Mr. SCHATZ, Mr. SCHMITT, Mr. SCOTT of South Carolina, Mrs. SHAHEEN, Ms. SINEMA, Ms. SMITH, Ms. STABENOW, Mr. SULLIVAN, Mr. TESTER, Mr. THUNE, Mr. TILLIS, Mr. TUBERVILLE, Mr. VAN HOLLEN, Mr. VANCE, Mr. WARNER, Mr. WARNOCK, Ms. WARREN, Mr. WELCH, Mr. WHITEHOUSE, Mr. WICKER, Mr. WYDEN, and Mr. YOUNG) submitted the following resolution; which was considered and agreed to:

S. RES. 668

Whereas, on November 9, 1936, Daniel Robert Graham (referred to in this preamble as ''Bob Graham'') was born in Coral Gables, Florida;

Whereas Bob Graham was a dedicated public servant who proudly represented the citizens of his community and the State of Florida;

Whereas, from 1966 to 1970, Bob Graham began his political career as a member of the Florida House of Representatives;

Whereas, from 1970 to 1978, Bob Graham served as a member of the Florida Senate representing the 48th District of Florida and the 33rd District of Florida;

Whereas, from 1979 to 1987, Bob Graham served as the 38th Governor of Florida;

Whereas, from 1987 to 2005, Bob Graham was elected to serve as a Senator representing the State of Florida in the Senate;

Whereas, from 2001 to 2003, Bob Graham served as the Chair of the Select Committee on Intelligence of the Senate;

Whereas, in the aftermath of the devastating terrorist attacks on 9/11, Bob Graham co-led the Joint Inquiry Into Intelligence Community Activities Before and After the Terrorist Attacks of September 11, 2001;

Whereas Bob Graham is remembered for his signature ''workdays'', during which he would work a full 8-hour day at various jobs representing constituents of the State of Florida to gain a better understanding of the work being performed, and he performed more than 400 ''workdays'' during his political career;

Whereas Bob Graham authored 4 nonfiction books and an illustrated book for children; and

Whereas Bob Graham is survived by his wife, Adele, 4 daughters, and several grandchildren: Now, therefore, be it

Resolved, That the Senate—

(1) has heard with profound sorrow and deep regret the announcement of the death of Daniel Robert Graham (referred to in this resolution as ''Bob Graham''), former member of the Senate;

(2) directs the Secretary of the Senate to communicate this resolution to the House of Representatives and transmit an enrolled copy of this resolution to the family of Bob Graham; and

(3) stands adjourned, as a further mark of respect to the memory of the late Bob Graham, when the Senate adjourns today.

AMENDMENTS SUBMITTED AND PROPOSED

SA 1910. Mr. REED (for himself, Mrs. GILLIBRAND, and Mr. DURBIN) 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.

SA 1911. Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) submitted an amendment intended to be proposed by her to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1912. Mr. GRASSLEY (for himself and Mr. WHITEHOUSE) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1913. Mr. SCHMITT submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1914. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1915. Mr. BROWN 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 1916. Ms. CORTEZ MASTO (for herself and Mr. GRASSLEY) submitted an amendment intended to be proposed by her to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1917. Mr. DAINES (for himself, Ms. LUMMIS, and Mr. WICKER) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1918. Mr. GRAHAM (for himself, Mr. KELLY, Mr. GRASSLEY, and Mrs. BLACKBURN) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1919. Mr. CORNYN (for himself, Mr. OSSOFF, Mr. GRASSLEY, Mr. PETERS, and Mr. COONS) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1920. Mr. BARRASSO submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1921. Mr. CRUZ (for himself, Mr. KELLY, Mr. YOUNG, Mr. HAGERTY, Mr. BROWN, Ms. SINEMA, and Mr. BUDD) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1922. Mr. PADILLA submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1923. Mr. KAINE (for himself, Mr. WARNER, Mr. CARDIN, Mr. VAN HOLLEN, Mr. HICKENLOOPER, Ms. DUCKWORTH, and Mr. BENNET) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1924. Mrs. CAPITO (for herself, Mr. CARPER, Mr. WHITEHOUSE, Mr. RISCH, Mr. KELLY, Mr. CRAMER, and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1925. Mr. RUBIO submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1926. Mr. RUBIO submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1927. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1928. Mr. WHITEHOUSE (for himself and Mr. CASSIDY) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R.

3935, supra; which was ordered to lie on the table.

SA 1929. Mr. HAGERTY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1930. Mr. HOEVEN submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1931. Mrs. BLACKBURN (for herself and Mr. BLUMENTHAL) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1932. Mr. PETERS (for himself and Mr. JOHNSON) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1933. Mrs. FISCHER submitted an amendment intended to be proposed by her to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1934. Mrs. MURRAY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1935. Mr. CORNYN (for himself and Ms. HASSAN) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1936. Mr. MARSHALL (for himself and Mr. DURBIN) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1937. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1938. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1939. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1940. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1941. Mr. HAWLEY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1942. Mr. HAWLEY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

SA 1943. Mr. WARNOCK submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, supra; which was ordered to lie on the table.

TEXT OF AMENDMENTS

SA 1910. Mr. REED (for himself, Mrs. GILLIBRAND, and Mr. DURBIN) 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 end of title IV, add the following:

SEC. 4____. PROTECTION FROM ABUSIVE PASSENGERS.

(a) SHORT TITLE.—This section may be cited as the ''Protection from Abusive Passengers Act''.

(b) DEFINED TERM.—In this section, the term ''abusive passenger'' means any individual who, on or after the date of the enactment of this Act, engages in behavior that results in—

(1) the assessment of a civil penalty for—

(A) engaging in conduct prohibited under section 46318 of title 49, United States Code; or

(B) tampering with, interfering with, compromising, modifying, or attempting to circumvent any security system, measure, or procedure related to civil aviation security in violation of section 1540.105(a)(1) of title 49, Code of Federal Regulations, if such violation is committed on an aircraft in flight (as defined in section 46501(1) of title 49, United States Code);

(2) a conviction for a violation of section 46503 or 46504 of title 49, United States Code; or

(3) a conviction for any other Federal offense involving assaults, threats, or intimidation against a crewmember on an aircraft in flight (as defined in section 46501(1) of title 49, United States Code).

(c) REFERRALS.—The Administrator of the Federal Aviation Administration or the Attorney General shall provide the identity (including the full name, full date of birth, and gender) of all abusive passengers to the Administrator of the Transportation Security Administration.

(d) BANNED FLIERS.—

(1) LIST.—The Administrator of the Transportation Security Administration shall maintain a list of abusive passengers.

(2) EFFECT OF INCLUSION ON LIST.—

(A) IN GENERAL.—Any individual included on the list maintained pursuant to paragraph (1) shall be prohibited from boarding any commercial aircraft flight until such individual is removed from such list in accordance with the procedures established by the Administrator pursuant to subsection (e).

(B) OTHER LISTS.—The placement of an individual on the list maintained pursuant to paragraph (1) shall not preclude the placement of such individual on other lists maintained by the Federal Government and used by the Administrator of the Transportation Security Administration pursuant to sections 114(h) and 44903(j)(2)(C) of title 49, United States Code, to prohibit such individual from boarding a flight or to take other appropriate action with respect to such individual if the Administrator determines that such individual—

(i) poses a risk to the transportation system or national security;

(ii) poses a risk of air piracy or terrorism;

(iii) poses a threat to airline or passenger safety; or

(iv) poses a threat to civil aviation or national security.

(e) POLICIES AND PROCEDURES FOR HANDLING ABUSIVE PASSENGERS.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall develop, and post on a publicly available website of the Transportation Security Administration, policies and procedures for handling individuals included on the list maintained pursuant to subsection (d)(1), including—

(1) the process for receiving and handling referrals received pursuant to subsection (c);

(2) the method by which the list of banned fliers required under subsection (d)(1) will be maintained;

(3) specific guidelines and considerations for removing an individual from such list based on the gravity of each offense described in subsection (b);

(4) the procedures for the expeditious removal of the names of individuals who were erroneously included on such list;

(5) the circumstances under which certain individuals rightfully included on such list may petition to be removed from such list, including the procedures for appealing a denial of such petition; and

(6) the process for providing to any individual who is the subject of a referral under subsection (c)—

(A) written notification, not later than 5 days after receiving such referral, including an explanation of the procedures and circumstances referred to in paragraphs (4) and (5); and

(B) an opportunity to seek relief under paragraph (4) during the 5-day period beginning on the date on which the individual received the notification referred to in subparagraph (A) to avoid being erroneously included on the list of abusive passengers referred to in subsection (d)(1).

(f) CONGRESSIONAL BRIEFING.—Not later than 1 year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall brief the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives regarding the policies and procedures developed pursuant to subsection (e).

(g) ANNUAL REPORT.—The Administrator of the Transportation Security Administration shall submit an annual report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives that contains nonpersonally identifiable information regarding the composition of the list required under subsection (d)(1), including—

(1) the number of individuals included on such list;

(2) the age and sex of the individuals included on such list;

(3) the underlying offense or offenses of the individuals included on such list;

(4) the period of time each individual has been included on such list;

(5) the number of individuals rightfully included on such list who have petitioned for removal and the status of such petitions;

(6) the number of individuals erroneously included on such list and the time required to remove such individuals from such list; and

(7) the number of individuals erroneously included on such list who have been prevented from traveling.

(h) INSPECTOR GENERAL REVIEW.—Not less frequently than once every 3 years, the Inspector General of the Department of Homeland Security shall review and report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives regarding the administration and maintenance of the list required under subsections (d) and (e), including an assessment of any disparities based on race or ethnicity in the treatment of petitions for removal.

(i) INELIGIBILITY FOR TRUSTED TRAVELER PROGRAMS.—Except under policies and procedures established by the Secretary of Homeland Security, all abusive passengers shall be permanently ineligible to participate in—

(1) the Transportation Security Administration's PreCheck program; or

(2) U.S. Customs and Border Protection's Global Entry program.

(j) LIMITATION.—

(1) IN GENERAL.—The inclusion of a person's name on the list described in subsection (d)(1) may not be used as the basis for denying any right or privilege under Federal law except for the rights and privileges described in subsections (d)(2), (e), and (i).

(2) RULE OF CONSTRUCTION.—Nothing in this subsection may be construed to limit the dissemination, or bar the consideration, of the facts and circumstances that prompt placement of a person on the list described in subsection (d)(1).

(k) PRIVACY.—Personally identifiable information used to create the list required under subsection (d)(1)—

(1) shall be exempt from disclosure under section 552(b)(3) of title 5, United States Code; and

(2) shall not be made available by any Federal, State, Tribal, or local authority pursuant to any Federal, State, Tribal, or local law requiring public disclosure of information or records.

(l) SAVINGS PROVISION.—Nothing in this section may be construed to limit the authority of the Transportation Security Administration or of any other Federal agency to undertake measures to protect passengers, flight crew members, or security officers under any other provision of law.

SA 1911. Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) submitted an amendment intended to be proposed by her 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:

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.

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 of the passenger, 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 request for the refund; or

''(2) in the case of a ticket purchased with cash or another form of payment, not later than 20 days after the request for the refund.

''(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 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 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.''.

(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 entirety 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.—Not later than 90 days after the date of enactment of this Act, the Comptroller General shall initiate a study on the Banning Municipal Airport to identify—

(1) aviation traffic at the Airport in each of the 10 years preceding the study, and estimated future traffic each year in the 10 years following the study;

(2) associated annual revenues and costs in each year to service aviation traffic during the 10 years preceding the study, and to continue to service the airport for another 10 years;

(3) use of the facility for fighting wildfires and the degree of the utility of the facility to the local county fire department or other emergency first responders;

(4) status of the current infrastructure and planned improvements of the airport as of the date of the study, if any, and during the 5 years following the study and the associated costs of such improvements;

(5) perspectives of and impact on the Morongo Band of Indians resulting from operation of the airport near Tribal lands; and

(6) Federal funds that would be required to modernize the infrastructure of the airport to assure no annual operating financial losses for the 10 years following the study.

(b) REPORT TO CONGRESS.—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 on the results of the study.

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.

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 revising a flight procedure, the Administrator shall seek to take 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.

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.

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 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) $311,00,000 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''.

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''.

SA 1912. Mr. GRASSLEY (for himself and Mr. WHITEHOUSE) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Administrator shall implement the anti-fraud and abuse recommendations described in paragraph (2).

(2) RECOMMENDATIONS DESCRIBED.—For purposes of this section, the term ''anti-fraud and abuse recommendations'' means the recommendations 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).

(b) REPORT.—Not later than 60 days after the date on which the Administrator implements the recommendations under subsection (a), 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 1913. Mr. SCHMITT submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. ___. SPACE COOPERATION WITH TAIWAN.

(a) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator of the National Aeronautics and Space Administration, in coordination with the Secretary of Commerce, acting through the Administrator of the National Oceanic and Atmospheric Administration, and the Secretary of State, may seek to engage the authorities of Taiwan with respect to expanding cooperation between the United States and such authorities on civilian space activities.

(b) COOPERATION EFFORTS.—

(1) IN GENERAL.—In seeking to expand cooperation under subsection (a), the Administrator of the National Aeronautics and Space Administration and the Administrator of the National Oceanic and Atmospheric Administration may carry out efforts to identify and pursue space exploration, space applications, and science initiatives in areas of mutual benefit to the United States and the authorities of Taiwan, consistent with the Taiwan Relations Act (22 U.S.C. 3301 et seq.) and applicable export regulations, including by—

(A) cooperating on satellite programs, space exploration programs, and atmospheric and weather programs; and

(B) conducting—

(i) personnel exchanges of employees of the National Aeronautics and Space Administration and the National Oceanic and Atmospheric Administration with employees of the Taiwan Space Agency; and

(ii) activities of mutual benefit relating to commercial space and atmospheric and weather technology and services.

(2) PROTECTION OF SENSITIVE AND PROPRIETARY INFORMATION AND ECONOMIC INTERESTS OF THE UNITED STATES.—In carrying out efforts and activities under paragraph (1), the Administrator of the National Aeronautics and Space Administration and the Administrator of the National Oceanic and Atmospheric Administration shall take all appropriate measures to protect sensitive information, intellectual property, trade secrets, and the economic interests of the United States.

(c) REPORT.—

(1) REQUIREMENT.—Not later than 270 days after the date of the enactment of this Act, and annually thereafter for five years, the Administrator of the National Aeronautics and Space Administration, the Administrator of the National Oceanic and Atmospheric Administration, and the Secretary of State shall jointly submit to the appropriate committees of Congress a report on the implementation of this section.

(2) ELEMENTS.—Each report required by paragraph (1) shall include the following:

(A) A description of the cooperation efforts and activities carried out under subsection (b)(1).

(B) An identification of any challenge or resource gap that needs to be addressed to expand cooperation between the United States and the authorities of Taiwan on civilian space activities.

(C) Any other matter the Administrator of the National Aeronautics and Space Administration, the Administrator of the National Oceanic and Atmospheric Administration, and the Secretary of State consider relevant.

(d) APPROPRIATE COMMITTEES OF CONGRESS DEFINED.—In this section, the term ''appropriate committees of Congress'' means—

(1) the Committee on Commerce, Science, and Transportation and the Committee on Foreign Relations of the Senate; and

(2) the Committee on Science, Space, and Technology and the Committee on Foreign Affairs of the House of Representatives.

SA 1914. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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—

(1) in the matter preceding paragraph (1), by striking ''in nonrevenue service into not more than 4 medium hub airports or nonhub airports'' and inserting ''into not more than 4 medium hub airports or nonhub airports, or airports that have a maintenance facility with a maintenance certificate issued under part 145 of title 14, Code of Federal Regulations,''; and

(2) in paragraph (1)—

(A) in subparagraph (A), by inserting ''and'' after the semicolon; and

(B) by striking subparagraph (C).

SA 1915. Mr. BROWN 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. ___. ECONOMIC NON-DISCRIMINATION.

(a) IN GENERAL.—Each entity that provides commercial ground transportation to users of an airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other such users (including entities controlled by the airport) making the same or similar physical use of such airport and using similar facilities.

(b) ESSENTIAL NEXUS TO LEGITIMATE PUBLIC PURPOSE.—All rates, fees, rentals, and other charges described in subsection (a) shall—

(1) have an essential nexus to a legitimate public purpose;

(2) be roughly proportionate to the impact the physical use has on airport facilities; and

(3) be no greater than necessary to cover the costs of such impact of the physical use.

(c) BURDEN OF PROOF.—An airport shall have the burden of proving the instituting rates, fees, rentals, and other charges described under subsection (a).

(d) NONDISCRIMINATORY AND SUBSTANTIALLY COMPARABLE RULES, REGULATIONS, AND CONDITIONS.—Each entity described in subsection (a) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, and conditions and provided equivalent access rights to the airport as are applicable or provided to all such other entities which make the same or similar physical use of such airport and use similar facilities.

(e) REASONABLE CLASSIFICATIONS.—An airport shall be permitted to make reasonable classifications between entities described in subsection (a), except any classifications not rationally related to the safe operation of the airport, such as those classifications based on presumed benefits derived, degree of economic harm to the airport, or anti-competitive motives.

(f) REASONABLE JUSTIFICATION.—Neither the rules, regulations, and conditions applicable, nor the access rights provided to, an entity described in subsection (a) shall prevent, restrict, or distort such entity's ability to compete with any other such entities, including the entities controlled by the airport, without a reasonable justification that benefits the public interest.

(g) CLASSIFICATION.—Classification or status as a specific type of entity described in subsection (a) shall not be unreasonably withheld by any airport provided a commercial ground transportation user assumes obligations substantially similar to those already imposed on other such entities in such classification or status.

SA 1916. Ms. CORTEZ MASTO (for herself and Mr. GRASSLEY) submitted an amendment intended to be proposed by her 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 _____—COMBATING ILLICIT XYLAZINE

SEC. _____01. SHORT TITLE.

This title may be cited as the ''Combating Illicit Xylazine Act''.

SEC. _____02. FINDINGS.

Congress finds the following:

(1) Illicit xylazine presents an urgent threat to public health and safety.

(2) The proliferation of xylazine as an additive to illicit drugs such as fentanyl and other narcotics threatens to exacerbate the opioid public health emergency.

(3) There is currently no drug approved by the Food and Drug Administration to reverse the effects of xylazine in humans.

(4) The adverse effects resulting from the use of xylazine in humans, including depressed breathing and heart rate and unconsciousness, necrosis, sometimes leading to amputation, and other permanent physical health consequences have been observed in humans using xylazine.

(5) The spread of illicit xylazine use has followed geographic patterns seen in the spread of illicit fentanyl use, with proliferation encountered initially in the Northeastern United States and later spreading south and west.

(6) Prompt action to control illicit xylazine will help limit further proliferation of illicit xylazine, saving countless lives.

SEC. _____03. DEFINITIONS.

(a) IN GENERAL.—In this title, the term ''xylazine'' has the meaning given the term in paragraph (60) of section 102 of the Controlled Substances Act, as added by subsection (b) of this section.

(b) CONTROLLED SUBSTANCES ACT.—Section 102 of the Controlled Substances Act (21 U.S.C. 802) is amended—

(1) by redesignating the second paragraph (57) (relating to serious drug felony) and paragraph (58) as paragraphs (58) and (59), respectively; and

(2) by adding at the end the following:

''(60) The term 'xylazine' means the substance xylazine, including its salts, isomers, and salts of isomers whenever the existence of such salts, isomers, and salts of isomers is possible.''.

SEC. _____04. ADDING XYLAZINE TO SCHEDULE III.

Schedule III of section 202(c) of the Controlled Substances Act (21 U.S.C. 812) is amended by adding at the end the following:

''(f) Unless specifically excepted or unless listed in another schedule, any material, compound, mixture, or preparation which contains any quantity of xylazine.''.

SEC. _____05. AMENDMENTS.

(a) AMENDMENT.—Section 102 of the Controlled Substances Act (21 U.S.C. 802) is amended by striking paragraph (27) and inserting the following:

''(27)(A) Except as provided in subparagraph (B), the term 'ultimate user' means a person who has lawfully obtained, and who possesses, a controlled substance for the use by the person or for the use of a member of the household of the person or for an animal owned by the person or by a member of the household of the person.

''(B)(i) In the case of xylazine, other than for a drug product approved under subsection (b) or (j) of section 505 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355), the term 'ultimate user' means a person—

''(I) to whom xylazine was dispensed by—

''(aa) a veterinarian registered under this Act; or

''(bb) a pharmacy registered under this Act pursuant to a prescription of a veterinarian registered under this Act; and

''(II) who possesses xylazine for—

''(aa) an animal owned by the person or by a member of the household of the person;

''(bb) an animal under the care of the person;

''(cc) use in government animal-control programs authorized under applicable Federal, State, Tribal, or local law; or

''(dd) use in wildlife programs authorized under applicable Federal, State, Tribal, or local law.

''(ii) In this subparagraph, the term 'person' includes—

''(I) a government agency or business where animals are located; and

''(II) an employee or agent of an agency or business acting within the scope of their employment or agency.''.

(b) FACILITIES.—An entity that manufactures xylazine, as of the date of enactment of this Act, shall not be required to make capital expenditures necessary to install the security standard required of schedule III of the Controlled Substances Act (21 U.S.C. 801 et seq.) for the purposes of manufacturing xylazine.

(c) LABELING.—The requirements related to labeling, packaging, and distribution logistics of a controlled substance in schedule III of section 202(c) of the Controlled Substances Act (21 U.S.C. 812(c)) shall not take effect for xylazine until the date that is 1 year after the date of enactment of this Act.

(d) PRACTITIONER REGISTRATION.—The requirements related to practitioner registration, inventory, and recordkeeping of a controlled substance in schedule III of section 202(c) of the Controlled Substances Act (21 U.S.C. 812(c)) shall not take effect for xylazine until the date that is 60 days after the date of enactment of this Act. A practitioner that has applied for registration during the 60-day period beginning on the date of enactment of this Act may continue their lawful activities until such application is approved or denied.

(e) MANUFACTURER TRANSITION.—The Food and Drug Administration and the Drug Enforcement Administration shall facilitate and expedite the relevant manufacturer submissions or applications required by the placement of xylazine on schedule III of section 202(c) of the Controlled Substances Act (21 U.S.C. 812(c)).

(f) CLARIFICATION.—Nothing in this title, or the amendments made by this title, shall be construed to require the registration of an ultimate user of xylazine under the Controlled Substances Act (21 U.S.C. 801 et seq.) in order to possess xylazine in accordance with subparagraph (B) of section 102(27) of that Act (21 U.S.C. 802(27)), as added by subsection (a) of this section.

SEC. _____06. ARCOS TRACKING.

Section 307(i) of the Controlled Substances Act (21 U.S.C. 827(i)) is amended—

(1) in the matter preceding paragraph (1)—

(A) by inserting ''or xylazine'' after ''gamma hydroxybutyric acid'';

(B) by inserting ''or 512'' after ''section 505''; and

(C) by inserting ''respectively,'' after ''the Federal Food, Drug, and Cosmetic Act,''; and

(2) in paragraph (6), by inserting ''or xylazine'' after ''gamma hydroxybutyric acid''.

SEC. _____07. SENTENCING COMMISSION.

Pursuant to its authority under section 994(p) of title 28, United States Code, the United States Sentencing Commission shall review and, if appropriate, amend its sentencing guidelines, policy statements, and official commentary applicable to persons convicted of an offense under section 401 of the Controlled Substances Act (21 U.S.C. 841) or section 1010 of the Controlled Substances Import and Export Act (21 U.S.C. 960) to provide appropriate penalties for offenses involving xylazine that are consistent with the amendments made by this title. In carrying out this section, the Commission should consider the common forms of xylazine as well as its use alongside other scheduled substances.

SEC. _____08. REPORT TO CONGRESS ON XYLAZINE.

(a) INITIAL REPORT.—Not later than 18 months after the date of the enactment of this Act, the Attorney General, acting through the Administrator of the Drug Enforcement Administration and in coordination with the Commissioner of Food and Drugs, shall submit to Congress a report on the prevalence of illicit use of xylazine in the United States and the impacts of such use, including—

(1) where the drug is being diverted;

(2) where the drug is originating; and

(3) whether any analogues to xylazine, or related or derivative substances, exist and present a substantial risk of abuse.

(b) ADDITIONAL REPORT.—Not later than 4 years after the date of the enactment of this Act, the Attorney General, acting through the Administrator of the Drug Enforcement Administration and in coordination with the Commissioner of Food and Drugs, shall submit to Congress a report updating Congress on the prevalence and proliferation of xylazine trafficking and misuse in the United States.

SA 1917. Mr. DAINES (for himself, Ms. LUMMIS, and Mr. WICKER) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. SUPPORTING NATIONAL SECURITY WITH SPECTRUM.

(a) SHORT TITLE.—This section may be cited as the ''Supporting National Security with Spectrum Act''.

(b) ADDITIONAL ''RIP AND REPLACE'' FUNDING.— 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''.

(c) 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).

(d) FCC AUCTION 97 REAUCTION OF CERTAIN LICENSES; COMPLETION OF REAUCTION.—

(1) FCC AUCTION 97 REAUCTION OF CERTAIN LICENSES.—Not later than 1 year after the date of enactment of this Act, the Federal Communications Commission shall initiate a system of competitive bidding under section 309(j) of the Communications Act of 1934 (47 U.S.C. 309(j)) to grant licenses for spectrum in the inventory of the Commission within the bands of frequencies referred to by the Commission as the ''AWS-3 bands'', without regard to whether the authority of the Commission under paragraph (11) of that section has expired.

(2) COMPLETION OF REAUCTION.—The Federal Communications Commission shall complete the 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 1918. Mr. GRAHAM (for himself, Mr. KELLY, Mr. GRASSLEY, and Mrs. BLACKBURN) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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 title IV, add the following:

SEC. 442. INCREASED RETIREMENT AGE FOR PILOTS.

Section 44729 of title 49, United States Code, is amended to read as follows:

"§ 44729. Age standards for pilots

''(a) IN GENERAL.—A pilot may serve in multicrew covered operations until attaining 67 years of age.

''(b) COVERED OPERATIONS DEFINED.—In this section, the term 'covered operations' means operations under part 121 of title 14, Code of Federal Regulations, unless the operation takes place in—

''(1) the territorial airspace of a foreign country where such operations are prohibited by the foreign country; or

''(2) international airspace where such operations are not in compliance with the Annexes to the Convention on International Civil Aviation.

''(c) REGULATIONS.—On and after the date of enactment of the FAA Reauthorization Act of 2024, subsections (d) and (e) of section 121.383 of title 14, Code of Federal Regulations, shall be deemed to have been amended to increase the age listed in such subsections to 67 years of age.

''(d) APPLICABILITY.—

''(1) NONRETROACTIVITY.—No person who has attained 65 years of age before the date of enactment of the FAA Reauthorization Act of 2024 may serve as a pilot for an air carrier engaged in covered operations unless—

''(A) such person is in the employment of that air carrier in such operations on such date of enactment as a required flight deck crew member; or

''(B) such person is newly hired by an air carrier as a pilot on or after such date of enactment without credit for prior seniority or prior longevity for benefits or other terms related to length of service prior to the date of rehire under any labor agreement or employment policies of the air carrier.

''(2) PROTECTION FOR COMPLIANCE.—An action taken in conformance with this section, taken in conformance with a regulation issued to carry out this section, or taken prior to the date of enactment of the FAA Reauthorization Act of 2024 in conformance with subsection (d) or (e) of section 121.383 of title 14, Code of Federal Regulations (as in effect before such date), may not serve as a basis for liability or relief in a proceeding, brought under any employment law or regulation, before any court or agency of the United States or of any State or locality.

''(e) AMENDMENTS TO LABOR AGREEMENTS AND BENEFIT PLANS.—Any amendment to a labor agreement or benefit plan of an air carrier that is required to conform with the requirements of this section or a regulation issued to carry out this section, and is applicable to pilots represented for collective bargaining, shall be made by agreement of the air carrier and the designated bargaining representative of the pilots of the air carrier.

''(f) MEDICAL STANDARDS AND RECORDS.—

''(1) MEDICAL EXAMINATIONS AND STANDARDS.—Except as provided by paragraph (2), a person serving as a pilot for an air carrier engaged in covered operations shall not be subject to different medical standards, or different, greater, or more frequent medical examinations, on account of age unless the Administrator of the Federal Aviation Administration determines (based on data received or studies published after the date of enactment of the FAA Reauthorization Act of 2024) that different medical standards, or different, greater, or more frequent medical examinations, are needed to ensure an adequate level of safety in flight.

''(2) DURATION OF FIRST-CLASS MEDICAL CERTIFICATE.—No person who has attained 60 years of age may serve as a pilot of an air carrier engaged in covered operations unless the person has a first-class medical certificate. Such a certificate shall expire on the last day of the 6-month period following the date of examination shown on the certificate.

''(g) SAFETY TRAINING.—Each air carrier engaged in covered operations shall continue to use pilot training and qualification programs approved by the Federal Aviation Administration.''.

SA 1919. Mr. CORNYN (for himself, Mr. OSSOFF, Mr. GRASSLEY, Mr. PETERS, and Mr. COONS) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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—LAW ENFORCEMENT AND VICTIM SUPPORT ACT OF 2024

SEC. 1401. SHORT TITLE.

This title may be cited as the ''Law Enforcement and Victim Support Act of 2024''.

SEC. 1402. PREVENTING CHILD TRAFFICKING ACT OF 2024.

(a) DEFINED TERM.—In this section, the term ''anti-trafficking recommendations'' means the recommendations set forth in the report of the Government Accountability Office entitled ''Child Trafficking: Addressing Challenges to Public Awareness and Survivor Support'', which was published on December 11, 2023.

(b) IMPLEMENTATION OF ANTI-TRAFFICKING PROGRAMS FOR CHILDREN.—Not later than 180 days after the date of the enactment of this Act, the Office for Victims of Crime of the Department of Justice, in coordination with the Office on Trafficking in Persons of the Administration for Children and Families, shall implement the anti-trafficking recommendations.

(c) REPORT.—Not later than 60 days after the date on which the Office for Victims of Crime implements the anti-trafficking recommendations pursuant to subsection (c), the Director of the Office for Victims of Crime shall submit a report to the Committee on the Judiciary of the Senate and Committee on the Judiciary of the House of Representatives that explicitly describes the steps taken by the Office to complete such implementation.

SEC. 1403. PROJECT SAFE CHILDHOOD ACT.

Section 143 of the Adam Walsh Child Protection and Safety Act of 2006 (34 U.S.C. 20942) is amended to read as follows:

"SEC. 143. PROJECT SAFE CHILDHOOD.

''(a) DEFINITIONS.—In this section:

''(1) CHILD SEXUAL ABUSE MATERIAL.—The term 'child sexual abuse material' has the meaning given the term 'child pornography' in section 2256 of title 18, United States Code.

''(2) CHILD SEXUAL EXPLOITATION OFFENSE.—The term 'child sexual exploitation offense' means—

''(A)(i) an offense involving a minor under section 1591 or chapter 117 of title 18, United States Code;

''(ii) an offense under subsection (a), (b), or (c) of section 2251 of title 18, United States Code;

''(iii) an offense under section 2251A or 2252A(g) of title 18, United States Code; or

''(iv) any attempt or conspiracy to commit an offense described in clause (i) or (ii); or

''(B) an offense involving a minor under a State or Tribal statute that is similar to a provision described in subparagraph (A).

''(3) CIRCLE OF TRUST OFFENDER.—The term 'circle of trust offender' means an offender who is related to, or in a position of trust, authority, or supervisory control with respect to, a child.

''(4) COMPUTER.—The term 'computer' has the meaning given the term in section 1030 of title 18, United States Code.

''(5) CONTACT SEXUAL OFFENSE.—The term 'contact sexual offense' means—

''(A) an offense involving a minor under chapter 109A of title 18, United States Code, or any attempt or conspiracy to commit such an offense; or

''(B) an offense involving a minor under a State or Tribal statute that is similar to a provision described in subparagraph (A).

''(6) DUAL OFFENDER.—The term 'dual offender' means—

''(A) a person who commits—

''(i) a technology-facilitated child sexual exploitation offense or an offense involving child sexual abuse material; and

''(ii) a contact sexual offense; and

''(B) without regard to whether the offenses described in clauses (i) and (ii) of subparagraph (A)—

''(i) are committed as part of the same course of conduct; or

''(ii) involve the same victim.

''(7) FACILITATOR.—The term 'facilitator' means an individual who facilitates the commission by another individual of—

''(A) a technology-facilitated child sexual exploitation offense or an offense involving child sexual abuse material; or

''(B) a contact sexual offense.

''(8) ICAC AFFILIATE PARTNER.—The term 'ICAC affiliate partner' means a law enforcement agency that has entered into a formal operating agreement with the ICAC Task Force Program.

''(9) ICAC TASK FORCE.—The term 'ICAC task force' means a task force that is part of the ICAC Task Force Program.

''(10) ICAC TASK FORCE PROGRAM.—The term 'ICAC Task Force Program' means the National Internet Crimes Against Children Task Force Program established under section 102 of the PROTECT Our Children Act of 2008 (34 U.S.C. 21112).

''(11) OFFENSE INVOLVING CHILD SEXUAL ABUSE MATERIAL.—The term 'offense involving child sexual abuse material' means—

''(A) an offense under section 2251(d), section 2252, or paragraphs (1) through (6) of section 2252A(a) of title 18, United States Code,

or any attempt or conspiracy to commit such an offense; or

''(B) an offense under a State or Tribal statute that is similar to a provision described in subparagraph (A).

''(12) SERIOUS OFFENDER.—The term 'serious offender' means—

''(A) an offender who has committed a contact sexual offense or child sexual exploitation offense;

''(B) a dual offender, circle of trust offender, or facilitator; or

''(C) an offender with a prior conviction for a contact sexual offense, a child sexual exploitation offense, or an offense involving child sexual abuse material.

''(13) STATE.—The term 'State' means a State of the United States, the District of Columbia, and any commonwealth, territory, or possession of the United States.

''(14) TECHNOLOGY-FACILITATED.—The term 'technology-facilitated', with respect to an offense, means an offense that is committed through the use of a computer, even if the use of a computer is not an element of the offense.

''(b) ESTABLISHMENT OF PROGRAM.—The Attorney General shall create and maintain a nationwide initiative to align Federal, State, and local entities to combat the growing epidemic of online child sexual exploitation and abuse, to be known as the 'Project Safe Childhood program', in accordance with this section.

''(c) BEST PRACTICES.—The Attorney General, in coordination with the Child Exploitation and Obscenity Section of the Criminal Division of the Department of Justice and the Office of Juvenile Justice and Delinquency Prevention of the Department of Justice, and in consultation with training and technical assistance providers under the ICAC Task Force Program who are funded by the Attorney General and with appropriate nongovernmental organizations, shall—

''(1) develop best practices to adopt a balanced approach to the investigation of suspect leads involving contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material, and the prosecution of those offenses, prioritizing when feasible the identification of a child victim or a serious offender, which approach shall incorporate the use of—

''(A) proactively generated leads, including leads generated by current and emerging technology;

''(B) in-district investigative referrals; and

''(C) CyberTipline reports from the National Center for Missing and Exploited Children;

''(2) develop best practices to be used by each United States Attorney and ICAC task force to assess the likelihood that an individual could be a serious offender or that a child victim may be identified;

''(3) develop and implement a tracking and communication system for Federal, State, and local law enforcement agencies and prosecutor's offices to report successful cases of victim identification and child rescue to the Department of Justice and the public; and

''(4) encourage the submission of all lawfully seized visual depictions to the Child Victim Identification Program of the National Center for Missing and Exploited Children.

''(d) IMPLEMENTATION.—Except as authorized under subsection (e), funds authorized under this section may only be used for the following 4 purposes:

''(1) Integrated Federal, State, and local efforts to investigate and prosecute contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material, including—

''(A) the partnership by each United States Attorney with each Internet Crimes Against Children Task Force within the district of such attorney;

''(B) training of Federal, State, and local law enforcement officers and prosecutors through—

''(i) programs facilitated by the ICAC Task Force Program;

''(ii) ICAC training programs supported by the Office of Juvenile Justice and Delinquency Prevention of the Department of Justice;

''(iii) programs facilitated by appropriate nongovernmental organizations with subject matter expertise, technical skill, or technological tools to assist in the identification of and response to serious offenders, contact sexual offenses, child sexual exploitation offenses, or offenses involving child sexual abuse material; and

''(iv) any other program that provides training—

''(I) on the investigation and identification of serious offenders or victims of contact sexual offenses, child sexual exploitation offenses, or offenses involving child sexual abuse material; or

''(II) that specifically addresses the use of existing and emerging technologies to commit or facilitate contact sexual offenses, child sexual exploitation offenses, or offenses involving child sexual abuse material;

''(C) the development by each United States Attorney of a district-specific strategic plan to coordinate with State and local law enforcement agencies and prosecutor's offices, including ICAC task forces and their ICAC affiliate partners, on the investigation of suspect leads involving serious offenders, contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material, and the prosecution of those offenders and offenses, which plan—

''(i) shall include—

''(I) the use of the best practices developed under paragraphs (1) and (2) of subsection (c);

''(II) the development of plans and protocols to target and rapidly investigate cases involving potential serious offenders or the identification and rescue of a victim of a contact sexual offense, a child sexual exploitation offense, or an offense involving child sexual abuse material;

''(III) the use of training and technical assistance programs to incorporate victim-centered, trauma-informed practices in cases involving victims of contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material, which may include the use of child protective services, children's advocacy centers, victim support specialists, or other supportive services;

''(IV) the development of plans to track, report, and clearly communicate successful cases of victim identification and child rescue to the Department of Justice and the public;

''(V) an analysis of the investigative and forensic capacity of law enforcement agencies and prosecutor's offices within the district, and goals for improving capacity and effectiveness;

''(VI) a written policy describing the criteria for referrals for prosecution from Federal, State, or local law enforcement agencies, particularly when the investigation may involve a potential serious offender or the identification or rescue of a child victim;

''(VII) plans and budgets for training of relevant personnel on contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material;

''(VIII) plans for coordination and cooperation with State, local, and Tribal law enforcement agencies and prosecutorial offices; and

''(IX) evidence-based programs that educate the public about and increase awareness of such offenses; and

''(ii) shall be developed in consultation, as appropriate, with—

''(I) the local ICAC task force;

''(II) the United States Marshals Service Sex Offender Targeting Center;

''(III) training and technical assistance providers under the ICAC Task Force Program who are funded by the Attorney General;

''(IV) nongovernmental organizations with subject matter expertise, technical skill, or technological tools to assist in the identification of and response to contact sexual offenses, child sexual exploitation offenses, or offenses involving child sexual abuse material;

''(V) any relevant component of Homeland Security Investigations;

''(VI) any relevant component of the Federal Bureau of Investigation;

''(VII) the Office of Juvenile Justice and Delinquency Prevention of the Department of Justice;

''(VIII) the Child Exploitation and Obscenity Section of the Criminal Division of the Department of Justice;

''(IX) the United States Postal Inspection Service;

''(X) the United States Secret Service; and

''(XI) each military criminal investigation organization of the Department of Defense; and

''(D) a quadrennial assessment by each United States Attorney of the investigations within the district of such attorney of contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material—

''(i) with consideration of—

''(I) the variety of sources for leads;

''(II) the proportion of work involving proactive or undercover law enforcement investigations;

''(III) the number of serious offenders identified and prosecuted; and

''(IV) the number of children identified or rescued; and

''(ii) information from which may be used by the United States Attorney, as appropriate, to revise the plan described in subparagraph (C).

''(2) Major case coordination by the Department of Justice (or other Federal agencies as appropriate), including specific cooperation, as appropriate, with—

''(A) the Child Exploitation and Obscenity Section of the Criminal Division of the Department of Justice;

''(B) any relevant component of Homeland Security Investigations;

''(C) any relevant component of the Federal Bureau of Investigation;

''(D) the ICAC task forces and ICAC affiliate partners;

''(E) the United States Marshals Service, including the Sex Offender Targeting Center;

''(F) the United States Postal Inspection Service;

''(G) the United States Secret Service;

''(H) each Military Criminal Investigation Organization of the Department of Defense; and

''(I) any task forces established in connection with the Project Safe Childhood program set forth under subsection (b).

''(3) Increased Federal involvement in, and commitment to, the prevention and prosecution of technology-facilitated child sexual exploitation offenses or offenses involving child sexual abuse material by—

''(A) using technology to identify victims and serious offenders;

''(B) developing processes and tools to identify victims and offenders; and

''(C) taking measures to improve information sharing among Federal law enforcement agencies, including for the purposes of implementing the plans and protocols described in paragraph (1)(C)(i)(II) to identify and rescue—

''(i) victims of contact sexual offenses, child sexual exploitation offenses, and offenses involving child sexual abuse material; or

''(ii) victims of serious offenders.

''(4) The establishment, development, and implementation of a nationally coordinated 'Safer Internet Day' every year developed in collaboration with the Department of Education, national and local internet safety organizations, parent organizations, social media companies, and schools to provide—

''(A) national public awareness and evidence-based educational programs about the threats posed by circle of trust offenders and the threat of contact sexual offenses, child sexual exploitation offenses, or offenses involving child sexual abuse material, and the use of technology to facilitate those offenses;

''(B) information to parents and children about how to avoid or prevent technology-facilitated child sexual exploitation offenses; and

''(C) information about how to report possible technology-facilitated child sexual exploitation offenses or offenses involving child sexual abuse material through—

''(i) the National Center for Missing and Exploited Children;

''(ii) the ICAC Task Force Program; and

''(iii) any other program that—

''(I) raises national awareness about the threat of technology-facilitated child sexual exploitation offenses or offenses involving child sexual abuse material; and

''(II) provides information to parents and children seeking to report possible violations of technology-facilitated child sexual exploitation offenses or offenses involving child sexual abuse material.

''(e) EXPANSION OF PROJECT SAFE CHILDHOOD.—Notwithstanding subsection (d), funds authorized under this section may be also be used for the following purposes:

''(1) The addition of not less than 20 Assistant United States Attorneys at the Department of Justice, relative to the number of such positions as of the day before the date of enactment of the Law Enforcement and Victim Support Act of 2024, who shall be—

''(A) dedicated to the prosecution of cases in connection with the Project Safe Childhood program set forth under subsection (b); and

''(B) responsible for assisting and coordinating the plans and protocols of each district under subsection (d)(1)(C)(i)(II).

''(2) Such other additional and related purposes as the Attorney General determines appropriate.

''(f) AUTHORIZATION OF APPROPRIATIONS.—

''(1) IN GENERAL.—For the purpose of carrying out this section, there are authorized to be appropriated—

''(A) for the activities described under paragraphs (1), (2), and (3) of subsection (d), $28,550,000 for each of fiscal years 2023 through 2028;

''(B) for the activities described under subsection (d)(4), $4,000,000 for each of fiscal years 2023 through 2028; and

''(C) for the activities described under subsection (e), $29,100,000 for each of fiscal years 2023 through 2028.

''(2) SUPPLEMENT, NOT SUPPLANT.—Amounts made available to State and local agencies, programs, and services under this section shall supplement, and not supplant, other Federal, State, or local funds made available for those agencies, programs, and services.''.

SEC. 1404. STRONG COMMUNITIES ACT OF 2023.

Section 1701 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381) is amended by adding at the end the following:

''(o) COPS STRONG COMMUNITIES PROGRAM.—

''(1) DEFINITIONS.—In this subsection:

''(A) ELIGIBLE ENTITY.—The term 'eligible entity' means—

''(i) an institution of higher education, as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001), that, in coordination or through an agreement with a local law enforcement agency, offers a law enforcement training program; or

''(ii) a local law enforcement agency that offers a law enforcement training program.

''(B) LOCAL LAW ENFORCEMENT AGENCY.—The term 'local law enforcement agency' means an agency of a State, unit of local government, or Indian Tribe that is authorized by law or by a government agency to engage in or supervise the prevention, detection, investigation, or prosecution of any violation of criminal law.

''(2) GRANTS.—The Attorney General may use amounts otherwise appropriated to carry out this section for a fiscal year (beginning with fiscal year 2024) to make competitive grants to local law enforcement agencies to be used for officers and recruits to attend law enforcement training programs at eligible entities if the officers and recruits agree to serve in law enforcement agencies in their communities.

''(3) ELIGIBILITY.—To be eligible for a grant through a local law enforcement agency under this subsection, each officer or recruit described in paragraph (2) shall—

''(A) serve as a full-time law enforcement officer for a total of not fewer than 4 years during the 8-year period beginning on the date on which the officer or recruit completes a law enforcement training program for which the officer or recruit receives benefits;

''(B) complete the service described in subparagraph (A) in a local law enforcement agency located within—

''(i) 7 miles of the residence of the officer or recruit where the officer or recruit has resided for not fewer than 5 years; or

''(ii) if the officer or recruit resides in a county with fewer than 150,000 residents, within 20 miles of the residence of the officer or recruit where the officer or recruit has resided for not fewer than 5 years; and

''(C) submit to the eligible entity providing a law enforcement training program to the officer or recruit evidence of employment of the officer or recruit in the form of a certification by the chief administrative officer of the local law enforcement agency where the officer or recruit is employed.

''(4) REPAYMENT.—

''(A) IN GENERAL.—If an officer or recruit does not complete the service described in paragraph (3), the officer or recruit shall submit to the local law enforcement agency an amount equal to any benefits the officer or recruit received through the local law enforcement agency under this subsection.

''(B) REGULATIONS.—The Attorney General shall promulgate regulations that establish categories of extenuating circumstances under which an officer or recruit may be excused from repayment under subparagraph (A).''.

SEC. 1405. FIGHTING POST-TRAUMATIC STRESS DISORDER ACT OF 2023.

(a) FINDINGS.—Congress finds the following:

(1) Public safety officers serve their communities with bravery and distinction in order to keep their communities safe.

(2) Public safety officers, including police officers, firefighters, emergency medical technicians, and 911 dispatchers, are on the front lines of dealing with situations that are stressful, graphic, harrowing, and life-threatening.

(3) The work of public safety officers puts them at risk for developing post-traumatic stress disorder and acute stress disorder.

(4) It is estimated that 30 percent of public safety officers develop behavioral health conditions at some point in their lifetimes, including depression and post-traumatic stress disorder, in comparison to 20 percent of the general population that develops such conditions.

(5) Victims of post-traumatic stress disorder and acute stress disorder are at a higher risk of dying by suicide.

(6) Firefighters have been reported to have higher suicide attempt and ideation rates than the general population.

(7) It is estimated that between 125 and 300 police officers die by suicide every year.

(8) In 2019, pursuant to section 2(b) of the Law Enforcement Mental Health and Wellness Act of 2017 (Public Law 115–113; 131 Stat. 2276), the Director of the Office of Community Oriented Policing Services of the Department of Justice developed a report (referred to in this section as the ''LEMHWA report'') that expressed that many law enforcement agencies do not have the capacity or local access to the mental health professionals necessary for treating their law enforcement officers.

(9) The LEMHWA report recommended methods for establishing remote access or regional mental health check programs at the State or Federal level.

(10) Individual police and fire departments generally do not have the resources to employ full-time mental health experts who are able to treat public safety officers with state-of-the-art techniques for the purpose of treating job-related post-traumatic stress disorder and acute stress disorder.

(b) PROGRAMMING FOR POST-TRAUMATIC STRESS DISORDER.—

(1) DEFINITIONS.—In this subsection:

(A) PUBLIC SAFETY OFFICER.—The term ''public safety officer''—

(i) has the meaning given the term in section 1204 of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10284); and

(ii) includes Tribal public safety officers.

(B) PUBLIC SAFETY TELECOMMUNICATOR.—The term ''public safety telecommunicator'' means an individual who—

(i) operates telephone, radio, or other communication systems to receive and communicate requests for emergency assistance at 911 public safety answering points and emergency operations centers;

(ii) takes information from the public and other sources relating to crimes, threats, disturbances, acts of terrorism, fires, medical emergencies, and other public safety matters; and

(iii) coordinates and provides information to law enforcement and emergency response personnel.

(2) REPORT.—Not later than 150 days after the date of enactment of this Act, the Attorney General, acting through the Director of the Office of Community Oriented Policing Services of the Department of Justice, shall submit to the Committee on the Judiciary of the Senate and the Committee on the Judiciary of the House of Representatives a report on—

(A) not fewer than 1 proposed program, if the Attorney General determines it appropriate and feasible to do so, to be administered by the Department of Justice for making state-of-the-art treatments or preventative care available to public safety officers and public safety telecommunicators with regard to job-related post-traumatic stress disorder or acute stress disorder by providing

public safety officers and public safety telecommunicators access to evidence-based trauma-informed care, peer support, counselor services, and family supports for the purpose of treating or preventing post-traumatic stress disorder or acute stress disorder;

(B) a draft of any necessary grant conditions required to ensure that confidentiality is afforded to public safety officers on account of seeking the care or services described in paragraph (1) under the proposed program;

(C) how each proposed program described in subparagraph (A) could be most efficiently administered throughout the United States at the State, Tribal, territorial, and local levels, taking into account in-person and telehealth capabilities;

(D) a draft of legislative language necessary to authorize each proposed program described in subparagraph (A); and

(E) an estimate of the amount of annual appropriations necessary for administering each proposed program described in subparagraph (A).

(3) DEVELOPMENT.—In developing the report required under paragraph (2), the Attorney General shall consult relevant stakeholders, including—

(A) Federal, State, Tribal, territorial, and local agencies employing public safety officers and public safety telecommunicators; and

(B) non-governmental organizations, international organizations, academies, or other entities, including organizations that support the interests of public safety officers and public safety telecommunicators and the interests of family members of public safety officers and public safety telecommunicators.

SEC. 1406. RECRUIT AND RETAIN ACT.

(a) IMPROVING COPS GRANTS FOR POLICE HIRING PURPOSES.—

(1) GRANT USE EXPANSION.—Section 1701(b) of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381(b)) is amended—

(A) by redesignating paragraphs (5) through (23) as paragraphs (6) through (24), respectively; and

(B) by inserting after paragraph (4) the following:

''(5) to support hiring activities by law enforcement agencies experiencing declines in officer recruitment applications by reducing application-related fees, such as fees for background checks, psychological evaluations, and testing;''.

(2) TECHNICAL AMENDMENT.—Section 1701(b)(23) of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381(b)(23)), as so redesignated, is amended by striking ''(21)'' and inserting ''(22)''.

(b) ADMINISTRATIVE COSTS.—Section 1701 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381), as amended by section 1404, is amended—

(1) by redesignating subsections (i) through (o) as subsections (k) through (p), respectively; and

(2) by inserting after subsection (h) the following:

''(i) ADMINISTRATIVE COSTS.—Not more than 2 percent of a grant made for the hiring or rehiring of additional career law enforcement officers may be used for costs incurred to administer such grant.''.

(c) PIPELINE PARTNERSHIP PROGRAM.—Section 1701 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10381), as amended by section 1404 and subsection (b), is amended by inserting after subsection (p) the following:

''(q) COPS PIPELINE PARTNERSHIP PROGRAM.—

''(1) ELIGIBLE ENTITY DEFINED.—In this subsection, the term 'eligible entity' means a law enforcement agency in partnership with not less than 1 educational institution, which may include 1 or any combination of the following:

''(A) An elementary school.

''(B) A secondary school.

''(C) An institution of higher education.

''(D) A Hispanic-serving institution.

''(E) A historically Black college or university.

''(F) A Tribal college.

''(2) GRANTS.—The Attorney General shall award competitive grants to eligible entities for recruiting activities that—

''(A) support substantial student engagement for the exploration of potential future career opportunities in law enforcement;

''(B) strengthen recruitment by law enforcement agencies experiencing a decline in recruits, or high rates of resignations or retirements;

''(C) enhance community interactions between local youth and law enforcement agencies that are designed to increase recruiting; and

''(D) otherwise improve the outcomes of local law enforcement recruitment through activities such as dedicated programming for students, work-based learning opportunities, project-based learning, mentoring, community liaisons, career or job fairs, work site visits, job shadowing, apprenticeships, or skills-based internships.

''(3) FUNDING.—Of the amounts made available to carry out this part for a fiscal year, the Attorney General may use not more than $3,000,000 to carry out this subsection.''.

(d) COPS GRANT GUIDANCE FOR AGENCIES OPERATING BELOW BUDGETED STRENGTH.—Section 1704 of title I of the Omnibus Crime Control and Safe Streets Act of 1968 (34 U.S.C. 10384) is amended by adding at the end the following:

''(d) GUIDANCE FOR UNDERSTAFFED LAW ENFORCEMENT AGENCIES.—

''(1) DEFINITIONS.—In this subsection:

''(A) COVERED APPLICANT.—The term 'covered applicant' means an applicant for a hiring grant under this part seeking funding for a law enforcement agency operating below the budgeted strength of the law enforcement agency.

''(B) BUDGETED STRENGTH.—The term 'budgeted strength' means the employment of the maximum number of sworn law enforcement officers the budget of a law enforcement agency allows the agency to employ.

''(2) PROCEDURES.—Not later than 180 days after the date of enactment of this subsection, the Attorney General shall establish consistent procedures for covered applicants, including guidance that—

''(A) clarifies that covered applicants remain eligible for funding under this part; and

''(B) enables covered applicants to attest that the funding from a grant awarded under this part is not being used by the law enforcement agency to supplant State or local funds, as described in subsection (a).

''(3) PAPERWORK REDUCTION.—In developing the procedures and guidance under paragraph (2), the Attorney General shall take measures to reduce paperwork requirements for grants to covered applicants.''.

(e) STUDY ON POLICE RECRUITMENT.—

(1) STUDY.—

(A) IN GENERAL.—The Comptroller General of the United States shall conduct a study to consider the comprehensive effects of recruitment and attrition rates on Federal, State, Tribal, and local law enforcement agencies in the United States, to identify—

(i) the primary reasons that law enforcement officers—

(I) join law enforcement agencies; and

(II) resign or retire from law enforcement agencies;

(ii) how the reasons described in clause (i) may have changed over time;

(iii) the effects of recruitment and attrition on public safety;

(iv) the effects of electronic media on recruitment efforts;

(v) barriers to the recruitment and retention of Federal, State, and local law enforcement officers; and

(vi) recommendations for potential ways to address barriers to the recruitment and retention of law enforcement officers, including the barriers identified in clause (v).

(B) REPRESENTATIVE CROSS-SECTION.—

(i) IN GENERAL.—The Comptroller General of the United States shall endeavor to ensure accurate representation of law enforcement agencies in the study conducted pursuant to subparagraph (A) by surveying a broad cross-section of law enforcement agencies—

(I) from various regions of the United States;

(II) of different sizes; and

(III) from rural, suburban, and urban jurisdictions.

(ii) METHODS DESCRIPTION.—The study conducted pursuant to subparagraph (A) shall include in the report under paragraph (2) a description of the methods used to identify a representative sample of law enforcement agencies.

(2) REPORT.—Not later than 540 days after the date of enactment of this Act, the Comptroller General of the United States shall—

(A) submit to the Committee on the Judiciary of the Senate and the Committee on the Judiciary of the House of Representatives a report containing the study conducted under paragraph (1); and

(B) make the report submitted under subparagraph (A) publicly available online.

(3) CONFIDENTIALITY.—The Comptroller General of the United States shall ensure that the study conducted under paragraph (1) protects the privacy of participating law enforcement agencies.

SEC. 1407. ADMINISTRATIVE FALSE CLAIMS ACT OF 2023.

(a) CHANGE IN SHORT TITLE.—

(1) IN GENERAL.—Subtitle B of title VI of the Omnibus Budget Reconciliation Act of 1986 (Public Law 99–509; 100 Stat. 1934) is amended—

(A) in the subtitle heading, by striking ''**Program Fraud Civil Remedies**'' and inserting ''**Administrative False Claims**''; and

(B) in section 6101 (31 U.S.C. 3801 note), by striking ''Program Fraud Civil Remedies Act of 1986'' and inserting ''Administrative False Claims Act''.

(2) REFERENCES.—Any reference to the Program Fraud Civil Remedies Act of 1986 in any provision of law, regulation, map, document, record, or other paper of the United States shall be deemed a reference to the Administrative False Claims Act.

(b) REVERSE FALSE CLAIMS.—Chapter 38 of title 31, United States Code, is amended—

(1) in section 3801(a)(3), by amending subparagraph (C) to read as follows:

''(C) made to an authority which has the effect of concealing or improperly avoiding or decreasing an obligation to pay or transmit property, services, or money to the authority,''; and

(2) in section 3802(a)(3)—

(A) by striking ''An assessment'' and inserting ''(A) Except as provided in subparagraph (B), an assessment''; and

(B) by adding at the end the following:

''(B) In the case of a claim described in section 3801(a)(3)(C), an assessment shall not be made under the second sentence of paragraph (1) in an amount that is more than double the value of the property, services, or money

that was wrongfully withheld from the authority.''.

(c) INCREASING DOLLAR AMOUNT OF CLAIMS.—Section 3803(c) of title 31, United States Code, is amended—

(1) in paragraph (1), by striking ''$150,000'' each place that term appears and inserting ''$1,000,000''; and

(2) by adding at the end the following:

''(3) ADJUSTMENT FOR INFLATION.—The maximum amount in paragraph (1) shall be adjusted for inflation in the same manner and to the same extent as civil monetary penalties under the Federal Civil Penalties Inflation Adjustment Act (28 U.S.C. 2461 note).''.

(d) RECOVERY OF COSTS.—Section 3806(g)(1) of title 31, United States Code, is amended to read as follows:

''(1)(A) Except as provided in paragraph (2)—

''(i) any amount collected under this chapter shall be credited first to reimburse the authority or other Federal entity that expended costs in support of the investigation or prosecution of the action, including any court or hearing costs; and

''(ii) amounts reimbursed under clause (i) shall—

''(I) be deposited in—

''(aa) the appropriations account of the authority or other Federal entity from which the costs described in subparagraph (A) were obligated;

''(bb) a similar appropriations account of the authority or other Federal entity; or

''(cc) if the authority or other Federal entity expended nonappropriated funds, another appropriate account; and

''(II) remain available until expended.

''(B) Any amount remaining after reimbursements described in subparagraph (A) shall be deposited as miscellaneous receipts in the Treasury of the United States.''.

(e) SEMIANNUAL REPORTING.—Section 405(c) of title 5, United States Code, is amended—

(1) in paragraph (4), by striking ''and'' at the end;

(2) by redesignating paragraph (5) as paragraph (6); and

(3) by inserting after paragraph (4) the following:

''(5) information relating to cases under chapter 38 of title 31, including—

''(A) the number of reports submitted by investigating officials to reviewing officials under section 3803(a)(1) of such title;

''(B) actions taken in response to reports described in subparagraph (A), which shall include statistical tables showing—

''(i) pending cases;

''(ii) resolved cases;

''(iii) the average length of time to resolve each case;

''(iv) the number of final agency decisions that were appealed to a district court of the United States or a higher court; and

''(v) if the total number of cases in a report is greater than 2—

''(I) the number of cases that were settled; and

''(II) the total penalty or assessment amount recovered in each case, including through a settlement or compromise; and

''(C) instances in which the reviewing official declined to proceed on a case reported by an investigating official; and''.

(f) INCREASING EFFICIENCY OF DOJ PROCESSING.—Section 3803(j) of title 31, United States Code, is amended—

(1) by inserting ''(1)'' before ''The reviewing''; and

(2) by adding at the end the following:

''(2) A reviewing official shall notify the Attorney General in writing not later than 30 days before entering into any agreement to compromise or settle allegations of liability under section 3802 and before the date on which the reviewing official is permitted to refer allegations of liability to a presiding officer under subsection (b).''.

(g) REVISION OF DEFINITION OF HEARING OFFICIALS.—

(1) IN GENERAL.—Chapter 38 of title 31, United States Code, is amended—

(A) in section 3801(a)(7)—

(i) in subparagraph (A), by striking ''or'' at the end;

(ii) in subparagraph (B)(vii), by adding ''or'' at the end; and

(iii) by adding at the end the following:

''(C) a member of the board of contract appeals pursuant to section 7105 of title 41, if the authority does not employ an available presiding officer under subparagraph (A);''; and

(B) in section 3803(d)(2)—

(i) in subparagraph (A), by striking ''and'' at the end;

(ii) in subparagraph (B)—

(I) by striking ''the presiding'' and inserting ''(i) in the case of a referral to a presiding officer described in subparagraph (A) or (B) of section 3801(a)(7), the presiding'';

(II) in clause (i), as so designated, by striking the period at the end and inserting ''; or''; and

(III) by adding at the end the following:

''(ii) in the case of a referral to a presiding officer described in subparagraph (C) of section 3801(a)(7)—

''(I) the reviewing official shall submit a copy of the notice required by under paragraph (1) and of the response of the person receiving such notice requesting a hearing—

''(aa) to the board of contract appeals that has jurisdiction over matters arising from the agency of the reviewing official pursuant to section 7105(e)(1) of title 41; or

''(bb) if the Chair of the board of contract appeals declines to accept the referral, to any other board of contract appeals; and

''(II) the reviewing official shall simultaneously mail, by registered or certified mail, or shall deliver, notice to the person alleged to be liable under section 3802 that the referral has been made to an agency board of contract appeals with an explanation as to where the person may obtain the relevant rules of procedure promulgated by the board; and''; and

(iii) by adding at the end the following:

''(C) in the case of a hearing conducted by a presiding officer described in subparagraph (C) of section 3801(a)(7)—

''(i) the presiding officer shall conduct the hearing according to the rules and procedures promulgated by the board of contract appeals; and

''(ii) the hearing shall not be subject to the provisions in subsection (g)(2), (h), or (i).''.

(2) AGENCY BOARDS.—Section 7105(e) of title 41, United States Code, is amended—

(A) in paragraph (1), by adding at the end the following:

''(E) ADMINISTRATIVE FALSE CLAIMS ACT.—

''(i) IN GENERAL.—The boards described in subparagraphs (B), (C), and (D) shall have jurisdiction to hear any case referred to a board of contract appeals under section 3803(d) of title 31.

''(ii) DECLINING REFERRAL.—If the Chair of a board described in subparagraph (B), (C), or (D) determines that accepting a case under clause (i) would prevent adequate consideration of other cases being handled by the board, the Chair may decline to accept the referral.''; and

(B) in paragraph (2), by inserting ''or, in the event that a case is filed under chapter 38 of title 31, any relief that would be available to a litigant under that chapter'' before the period at the end.

(3) REGULATIONS.—Not later than 180 days after the date of enactment of this Act, each authority head, as defined in section 3801 of title 31, United States Code, and each board of contract appeals of a board described in subparagraph (B), (C), or (D) of section 7105(e) of title 41, United States Code, shall amend procedures regarding proceedings as necessary to implement the amendments made by this subsection.

(h) REVISION OF LIMITATIONS.—Section 3808 of title 31, United States Code, is amended by striking subsection (a) and inserting the following:

''(a) A notice to the person alleged to be liable with respect to a claim or statement shall be mailed or delivered in accordance with section 3803(d)(1) not later than the later of—

''(1) 6 years after the date on which the violation of section 3802 is committed; or

''(2) 3 years after the date on which facts material to the action are known or reasonably should have been known by the authority head, but in no event more than 10 years after the date on which the violation is committed.''.

(i) DEFINITIONS.—Section 3801 of title 31, United States Code, is amended—

(1) in subsection (a)—

(A) in paragraph (8), by striking ''and'' at the end;

(B) in paragraph (9), by striking the period at the end and inserting a semicolon; and

(C) by adding at the end the following:

''(10) 'material' has the meaning given the term in section 3729(b) of this title; and

''(11) 'obligation' has the meaning given the term in section 3729(b) of this title.''; and

(2) by adding at the end the following:

''(d) For purposes of subsection (a)(10), materiality shall be determined in the same manner as under section 3729 of this title.''.

(j) PROMULGATION OF REGULATIONS.—Not later than 180 days after the date of enactment of this Act, each authority head, as defined in section 3801 of title 31, United States Code, shall—

(1) promulgate regulations and procedures to carry out this Act and the amendments made by this Act; and

(2) review and update existing regulations and procedures of the authority to ensure compliance with this Act and the amendments made by this Act.

SEC. 1408. JUSTICE FOR MURDER VICTIMS ACT.

(a) IN GENERAL.—Chapter 51 of title 18, United States Code, is amended by adding at the end the following:

''§ 1123. No maximum time period between act or omission and death of victim

''(a) IN GENERAL.—A prosecution may be instituted for any homicide offense under this title without regard to the time that elapsed between—

''(1) the act or omission that caused the death of the victim; and

''(2) the death of the victim.

''(b) RELATION TO STATUTE OF LIMITATIONS.—Nothing in subsection (a) shall be construed to supersede the limitations period under section 3282(a), to the extent applicable.

''(c) MAXIMUM TIME PERIOD APPLICABLE IF DEATH PENALTY IMPOSED.—A sentence of death may not be imposed for a homicide offense under this title unless the Government proves beyond a reasonable doubt that not more than 1 year and 1 day elapsed between—

''(1) the act or omission that caused the death of the victim; and

''(2) the death of the victim.''.

(b) TABLE OF CONTENTS.—The table of sections for chapter 51 of title 18, United States Code, is amended by adding at the end the following:

''1123. No maximum time period between act or omission and death of victim.''.

(c) APPLICABILITY.—Section 1123(a) of title 18, United States Code, as added by subsection (a), shall apply with respect to an act or omission described in that section that occurs after the date of enactment of this Act.

(d) MAXIMUM PENALTY FOR FIRST-DEGREE MURDER BASED ON TIME PERIOD BETWEEN ACT OR OMISSION AND DEATH OF VICTIM.—Section 1111(b) of title 18, United States Code, is amended by inserting after ''imprisonment for life'' the following: '', unless the death of the victim occurred more than 1 year and 1 day after the act or omission that caused the death of the victim, in which case the punishment shall be imprisonment for any term of years or for life''.

SEC. 1409. PROJECT SAFE NEIGHBORHOODS REAUTHORIZATION ACT OF 2023.

(a) FINDINGS.—Congress finds the following:

(1) Launched in 2001, the Project Safe Neighborhoods program is a nationwide initiative that brings together Federal, State, local, and Tribal law enforcement officials, prosecutors, community leaders, and other stakeholders to identify the most pressing crime problems in a community and work collaboratively to address those problems.

(2) The Project Safe Neighborhoods program—

(A) operates in all 94 Federal judicial districts throughout the 50 States and territories of the United States; and

(B) implements 4 key components to successfully reduce violent crime in communities, including community engagement, prevention and intervention, focused and strategic enforcement, and accountability.

(b) REAUTHORIZATION.—

(1) DEFINITIONS.—Section 2 of the Project Safe Neighborhoods Grant Program Authorization Act of 2018 (? 34 U.S.C. 60701) is amended—

(A) by redesignating paragraphs (1), (2), and (3) as paragraphs (2), (4), and (5), respectively;

(B) by inserting before paragraph (2), as so redesignated, the following:

''(1) the term crime analyst means an individual employed by a law enforcement agency for the purpose of separating information into key components and contributing to plans of action to understand, mitigate, and neutralize criminal threats;''; and

(C) by inserting after paragraph (2), as so redesignated, the following:

''(3) the term law enforcement assistant means an individual employed by a law enforcement agency or a prosecuting agency for the purpose of aiding law enforcement officers in investigative or administrative duties;''.

(2) USE OF FUNDS.—Section 4(b) of the Project Safe Neighborhoods Grant Program Authorization Act of 2018 (? 34 U.S.C. 60703(b)) is amended—

(A) in paragraph (3), by striking or at the end;

(B) in paragraph (4), by striking the period at the end and inserting a semicolon; and

(C) by adding at the end the following:

''(5) hiring crime analysts to assist with violent crime reduction efforts;

''(6) the cost of overtime for law enforcement officers, prosecutors, and law enforcement assistants that assist with the Program; and

''(7) purchasing, implementing, and using technology to assist with violent crime reduction efforts.''.

(3) AUTHORIZATION OF APPROPRIATIONS.—Section 6 of the Project Safe Neighborhoods Grant Program Authorization Act of 2018 (? 34 U.S.C. 60705) is amended by striking ''fiscal years 2019 through 2021'' and inserting ''fiscal years 2023 through 2028''.

(c) TASK FORCE SUPPORT.—

(1) SHORT TITLE.—This subsection may be cited as the Officer Ella Grace French and Sergeant Jim Smith Task Force Support Act of 2023.

(2) AMENDMENT.—Section 4(b) of the Project Safe Neighborhoods Grant Program Authorization Act of 2018 (? 34 U.S.C. 60703(b)), as amended by subsection (c)(2), is amended—

(A) in paragraph (6), by striking and at the end;

(B) in paragraph (7), by striking the period at the end and inserting ; and; and

(C) by adding at the end the following:

''(8) support for multi-jurisdictional task forces.''.

(d) TRANSPARENCY.—Not less frequently than annually, the Attorney General 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 details, for each area in which the Project Safe Neighborhoods Block Grant Program operates and with respect to the 1-year period preceding the date of the report—

(1) how the area spent funds under the Project Safe Neighborhoods Block Grant Program;

(2) the community outreach efforts performed in the area; and

(3) the number and a description of the violent crime offenses committed in the area, including murder, non-negligent manslaughter, rape, robbery, and aggravated assault.

SA 1920. Mr. BARRASSO submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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 section 712, insert the following:

SEC. 712A. SPECIAL RULE FOR APPORTIONMENTS.

Section 47114(c)(1) of title 49, United States Code, as amended by section 712, is amended by adding at the end the following:

''(G) SPECIAL RULE FOR FISCAL YEARS 2025 THROUGH 2027.—Notwithstanding subparagraph (A), the Secretary shall apportion to the sponsor of an airport under that subparagraph, for each of fiscal years 2025, 2026, and 2027, an amount based on the number of passenger boardings at the airport during calendar year 2019, 2020, or 2021, whichever had the highest number of passenger boardings, if the airport had—

''(i) fewer than 10,000 passenger boardings during the calendar year used to calculate the apportionment for fiscal year 2025, 2026, or 2027, as applicable, under subparagraph (A); and

''(ii) 10,000 or more passenger boardings during calendar year 2019.''.

SA 1921. Mr. CRUZ (for himself, Mr. KELLY, Mr. YOUNG, Mr. HAGERTY, Mr. BROWN, Ms. SINEMA, and Mr. BUDD) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. SEMICONDUCTOR PROGRAM.

Title XCIX of division H of the William M. (Mac) Thornberry National Defense Authorization Act for Fiscal Year 2021 (15 U.S.C. 4651 et seq.) is amended—

(1) in section 9902 (15 U.S.C. 4652)—

(A) by redesignating subsections (h) and (i) as subsections (i) and (j), respectively; and

(B) by inserting after subsection (g) the following:

''(h) AUTHORITY RELATING TO ENVIRONMENTAL REVIEW.—

''(1) IN GENERAL.—Notwithstanding any other provision of law, the provision by the Secretary of Federal financial assistance for a project described in this section that satisfies the requirements under subsection (a)(2)(C)(i) of this section shall not be considered to be a major Federal action under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) (referred to in this subsection as 'NEPA') or an undertaking for the purposes of division A of subtitle III of title 54, United States Code, if—

''(A) the activity described in the application for that project has commenced not later than December 31, 2024;

''(B) the Federal financial assistance provided is in the form of a loan or loan guarantee; or

''(C) the Federal financial assistance provided, excluding any loan or loan guarantee, comprises not more than 10 percent of the total estimated cost of the project.

''(2) SAVINGS CLAUSE.—Nothing in this subsection may be construed as altering whether an activity described in subparagraph (A), (B), or (C) of paragraph (1) is considered to be a major Federal action under NEPA, or an undertaking under division A of subtitle III of title 54, United States Code, for a reason other than that the activity is eligible for Federal financial assistance provided under this section.''; and

(2) in section 9909 (15 U.S.C. 4659), by adding at the end the following:

''(c) LEAD FEDERAL AGENCY AND COOPERATING AGENCIES.—

''(1) DEFINITION.—In this subsection, the term 'lead agency' has the meaning given the term in section 111 of NEPA (42 U.S.C. 4336e).

''(2) OPTION TO SERVE AS LEAD AGENCY.—With respect to a covered activity that is a major Federal action under NEPA, and with respect to which the Department of Commerce is authorized or required by law to issue an authorization or take action for or relating to that covered activity, the Department of Commerce shall have the first right to serve as the lead agency with respect to that covered activity under NEPA.

''(d) CATEGORICAL EXCLUSIONS.—

''(1) ESTABLISHMENT OF CATEGORICAL EXCLUSIONS.—Each of the following categorical exclusions is established for the National Institute of Standards and Technology with respect to a covered activity and, beginning on the date of enactment of this subsection, is available for use by the Secretary with respect to a covered activity:

''(A) Categorical exclusion 17.04.d (relating to the acquisition of machinery and equipment) in the document entitled 'EDA Program to Implement the National Environmental Policy Act of 1969 and Other Federal Environmental Mandates As Required' (Directive No. 17.02–2; effective date October 14, 1992).

''(B) Categorical exclusion A9 in Appendix A to subpart D of part 1021 of title 10, Code

of Federal Regulations, or any successor regulation.

''(C) Categorical exclusions B1.24, B1.31, B2.5, and B5.1 in Appendix B to subpart D of part 1021 of title 10, Code of Federal Regulations, or any successor regulation.

''(D) The categorical exclusions described in paragraphs (4) and (13) of section 50.19(b) of title 24, Code of Federal Regulations, or any successor regulation.

''(E) Categorical exclusion (c)(1) in Appendix B to part 651 of title 32, Code of Federal Regulations, or any successor regulation.

''(F) Categorical exclusions A2.3.8 and A2.3.14 in Appendix B to part 989 of title 32, Code of Federal Regulations, or any successor regulation.

''(2) ADDITIONAL CATEGORICAL EXCLUSIONS.—Notwithstanding any other provision of law, each of the following shall be treated as a category of action categorically excluded from the requirements relating to environmental assessments and environmental impact statements under section 1501.4 of title 40, Code of Federal Regulations, or any successor regulation:

''(A) The provision by the Secretary of any Federal financial assistance for a project described in section 9902, if the facility that is the subject of the project is on or adjacent to a site—

''(i) that is owned or leased by the covered entity to which Federal financial assistance is provided for that project; and

''(ii) on which, as of the date on which the Secretary provides that Federal financial assistance, substantially similar construction, expansion, or modernization is being or has been carried out, such that the facility would not more than double existing developed acreage or on-site supporting infrastructure.

''(B) The provision by the Secretary of Defense of any Federal financial assistance relating to—

''(i) the creation, expansion, or modernization of one or more facilities described in the second sentence of section 9903(a)(1); or

''(ii) carrying out section 9903(b), as in effect on the date of enactment of this subsection.

''(C) Any activity undertaken by the Secretary relating to carrying out section 9906, as in effect on the date of enactment of this subsection.

''(e) INCORPORATION OF PRIOR PLANNING DECISIONS.—

''(1) DEFINITION.—In this subsection, the term 'prior studies and decisions' means baseline data, planning documents, studies, analyses, decisions, and documentation that a Federal agency has completed for a project (or that have been completed under the laws and procedures of a State or Indian Tribe), including for determining the reasonable range of alternatives for that project.

''(2) RELIANCE ON PRIOR STUDIES AND DECISIONS.—In completing an environmental review under NEPA for a covered activity, the Secretary may consider and, as appropriate, rely on or adopt prior studies and decisions, if the Secretary determines that—

''(A) those prior studies and decisions meet the standards for an adequate statement, assessment, or determination under applicable procedures of the Department of Commerce implementing the requirements of NEPA;

''(B) in the case of prior studies and decisions completed under the laws and procedures of a State or Indian Tribe, those laws and procedures are of equal or greater rigor than those of each applicable Federal law, including NEPA, implementing procedures of the Department of Commerce; or

''(C) if applicable, the prior studies and decisions are informed by other analysis or documentation that would have been prepared if the prior studies and decisions were prepared by the Secretary under NEPA.

''(f) DEFINITIONS.—In this section:

''(1) COVERED ACTIVITY.—The term 'covered activity' means any activity relating to the construction, expansion, or modernization of a facility, the investment in which is eligible for Federal financial assistance under section 9902 or 9906.

''(2) NEPA.—The term 'NEPA' means the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.).''.

SA 1922. Mr. PADILLA submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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:

Strike section 756, and insert the following:

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.

SA 1923. Mr. KAINE (for himself, Mr. WARNER, Mr. CARDIN, Mr. VAN HOLLEN, Mr. HICKENLOOPER, Ms. DUCKWORTH, and Mr. BENNET) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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:

Strike section 502.

TEXT OF AMENDMENTS

SA 1910. Mr. REED (for himself, Mrs. GILLIBRAND, and Mr. DURBIN) 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 end of title IV, add the following:

SEC. 4___. PROTECTION FROM ABUSIVE PASSENGERS.

(a) SHORT TITLE.—This section may be cited as the ''Protection from Abusive Passengers Act''.

(b) DEFINED TERM.—In this section, the term ''abusive passenger'' means any individual who, on or after the date of the enactment of this Act, engages in behavior that results in—

(1) the assessment of a civil penalty for—

(A) engaging in conduct prohibited under section 46318 of title 49, United States Code; or

(B) tampering with, interfering with, compromising, modifying, or attempting to circumvent any security system, measure, or procedure related to civil aviation security in violation of section 1540.105(a)(1) of title 49, Code of Federal Regulations, if such violation is committed on an aircraft in flight (as defined in section 46501(1) of title 49, United States Code);

(2) a conviction for a violation of section 46503 or 46504 of title 49, United States Code; or

(3) a conviction for any other Federal offense involving assaults, threats, or intimidation against a crewmember on an aircraft in flight (as defined in section 46501(1) of title 49, United States Code).

(c) REFERRALS.—The Administrator of the Federal Aviation Administration or the Attorney General shall provide the identity (including the full name, full date of birth, and gender) of all abusive passengers to the Administrator of the Transportation Security Administration.

(d) BANNED FLIERS.—

(1) LIST.—The Administrator of the Transportation Security Administration shall maintain a list of abusive passengers.

(2) EFFECT OF INCLUSION ON LIST.—

(A) IN GENERAL.—Any individual included on the list maintained pursuant to paragraph (1) shall be prohibited from boarding any commercial aircraft flight until such individual is removed from such list in accordance with the procedures established by the Administrator pursuant to subsection (e).

(B) OTHER LISTS.—The placement of an individual on the list maintained pursuant to paragraph (1) shall not preclude the placement of such individual on other lists maintained by the Federal Government and used by the Administrator of the Transportation Security Administration pursuant to sections 114(h) and 44903(j)(2)(C) of title 49,

United States Code, to prohibit such individual from boarding a flight or to take other appropriate action with respect to such individual if the Administrator determines that such individual—

(i) poses a risk to the transportation system or national security;

(ii) poses a risk of air piracy or terrorism;

(iii) poses a threat to airline or passenger safety; or

(iv) poses a threat to civil aviation or national security.

(e) POLICIES AND PROCEDURES FOR HANDLING ABUSIVE PASSENGERS.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall develop, and post on a publicly available website of the Transportation Security Administration, policies and procedures for handling individuals included on the list maintained pursuant to subsection (d)(1), including—

(1) the process for receiving and handling referrals received pursuant to subsection (c);

(2) the method by which the list of banned fliers required under subsection (d)(1) will be maintained;

(3) specific guidelines and considerations for removing an individual from such list based on the gravity of each offense described in subsection (b);

(4) the procedures for the expeditious removal of the names of individuals who were erroneously included on such list;

(5) the circumstances under which certain individuals rightfully included on such list may petition to be removed from such list, including the procedures for appealing a denial of such petition; and

(6) the process for providing to any individual who is the subject of a referral under subsection (c)—

(A) written notification, not later than 5 days after receiving such referral, including an explanation of the procedures and circumstances referred to in paragraphs (4) and (5); and

(B) an opportunity to seek relief under paragraph (4) during the 5-day period beginning on the date on which the individual received the notification referred to in subparagraph (A) to avoid being erroneously included on the list of abusive passengers referred to in subsection (d)(1).

(f) CONGRESSIONAL BRIEFING.—Not later than 1 year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall brief the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives regarding the policies and procedures developed pursuant to subsection (e).

(g) ANNUAL REPORT.—The Administrator of the Transportation Security Administration shall submit an annual report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives that contains nonpersonally identifiable information regarding the composition of the list required under subsection (d)(1), including—

(1) the number of individuals included on such list;

(2) the age and sex of the individuals included on such list;

(3) the underlying offense or offenses of the individuals included on such list;

(4) the period of time each individual has been included on such list;

(5) the number of individuals rightfully included on such list who have petitioned for removal and the status of such petitions;

(6) the number of individuals erroneously included on such list and the time required to remove such individuals from such list; and

(7) the number of individuals erroneously included on such list who have been prevented from traveling.

(h) INSPECTOR GENERAL REVIEW.—Not less frequently than once every 3 years, the Inspector General of the Department of Homeland Security shall review and report to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives regarding the administration and maintenance of the list required under subsections (d) and (e), including an assessment of any disparities based on race or ethnicity in the treatment of petitions for removal.

(i) INELIGIBILITY FOR TRUSTED TRAVELER PROGRAMS.—Except under policies and procedures established by the Secretary of Homeland Security, all abusive passengers shall be permanently ineligible to participate in—

(1) the Transportation Security Administration's PreCheck program; or

(2) U.S. Customs and Border Protection's Global Entry program.

(j) LIMITATION.—

(1) IN GENERAL.—The inclusion of a person's name on the list described in subsection (d)(1) may not be used as the basis for denying any right or privilege under Federal law except for the rights and privileges described in subsections (d)(2), (e), and (i).

(2) RULE OF CONSTRUCTION.—Nothing in this subsection may be construed to limit the dissemination, or bar the consideration, of the facts and circumstances that prompt placement of a person on the list described in subsection (d)(1).

(k) PRIVACY.—Personally identifiable information used to create the list required under subsection (d)(1)—

(1) shall be exempt from disclosure under section 552(b)(3) of title 5, United States Code; and

(2) shall not be made available by any Federal, State, Tribal, or local authority pursuant to any Federal, State, Tribal, or local law requiring public disclosure of information or records.

(l) SAVINGS PROVISION.—Nothing in this section may be construed to limit the authority of the Transportation Security Administration or of any other Federal agency to undertake measures to protect passengers, flight crew members, or security officers under any other provision of law.

SA 1924. Mrs. CAPITO (for herself, Mr. CARPER, Mr. WHITEHOUSE, Mr. RISCH, Mr. KELLY, Mr. CRAMER, and Mr. CRAPO) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. ACCELERATING DEPLOYMENT OF VERSATILE, ADVANCED NUCLEAR FOR CLEAN ENERGY.

(a) SHORT TITLE.—This section may be cited as the ''Accelerating Deployment of Versatile, Advanced Nuclear for Clean Energy Act of 2024'' or the ''ADVANCE Act of 2024''.

(b) DEFINITIONS.—In this section:

(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).

(c) INTERNATIONAL NUCLEAR EXPORT AND INNOVATION ACTIVITIES.—

(1) COMMISSION COORDINATION.—

(A) IN GENERAL.—The Commission shall—

(i) 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—

(aa) the Organisation for Economic Co-operation and Development; or

(bb) the Nuclear Energy Agency; and

(ii) 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 subparagraph (B).

(B) EXCHANGE PROGRAMS AND TRAINING.—With respect to the exchange programs and training described in subparagraph (A)(ii)(III), the Commission shall coordinate, as applicable, with—

(i) the Secretary of Energy;

(ii) the Secretary of State;

(iii) the National Laboratories;

(iv) the private sector; and

(v) institutions of higher education.

(2) 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 paragraph (1) as the Commission determines to be appropriate and within the mission of the Commission.

(3) EXCLUSION OF INTERNATIONAL ACTIVITIES FROM THE FEE BASE.—

(A) IN GENERAL.—Section 102 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215) is amended—

(i) 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 subsection (c)(1) of the ADVANCE Act of 2024.''; and

(ii) in subsection (b)(1)(B), by adding at the end the following:

''(iv) Costs for international nuclear export and innovation activities described in subsection (c)(1) of the ADVANCE Act of 2024.''.

(B) EFFECTIVE DATE.—The amendments made by subparagraph (A) shall take effect on October 1, 2025.

(4) INTERAGENCY COORDINATION.—The Commission shall coordinate all international activities under this subsection with the Secretary of State, the Secretary of Energy, and other applicable agencies, as appropriate.

(5) SAVINGS CLAUSE.—Nothing in this subsection alters the authority of the Commission to license and regulate the civilian use of radioactive materials.

(d) DENIAL OF CERTAIN DOMESTIC LICENSES FOR NATIONAL SECURITY PURPOSES.—

(1) DEFINITION OF COVERED FUEL.—In this subsection, 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—

(A) is owned or controlled by the Government of the Russian Federation or the Government of the People's Republic of China; or

(B) is organized under the laws of, or otherwise subject to the jurisdiction of, the Russian Federation or the People's Republic of China.

(2) 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.

(3) LICENSE TO POSSESS OR OWN COVERED FUEL.—

(A) 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.

(B) PROHIBITION ON ISSUANCE OF LICENSE.—

(i) IN GENERAL.—Subject to clause (iii), 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 clause (ii)(I)(aa).

(ii) DETERMINATION.—

(I) IN GENERAL.—The determination referred to in clause (i) is a determination that possession or ownership, as applicable, of covered fuel—

(aa) 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

(bb) does not pose a threat to the national security of the United States.

(II) JOINT DETERMINATION.—A determination described in subclause (I) shall be jointly made by the Secretary of Energy and the Secretary of State.

(III) TIMELINE.—

(aa) 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.

(bb) 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 item (aa) of an application for a license to possess or own covered fuel, in which to make the determination described in subclause (I).

(cc) COMMISSION NOTIFICATION.—On making the determination described in subclause (I), the Secretary of Energy and the Secretary of State shall immediately notify the Commission.

(dd) 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 item (cc), 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.

(ee) PUBLIC NOTICE.—Not later than 15 days after the date on which the Commission notifies Congress under item (dd) of a determination made under subclause (I), the Commission shall make that determination publicly available.

(iii) 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 clause (ii).

(4) SAVINGS CLAUSE.—Nothing in this subsection 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.

(e) EXPORT LICENSE NOTIFICATION.—

(1) DEFINITION OF LOW-ENRICHED URANIUM.—In this subsection, the term ''low-enriched uranium'' means uranium enriched to less than 20 percent of the uranium-235 isotope.

(2) 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 paragraph (4) to a country described in paragraph (3), 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.

(3) COUNTRIES DESCRIBED.—A country referred to in paragraph (2) is a country that—

(A) has not concluded and ratified an Additional Protocol to its safeguards agreement with the International Atomic Energy Agency; or

(B) 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).

(4) ITEMS DESCRIBED.—An item referred to in paragraph (2) includes—

(A) 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;

(B) a nuclear reactor that uses nuclear fuel described in subparagraph (A); and

(C) 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—

(i) the reprocessing of irradiated nuclear reactor fuel elements;

(ii) the separation of plutonium; or

(iii) the separation of the uranium-233 isotope.

(f) GLOBAL NUCLEAR ENERGY ASSESSMENT.—

(1) 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—

(A) the civilian nuclear energy industry; and

(B) the supply chains of the civilian nuclear energy industry.

(2) CONTENTS.—The study conducted under paragraph (1) shall include—

(A) information on the status of the civilian nuclear energy industry, the long-term risks to that industry, and the bases for those risks;

(B) 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;

(C) information on the role the United States civilian nuclear energy industry plays in United States foreign policy;

(D) information on the importance of the United States civilian nuclear energy industry to countries that are allied to the United States;

(E) information on how the United States may collaborate with those countries in developing, deploying, and investing in nuclear technology;

(F) 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;

(G) an evaluation of how nuclear nonproliferation and security efforts and nuclear energy safety are affected by the involvement of the United States in—

(i) international markets; and

(ii) setting civilian nuclear energy industry standards;

(H) 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;

(I) 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—

(i) financial challenges;

(ii) nuclear liability issues;

(iii) foreign strategic competition; and

(iv) risks to continued operation; and

(J) recommendations for how the United States may—

(i) develop a national strategy to increase the role that nuclear energy plays in diplomacy and strategic energy policy;

(ii) develop a strategy to mitigate foreign competitor's utilization of their civilian nuclear energy industries in diplomacy;

(iii) align the nuclear energy policy of the United States with national security objectives; and

(iv) modernize regulatory requirements to strengthen the United States civilian nuclear energy supply chain.

(3) REPORT TO CONGRESS.—Not later than 180 days after the study under paragraph (1) is completed, the Secretary of Energy shall submit to the appropriate committees of Congress the study, including a classified annex, if necessary.

(g) PROCESS FOR REVIEW AND AMENDMENT OF PART 810 GENERALLY AUTHORIZED DESTINATIONS.—

(1) 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.

(2) 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 paragraph (1).

(3) 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 subsection, review the list in Appendix A to part 810 of title 10, Code of Federal Regulations, and amend such list as appropriate.

(h) FEES FOR ADVANCED NUCLEAR REACTOR APPLICATION REVIEW.—

(1) DEFINITIONS.—Section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439) is amended—

(A) by redesignating paragraphs (2) through (15) as paragraphs (3), (6), (7), (8), (9), (10), (12), (15), (16), (17), (18), (19), (20), and (21), respectively;

(B) 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.).'';

(C) 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).'';

(D) 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

(E) 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).''.

(2) 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 subsection (c)(3)(A)(ii)) 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.''.

(3) 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.''.

(4) 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.''.

(5) EFFECTIVE DATE.—The amendments made by this subsection shall take effect on October 1, 2025.

(i) 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.''.

(j) LICENSING CONSIDERATIONS RELATING TO USE OF NUCLEAR ENERGY FOR NONELECTRIC APPLICATIONS.—

(1) 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—

(A) the flexible operation of advanced nuclear reactors, such as ramping power output and switching between electricity generation and nonelectric applications;

(B) the use of advanced nuclear reactors exclusively for nonelectric applications; and

(C) the colocation of nuclear reactors with industrial plants or other facilities.

(2) STAKEHOLDER INPUT.—In developing the report under paragraph (1), the Commission shall seek input from—

(A) the Secretary of Energy;

(B) the nuclear energy industry;

(C) technology developers;

(D) the industrial, chemical, and medical sectors;

(E) nongovernmental organizations; and

(F) other public stakeholders.

(3) CONTENTS.—

(A) IN GENERAL.—The report under paragraph (1) shall describe—

(i) any unique licensing issues or requirements relating to the matters described in subparagraphs (A) through (C) of paragraph (1), including, with respect to the nonelectric applications referred to in subparagraphs (A) and (B) of that paragraph, 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;

(ii) 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

(iii) the extent to which Commission action is needed to implement any matter described in the report.

(B) 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.

(k) ENABLING PREPARATIONS FOR THE DEMONSTRATION OF ADVANCED NUCLEAR REACTORS ON DEPARTMENT OF ENERGY SITES OR CRITICAL NATIONAL SECURITY INFRASTRUCTURE SITES.—

(1) 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 subsection (h)(2)) 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.''.

(2) EFFECTIVE DATE.—The amendment made by paragraph (1) shall take effect on October 1, 2025.

(l) FUSION ENERGY REGULATION.—

(1) DEFINITION.—Section 11 of the Atomic Energy Act of 1954 (42 U.S.C. 2014) is amended—

(A) in subsection e.—

(i) 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'';

(B) in each of subsections ee. through hh., by inserting a subsection heading, the text of which comprises the term defined in the subsection;

(C) 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;

(D) in subsection dd., by striking ''dd. The'' and inserting the following:

''ee. HIGH-LEVEL RADIOACTIVE WASTE; SPENT NUCLEAR FUEL.—The''; and

(E) 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.''.

(2) TECHNICAL AND CONFORMING CHANGES.—

(A) 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—

(i) in paragraph (4), by striking ''inclusive,'' and inserting ''inclusive''; and

(ii) in paragraph (5)(B)(ii), by inserting ''(including fusion machine license applications)'' after ''commercial advanced nuclear reactor license applications''.

(B) DEFINITIONS.—Section 3 of the Nuclear Energy Innovation and Modernization Act (42 U.S.C. 2215 note; Public Law 115–439) (as amended by subsection (h)(1)) is amended—

(i) in paragraph (1), in the matter preceding subparagraph (A), by striking ''or fusion reactor'' and inserting ''reactor or fusion machine'';

(ii) by redesignating paragraphs (11) through (21) as paragraphs (12) through (22), respectively; and

(iii) 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).''.

(3) REPORT.—

(A) DEFINITIONS.—In this paragraph:

(i) 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).

(ii) 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).

(B) 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—

(i) 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

(ii) 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.

(m) REGULATORY ISSUES FOR NUCLEAR FACILITIES AT BROWNFIELD SITES.—

(1) DEFINITIONS.—In this subsection:

(A) 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).

(B) 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.

(C) 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).

(D) 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.

(E) 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).

(2) IDENTIFICATION OF REGULATORY ISSUES.—

(A) 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.

(B) REQUIREMENT.—In carrying out subparagraph (A), 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—

(i) 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;

(ii) the use of early site permits;

(iii) the utilization of plant parameter envelopes or similar standardized site parameters on a portion of a larger site; and

(iv) the use of a standardized application for similar sites.

(C) 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 subparagraph (A).

(3) LICENSING.—

(A) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Commission shall—

(i) 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

(ii) 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.

(B) REQUIREMENTS.—In carrying out subparagraph (A), consistent with the mission of the Commission, the Commission shall consider matters relating to—

(i) the use of existing site infrastructure;

(ii) existing emergency preparedness organizations and planning;

(iii) the availability of historical site-specific environmental data;

(iv) previously completed environmental reviews required by the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.);

(v) activities associated with the potential decommissioning of facilities or decontamination and remediation at covered sites; and

(vi) community engagement and historical experience with energy production.

(4) 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 paragraph (3)(A).

(n) COMBINED LICENSE REVIEW PROCEDURE.—

(1) IN GENERAL.—In accordance with this subsection, 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)).

(2) QUALIFICATIONS.—To qualify for the expedited procedure under paragraph (1), an applicant—

(A) shall submit a combined license application for a new nuclear reactor that—

(i) 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

(ii) 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.);

(B) shall propose to construct the new nuclear reactor on a site—

(i) on which a licensed commercial nuclear reactor operates or previously operated; or

(ii) 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

(C) 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).

(3) EXPEDITED PROCEDURE.—With respect to a combined license for which the applicant has satisfied the requirements described in paragraph (2), the Commission shall, to the maximum extent practicable—

(A) not later than 18 months after the date on which the application is accepted for docketing—

(i) complete the technical review process and issue a safety evaluation report; and

(ii) 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.);

(B) 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

(C) 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.

(4) PERFORMANCE AND REPORTING.—

(A) 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 paragraph (3).

(B) DELAYS IN ISSUANCE EXCEEDING 90 DAYS.—If any deadline under paragraph (3) is not met by the date that is 90 days after the applicable date required under that paragraph, the Commission shall submit to the appropriate committees of Congress a report describing the delay, including—

(i) a detailed explanation accounting for the delay; and

(ii) a plan for completion of the applicable action.

(o) REGULATORY REQUIREMENTS FOR MICRO-REACTORS.—

(1) MICRO-REACTOR LICENSING.—The Commission shall—

(A) 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—

(i) staffing and operations;

(ii) oversight and inspections;

(iii) safeguards and security;

(iv) emergency preparedness;

(v) risk analysis methods, including alternatives to probabilistic risk assessments;

(vi) decommissioning funding assurance methods that permit the use of design- and site-specific cost estimates;

(vii) the transportation of fueled micro-reactors; and

(viii) 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

(B) not later than 3 years after the date of enactment of this Act, implement, as appropriate, the strategies and guidance developed under subparagraph (A)—

(i) within the existing regulatory framework;

(ii) 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

(iii) through a pending or new rulemaking.

(2) CONSIDERATIONS.—In developing and implementing strategies and guidance under paragraph (1), the Commission shall consider—

(A) the unique characteristics of micro-reactors, including characteristics relating to—

(i) physical size;

(ii) design simplicity; and

(iii) source term;

(B) opportunities to address redundancies and inefficiencies;

(C) opportunities to consolidate review phases and reduce transitions between review teams;

(D) opportunities to establish integrated review teams to ensure continuity throughout the review process; and

(E) 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.

(3) CONSULTATION.—In carrying out paragraph (1), the Commission shall consult with—

(A) the Secretary of Energy;

(B) the heads of other Federal agencies, as appropriate;

(C) micro-reactor technology developers; and

(D) other stakeholders.

(p) FOREIGN OWNERSHIP.—

(1) 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 paragraph (2) if the Commission determines that issuance of the applicable license to that entity is not inimical to—

(A) the common defense and security; or

(B) the health and safety of the public.

(2) ENTITIES DESCRIBED.—

(A) IN GENERAL.—An entity referred to in paragraph (1) is an alien, corporation, or other entity that is owned, controlled, or dominated by—

(i) the government of—

(I) a country, other than a country described in subparagraph (B), 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;

(ii) a corporation that is incorporated in a country described in subclause (I) or (II) of clause (i); or

(iii) an alien who is a citizen or national of a country described in subclause (I) or (II) of clause (i).

(B) EXCLUSION.—A country described in this subparagraph is a country—

(i) 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

(ii) 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).

(3) 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''.

(4) SAVINGS CLAUSE.—Nothing in this subsection affects the requirements of section 721 of the Defense Production Act of 1950 (50 U.S.C. 4565).

(q) REPORT ON ADVANCED METHODS OF MANUFACTURING AND CONSTRUCTION FOR NUCLEAR ENERGY PROJECTS.—

(1) 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 subsection as the ''report'') on manufacturing and construction for nuclear energy projects.

(2) STAKEHOLDER INPUT.—In developing the report, the Commission shall seek input from—

(A) the Secretary of Energy;

(B) the nuclear energy industry;

(C) National Laboratories;

(D) institutions of higher education;

(E) nuclear and manufacturing technology developers;

(F) the manufacturing and construction industries, including manufacturing and construction companies with operating facilities in the United States;

(G) standards development organizations;

(H) labor unions;

(I) nongovernmental organizations; and

(J) other public stakeholders.

(3) CONTENTS.—

(A) IN GENERAL.—The report shall—

(i) 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;

(ii) 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;

(iii) 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;

(iv) identify options for addressing the issues, requirements, and opportunities examined under clauses (i) and (ii)—

(I) within the existing regulatory framework; or

(II) through a new rulemaking;

(v) identify how addressing the issues, requirements, and opportunities examined under clauses (i) and (ii) will impact opportunities for domestic nuclear manufacturing and construction developers; and

(vi) describe the extent to which Commission action is needed to implement any matter described in the report.

(B) 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.

(r) 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.''.

(s) BIENNIAL REPORT ON THE SPENT NUCLEAR FUEL AND HIGH-LEVEL RADIOACTIVE WASTE INVENTORY IN THE UNITED STATES.—

(1) DEFINITIONS.—In this subsection:

(A) 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).

(B) 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).

(C) 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).

(2) REPORT.—Not later than January 1, 2026, and biennially thereafter, the Secretary of Energy shall submit to Congress a report that describes—

(A) 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;

(B) 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.);

(C) 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;

(D) 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;

(E) 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;

(F) 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;

(G) any actions taken in the previous fiscal year by the Department of Energy with respect to interim storage; and

(H) 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.

(t) DEVELOPMENT, QUALIFICATION, AND LICENSING OF ADVANCED NUCLEAR FUEL CONCEPTS.—

(1) IN GENERAL.—The Commission shall establish an initiative to enhance preparedness and coordination with respect to the qualification and licensing of advanced nuclear fuel.

(2) 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—

(A) to share technical expertise and knowledge through—

(i) 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;

(ii) operating a database to store and share data and knowledge relevant to nuclear science and engineering between Federal agencies and the private sector;

(iii) leveraging expertise with respect to safety analysis and research relating to advanced nuclear fuel; and

(iv) 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

(B) to ensure that—

(i) the Department of Energy has sufficient technical expertise to support the timely research, development, demonstration, and commercial application of advanced nuclear fuel;

(ii) 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;

(iii)(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 subclause (I), as needed; and

(iv) 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.

(3) REPORT.—

(A) 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 paragraph (1), including—

(i) 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;

(ii) activities planned or undertaken under the memorandum of understanding described in paragraph (2);

(iii) an accounting of the areas of research needed with respect to advanced nuclear fuel; and

(iv) any other challenges or considerations identified by the Commission.

(B) CONSULTATION.—In developing the report under subparagraph (A), the Commission shall seek input from—

(i) the Secretary of Energy;

(ii) National Laboratories;

(iii) the nuclear energy industry;

(iv) technology developers;

(v) nongovernmental organizations; and

(vi) other public stakeholders.

(u) MISSION ALIGNMENT.—

(1) 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—

(A) the civilian use of radioactive materials and deployment of nuclear energy; or

(B) the benefits of civilian use of radioactive materials and nuclear energy technology to society.

(2) REPORT.—On completion of the update to the mission statement required under paragraph (1), the Commission shall submit to the appropriate committees of Congress a report that describes—

(A) the updated mission statement; and

(B) the guidance that the Commission will provide to staff of the Commission to ensure effective performance of the mission of the Commission.

(v) STRENGTHENING THE NRC WORKFORCE.—

(1) COMMISSION WORKFORCE.—

(A) 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).''.

(B) 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.''.

(2) 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—

(A) 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;

(B) 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;

(C) 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;

(D) makes recommendations to improve the Commission's strategic workforce management; and

(E) 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).

(3) ANNUAL SOLICITATION FOR NUCLEAR REGULATOR APPRENTICESHIP NETWORK APPLICATIONS.—The Commission, on an annual basis, shall solicit applications for the Nuclear Regulator Apprenticeship Network.

(w) COMMISSION CORPORATE SUPPORT FUNDING.—

(1) 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—

(A) 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

(B) whether the Commission is meeting and is expected to meet the total budget authority caps required for corporate support under that section.

(2) 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.''.

(3) 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 subsection (h)(1)(A)) is amended—

(A) by striking ''The term'' and inserting the following:

''(A) IN GENERAL.—The term''; and

(B) 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.''.

(x) 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.''.

(y) NUCLEAR LICENSING EFFICIENCY.—

(1) OFFICE OF NUCLEAR REACTOR REGULATION.—Section 203 of the Energy Reorganization Act of 1974 (42 U.S.C. 5843) is amended—

(A) in subsection (a), by striking ''(a) There'' and inserting the following:

''(a) ESTABLISHMENT; APPOINTMENT OF DIRECTOR.—There'';

(B) in subsection (b)—

(i) 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

(ii) in paragraph (3), by striking ''for the discharge of the'' and inserting ''to fulfill the licensing and regulatory oversight'';

(C) in subsection (c), by striking ''(c) Nothing'' and inserting the following:

''(d) RESPONSIBILITY FOR SAFE OPERATION OF FACILITIES.—Nothing''; and

(D) 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.''.

(2) EFFICIENT LICENSING REVIEWS.—

(A) GENERAL.—Section 181 of the Atomic Energy Act of 1954 (42 U.S.C. 2231) is amended—

(i) by striking ''The provisions of'' and inserting the following:

''(a) IN GENERAL.—The provisions of''; and

(ii) 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.''.

(3) 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.''.

(z) MODERNIZATION OF NUCLEAR REACTOR ENVIRONMENTAL REVIEWS.—

(1) 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.

(2) REPORT.—In completing the report under paragraph (1), the Commission shall—

(A) 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);

(B) consider—

(i) 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 paragraph (1) by the Commission;

(ii) using categorical exclusions, environmental assessments, and environmental impact statements prepared by the Commission to streamline environmental reviews of applications described in paragraph (1) by the Commission;

(iii) using mitigated findings of no significant impact in environmental reviews of applications described in paragraph (1) by the Commission to reduce the impact of a proposed action to a level that is not significant;

(iv) 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 paragraph (1) by the Commission;

(v) 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 paragraph (1) by the Commission;

(vi) 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 paragraph (1) by the Commission;

(vii) opportunities to streamline the Commission's analyses of alternatives, including the Commission's analysis of alternative sites, in environmental reviews of applications described in paragraph (1) by the Commission;

(viii) establishing new categorical exclusions that could be applied to actions relating to new applications described in paragraph (1);

(ix) 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 paragraph (1), including in proceedings in which the Commission relies on a generic environmental impact statement for advanced nuclear reactors;

(x) 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));

(xi) 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

(xii) in addition to implementing measures under subparagraph (C), 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 paragraph (1);

(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

(C) include a schedule for promulgating a rule for any measures considered by the Commission under clauses (i) through (xi) of subparagraph (B) that require a rulemaking.

(aa) IMPROVING OVERSIGHT AND INSPECTION PROGRAMS.—

(1) DEFINITION OF LICENSEE.—In this subsection, 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).

(2) 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.

(3) STAKEHOLDER INPUT.—In developing the report under paragraph (2), the Commission shall, as appropriate, seek input from—

(A) other Federal regulatory agencies that conduct oversight and inspections;

(B) the nuclear energy industry;

(C) nongovernmental organizations; and

(D) other public stakeholders.

(4) CONTENTS.—The report submitted under paragraph (2) shall—

(A) 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—

(i) use of travel resources;

(ii) planning and preparation for inspections, including entrance and exit meetings with licensees;

(iii) 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

(iv) the cross-cutting issues program;

(B) identify and assess measures to improve oversight and inspections, including—

(i) elimination of areas of duplicative or otherwise unnecessary activities;

(ii) increased use of templates in documenting inspection results; and

(iii) 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;

(C) assess measures to advance risk-informed procedures, including—

(i) increased use of inspection approaches that balance the level of resources commensurate with safety significance;

(ii) increased review of the use of inspection program resources based on licensee performance;

(iii) expansion of modern information technology, including artificial intelligence and machine learning, to risk-inform oversight and inspection decisions; and

(iv) 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;

(D) 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;

(E) identify recommendations resulting from the assessments described in subparagraphs (A) through (D);

(F) 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 subparagraph (E); and

(G) describe when the actions identified under subparagraph (F) may be implemented.

(bb) 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''.

(cc) 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.

(dd) SAVINGS CLAUSE.—Nothing in this section affects authorities of the Department of State.

SA 1925. Mr. RUBIO submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. CHILD LAP SEATING.

Notwithstanding any other provision of law, in any operation of a civil aircraft in the United States, a person may be held by an adult who is occupying a seat or berth approved by the Administrator, provided that the person being held has not reached his or her second birthday and does not occupy or use any restraining device.

SA 1926. Mr. RUBIO submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. 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.

SA 1927. Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. DISCLOSURES BY DIRECTORS, OFFICERS, AND PRINCIPAL STOCKHOLDERS.

(a) IN GENERAL.—Section 16(a)(1) of the Securities Exchange Act of 1934 (15 U.S.C. 78p(a)(1)) is amended by inserting ''(including any such security of a foreign private issuer, as that term is defined in section 240.3b–4 of title 17, Code of Federal Regulations, or any successor regulation)'' after ''pursuant to section 12''.

(b) EFFECT ON REGULATION.—If any provision of section 240.3a12–3(b) of title 17, Code of Federal Regulations, or any successor regulation, is inconsistent with the amendment made by subsection (a), that provision of such section 240.3a12–3(b) (or such successor) shall have no force or effect.

(c) ISSUANCE OR AMENDMENT OF REGULATIONS.—Not later than 90 days after the date of enactment of this Act, the Securities and Exchange Commission shall issue final regulations (or amend existing regulations of the Commission) to carry out the amendment made by subsection (a).

SA 1928. Mr. WHITEHOUSE (for himself and Mr. CASSIDY) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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—REINVESTING IN SHORELINE ECONOMIES AND ECOSYSTEMS ACT OF 2024

SEC. 1401. SHORT TITLE.

This title may be cited as the ''Reinvesting In Shoreline Economies and Ecosystems Act of 2024'' or the ''RISEE Act of 2024''.

SEC. 1402. NATIONAL OCEANS AND COASTAL SECURITY FUND; PARITY IN OFFSHORE WIND REVENUE SHARING.

(a) DEFINITIONS IN THE NATIONAL OCEANS AND COASTAL SECURITY ACT.—Section 902 of the National Oceans and Coastal Security Act (16 U.S.C. 7501) is amended—

(1) by striking paragraph (5) and inserting the following:

''(5) INDIAN TRIBE.—The term 'Indian tribe' has the meaning given that term in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304).''; and

(2) by striking paragraph (7) and inserting the following:

''(7) TIDAL SHORELINE.—The term 'tidal shoreline' means the length of tidal shoreline or Great Lake shoreline based on the most recently available data from or accepted by the Office of Coast Survey of the National Oceanic and Atmospheric Administration.''.

(b) NATIONAL OCEANS AND COASTAL SECURITY FUND.—Section 904 of the National

Oceans and Coastal Security Act (16 U.S.C. 7503) is amended—

(1) in subsection (a), by inserting ''and manage'' after ''establish'';

(2) in subsection (b), by striking paragraph (1) and inserting the following:

''(1) IN GENERAL.—The Fund shall consist of such amounts as—

''(A) are deposited in the Fund under subparagraph (C)(ii)(II) of section 8(p)(2) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)(2)); and

''(B) are appropriated or otherwise made available for the Fund.'';

(3) by striking subsection (d) and inserting the following:

''(d) EXPENDITURE.—

''(1) $34,000,000 OR LESS.—If $34,000,000 or less is deposited in, or appropriated or otherwise made available for, the Fund for a fiscal year, in that fiscal year—

''(A) not more than 5 percent of such amounts may be used by the Administrator and the Foundation for administrative expenses to carry out this title; and

''(B) any remaining amounts shall be used only for the award of grants under section 906(c).

''(2) MORE THAN $34,000,000.—If more than $34,000,000 is deposited in, or appropriated or otherwise made available for, the Fund for a fiscal year, in that fiscal year—

''(A) not more than 5 percent of such amounts may be used by the Administrator and the Foundation for administrative expenses to carry out this title;

''(B) not less than $34,000,000 shall be used for the award of grants under section 906(c); and

''(C) of any amounts exceeding $34,000,000—

''(i) not more than 75 percent may be used for the award of grants under section 906(b); and

''(ii) not more than 20 percent may be used for the award of grants under section 906(c).

''(3) DIVISION OF AMOUNTS FOR ADMINISTRATIVE EXPENSES.—The amounts referred to in paragraphs (1)(A) and (2)(A) shall be divided between the Administrator and the Foundation pursuant to an agreement reached and documented by both the Administrator and the Foundation.''; and

(4) in subsection (e)(2), by striking ''section 906(a)(1)'' and inserting ''section 906(a)''.

(c) ELIGIBLE USES OF AMOUNTS IN THE NATIONAL OCEANS AND COASTAL SECURITY FUND.—Section 905 of the National Oceans and Coastal Security Act (16 U.S.C. 7504) is amended to read as follows:

''SEC. 905. ELIGIBLE USES.

''(a) IN GENERAL.—Amounts in the Fund may be allocated by the Administrator under section 906(b) and the Foundation, in consultation with the Administrator, under section 906(c) to support programs and activities intended to improve understanding and use of ocean and coastal resources and coastal infrastructure.

''(b) PROGRAMS AND ACTIVITIES.—The programs and activities referred to in subsection (a) may include scientific research related to changing environmental conditions, ocean observing projects, efforts to enhance resiliency of infrastructure and communities (including project planning and design), habitat protection and restoration, monitoring and reducing damage to natural resources and marine life (including birds, marine mammals, and fish), and efforts to support sustainable seafood production carried out by States, local governments, Indian tribes, regional and interstate collaboratives (such as regional ocean partnerships), nongovernmental organizations, public-private partnerships, and academic institutions.

''(c) PROHIBITION ON USE OF FUNDS FOR LITIGATION OR OTHER PURPOSES.—No funds made available under this title may be used—

''(1) to fund litigation against the Federal Government; or

''(2) to fund the creation of national marine monuments, marine protected areas, or marine spatial plans.''.

(d) GRANTS UNDER THE NATIONAL OCEANS AND COASTAL SECURITY ACT.—Section 906 of the National Oceans and Coastal Security Act (16 U.S.C. 7505) is amended—

(1) in subsection (a)—

(A) by striking paragraph (2);

(B) by striking ''(a) ADMINISTRATION OF GRANTS.—'' and all that follows through ''the following:'' and inserting the following:

''(a) ADMINISTRATION OF GRANTS.—Not later than 90 days after funds are deposited in the Fund and made available to the Administrator and the Foundation for administrative purposes, the Administrator and the Foundation shall establish the following:'';

(C) in subparagraph (A), by striking ''such subsections'' and inserting ''this section'';

(D) by striking subparagraph (B) and inserting the following:

''(B) Selection procedures and criteria for the awarding of grants under this section that require consultation with the Administrator and the Secretary of the Interior.'';

(E) in subparagraph (C), by striking clause (ii) and inserting the following:

''(ii) under subsection (c) to entities including States, local governments, Indian tribes, regional and interstate collaboratives (such as regional ocean partnerships), nongovernmental organizations, public-private partnerships, and academic institutions.'';

(F) in subparagraph (D), by striking ''Performance accountability and monitoring'' and inserting ''Performance, accountability, and monitoring'';

(G) by redesignating subparagraphs (A) through (H) as paragraphs (1) through (8), respectively, and moving such paragraphs, as so redesignated, 2 ems to the left; and

(H) in paragraph (3), as so redesignated, by redesignating clauses (i) and (ii) as subparagraphs (A) and (B), respectively, and moving such subparagraphs, as so redesignated, 2 ems to the left;

(2) by striking subsection (b) and inserting the following:

''(b) GRANTS TO COASTAL STATES.—

''(1) IN GENERAL.—The Administrator shall award grants to coastal States as follows:

''(A) 70 percent of available amounts shall be allocated equally among coastal States.

''(B) 15 percent of available amounts shall be allocated on the basis of the ratio of tidal shoreline in a coastal State to the tidal shoreline of all coastal States.

''(C) 15 percent of available amounts shall be allocated on the basis of the ratio of population density of the coastal counties of a coastal State to the average population density of all coastal counties based on the most recent data available from the Bureau of the Census.

''(2) MAXIMUM ALLOCATION TO STATES.—Notwithstanding paragraph (1), not more than 5 percent of the total funds distributed under this subsection may be allocated to any single coastal State. Any amount exceeding that limitation shall be redistributed equally among the remaining coastal States.

''(3) OPTIONAL MATCHING FUNDS.—Each entity seeking to receive a grant under this subsection is encouraged, but not required, to demonstrate that funds of any amount are available from non-Federal sources to supplement the amount of the grant.''; and

(3) in subsection (c)—

(A) in paragraph (1), by striking ''The Administrator and the Foundation'' and inserting ''The Foundation, in consultation with the Administrator,''; and

(B) by adding at the end the following:

''(3) EXCLUSION OF FUNDS FROM LIMITATION.—The amount of a grant awarded under this subsection shall not count toward the limitation under subsection (b)(2) on funding to coastal States through grants awarded under subsection (b).''.

(e) ANNUAL REPORT ON OPERATION OF THE NATIONAL OCEANS AND COASTAL SECURITY FUND.—Section 907(a) of the National Oceans and Coastal Security Act (16 U.S.C. 7506(a)) is amended by striking ''Subject to'' and all that follows through ''the Foundation'' and inserting the following: ''Not later than 60 days after the end of each fiscal year, the Administrator and the Foundation''.

(f) REPEAL OF AUTHORIZATION OF APPROPRIATIONS FOR FISCAL YEARS 2017, 2018, AND 2019.—Section 908 of the National Oceans and Coastal Security Act (16 U.S.C. 7507) is repealed.

(g) PARITY IN OFFSHORE WIND REVENUE SHARING.—Section 8(p)(2) of the Outer Continental Shelf Lands Act (43 U.S.C. 1337(p)(2)) is amended—

(1) in subparagraph (A), by striking ''(A) The Secretary'' and inserting the following:

''(A) IN GENERAL.—Subject to subparagraphs (B) and (C), the Secretary'';

(2) in subparagraph (B), by striking ''(B) The Secretary'' and inserting the following:

''(B) DISPOSITION OF REVENUES FOR PROJECTS LOCATED WITHIN 3 NAUTICAL MILES SEAWARD OF STATE SUBMERGED LAND.—The Secretary''; and

(3) by adding at the end the following:

''(C) DISPOSITION OF REVENUES FOR OFFSHORE WIND PROJECTS IN CERTAIN AREAS.—

''(i) DEFINITIONS.—In this subparagraph:

''(I) COVERED OFFSHORE WIND PROJECT.—The term 'covered offshore wind project' means a wind-powered electric generation project in a lease area on the outer Continental Shelf that is not wholly or partially located within an area subject to subparagraph (B).

''(II) ELIGIBLE STATE.—The term 'eligible State' means a State a point on the coastline of which is located within 75 miles of the geographic center of a lease tract lying wholly or partly within the area of the applicable covered offshore wind project.

''(ii) REQUIREMENT.—Of the operating fees, rentals, bonuses, royalties, and other payments that are paid to the Secretary under subparagraph (A) from covered offshore wind projects carried out under a lease entered into on or after January 1, 2022—

''(I) 50 percent shall be deposited in the Treasury and credited to miscellaneous receipts;

''(II) 12.5 percent shall be deposited in the National Oceans and Coastal Security Fund established under section 904(a) of the National Oceans and Coastal Security Act (16 U.S.C. 7503(a)); and

''(III) 37.5 percent shall be deposited in a special account in the Treasury, from which the Secretary shall disburse to each eligible State an amount (based on a formula established by the Secretary of the Interior by rulemaking not later than 180 days after the date of enactment of the Reinvesting In Shoreline Economies and Ecosystems Act of 2024) that is inversely proportional to the respective distances between—

''(aa) the point on the coastline of each eligible State that is closest to the geographic center of the applicable leased tract; and

''(bb) the geographic center of the leased tract.

''(iii) TIMING.—The amounts required to be deposited under subclause (III) of clause (ii) for the applicable fiscal year shall be made available in accordance with that item during the fiscal year immediately following the applicable fiscal year.

''(iv) AUTHORIZED USES.—

''(I) IN GENERAL.—Subject to subclause (II), each State shall use all amounts received

under clause (ii)(III) in accordance with all applicable Federal and State laws, only for 1 or more of the following purposes:

''(aa) Projects and activities for the purposes of coastal protection, including conservation, coastal restoration, hurricane protection, and infrastructure directly affected by coastal wetland losses.

''(bb) Mitigation of damage to fish, wildlife, or natural resources, including through fisheries science and research.

''(cc) Implementation of a federally approved marine, coastal, or comprehensive conservation management plan.

''(dd) Mitigation of the impact of outer Continental Shelf activities through the funding of onshore infrastructure projects, on the condition that the projects are not primarily for entertainment purposes.

''(ee) Planning assistance and the administrative costs of complying with this section.

''(II) LIMITATION.—Of the amounts received by a State under clause (ii)(III), not more than 3 percent shall be used for the purposes described in subclause (I)(ee).

''(v) ADMINISTRATION.—Subject to clause (vi)(III), amounts made available under clause (ii) shall—

''(I) be made available, without further appropriation, in accordance with this paragraph;

''(II) remain available until expended; and

''(III) be in addition to any amount appropriated under any other Act.

''(vi) REPORTING REQUIREMENT FOR FISCAL YEAR 2023 AND THEREAFTER.—

''(I) IN GENERAL.—Beginning with fiscal year 2023, not later than 180 days after the end of each fiscal year, each eligible State that receives amounts under clause (ii)(III) for the applicable fiscal year shall submit to the Secretary a report that describes the use of the amounts by the eligible State during the period covered by the report.

''(II) PUBLIC AVAILABILITY.—On receipt of a report under subclause (I), the Secretary shall make the report available to the public on the website of the Department of the Interior.

''(III) LIMITATION.—If an eligible State that receives amounts under clause (ii)(III) for the applicable fiscal year fails to submit the report required under subclause (I) by the deadline specified in that subclause, any amounts that would otherwise be provided to the eligible State under clause (ii)(III) for the succeeding fiscal year shall be withheld for the succeeding fiscal year until the date on which the report is submitted.

''(IV) CONTENTS OF REPORT.—Each report required under subclause (I) shall include, for each project funded in whole or in part using amounts received under clause (ii)(III)—

''(aa) the name and description of the project;

''(bb) the amount received under clause (ii)(III) that is allocated to the project; and

''(cc) a description of how each project is consistent with the authorized uses under clause (iv)(I).

''(V) CLARIFICATION.—Nothing in this clause—

''(aa) requires or provides authority for the Secretary to delay, modify, or withhold payment under clause (ii)(III), other than for failure to submit a report as required under this clause;

''(bb) requires or provides authority for the Secretary to review or approve uses of funds reported under this clause;

''(cc) requires or provides authority for the Secretary to approve individual projects that receive funds reported under this clause;

''(dd) requires an eligible State to obtain the approval of, or review by, the Secretary prior to spending funds disbursed under clause (ii)(III);

''(ee) requires or provides authority for the Secretary to issue guidance relating to the contents of, or to determine the completeness of, the report required under this clause;

''(ff) requires an eligible State to obligate or expend funds by a certain date; or

''(gg) requires or provides authority for the Secretary to request an eligible State to return unobligated funds.''.

SEC. 1403. GULF OF MEXICO OUTER CONTINENTAL SHELF REVENUES.

(a) AUTHORIZED USES.—Section 105(d)(1)(D) of the Gulf of Mexico Energy Security Act of 2006 (43 U.S.C. 1331 note; Public Law 109–432) is amended by inserting '', on the condition that the projects are not primarily for entertainment purposes'' after ''infrastructure projects''.

(b) ADMINISTRATION.—Section 105(e) of the Gulf of Mexico Energy Security Act of 2006 (43 U.S.C. 1331 note; Public Law 109–432) is amended, in the matter preceding paragraph (1), by striking ''Amounts'' and inserting ''Subject to subsection (g)(3), amounts''.

(c) ELIMINATION OF LIMITATION ON AMOUNT OF DISTRIBUTED QUALIFIED OUTER CONTINENTAL SHELF REVENUES.—Section 105(f) of the Gulf of Mexico Energy Security Act of 2006 (43 U.S.C. 1331 note; Public Law 109–432) is amended—

(1) in paragraph (1)—

(A) in subparagraph (A), by inserting ''and'' after the semicolon;

(B) in subparagraph (B), by striking ''; and'' and inserting a period; and

(C) by striking subparagraph (C); and

(2) in paragraph (2), by striking ''2055'' and inserting ''2022''.

(d) REPORTING REQUIREMENTS.—Section 105 of the Gulf of Mexico Energy Security Act of 2006 (43 U.S.C. 1331 note; Public Law 109–432) is amended by adding at the end the following:

''(g) REPORTING REQUIREMENT FOR FISCAL YEAR 2023 AND THEREAFTER.—

''(1) IN GENERAL.—Beginning with fiscal year 2023, not later than 180 days after the end of each fiscal year, each Gulf producing State that receives amounts under subsection (a)(2)(A) for the applicable fiscal year shall submit to the Secretary a report that describes the use of the amounts by the Gulf producing State during the period covered by the report.

''(2) PUBLIC AVAILABILITY.—On receipt of a report under paragraph (1), the Secretary shall make the report available to the public on the website of the Department of the Interior.

''(3) LIMITATION.—If a Gulf producing State that receives amounts under subsection (a)(2)(A) for the applicable fiscal year fails to submit the report required under paragraph (1) by the deadline specified in that paragraph, any amounts that would otherwise be provided to the Gulf producing State under subsection (a)(2)(A) for the succeeding fiscal year shall be withheld for the succeeding fiscal year until the date on which the report is submitted.

''(4) CONTENTS OF REPORT.—Each report required under paragraph (1) shall include, for each project funded in whole or in part using amounts received under subsection (a)(2)(A)—

''(A) the name and description of the project;

''(B) the amount received under subsection (a)(2)(A) that is allocated to the project; and

''(C) a description of how each project is consistent with the authorized uses under subsection (d)(1).

''(5) CLARIFICATION.—Nothing in this clause—

''(A) requires or provides authority for the Secretary to delay, modify, or withhold payment under subsection (a)(2)(A), other than for failure to submit a report as required under this subsection;

''(B) requires or provides authority for the Secretary to review or approve uses of funds reported under this subsection;

''(C) requires or provides authority for the Secretary to approve individual projects that receive funds reported under this subsection;

''(D) requires a Gulf producing State to obtain the approval of, or review by, the Secretary prior to spending funds disbursed under subsection (a)(2)(A);

''(E) requires or provides authority for the Secretary to issue guidance relating to the contents of, or to determine the completeness of, the report required under this subsection;

''(F) requires a Gulf producing State to obligate or expend funds by a certain date; or

''(G) requires or provides authority for the Secretary to request a Gulf producing State to return unobligated funds.''.

SEC. 1404. ELIMINATION OF ADMINISTRATIVE FEE UNDER THE MINERAL LEASING ACT.

(a) IN GENERAL.—Section 35 of the Mineral Leasing Act (30 U.S.C. 191) is amended—

(1) in subsection (a), in the first sentence, by striking ''and, subject to the provisions of subsection (b),'';

(2) by striking subsection (b);

(3) by redesignating subsections (c) and (d) as subsections (b) and (c), respectively;

(4) in paragraph (3)(B)(ii) of subsection (b) (as so redesignated), by striking ''subsection (d)'' and inserting ''subsection (c)''; and

(5) in paragraph (3)(A)(ii) of subsection (c) (as so redesignated), by striking ''subsection (c)(2)(B)'' and inserting ''subsection (b)(2)(B)''.

(b) CONFORMING AMENDMENTS.—

(1) Section 6(a) of the Mineral Leasing Act for Acquired Lands (30 U.S.C. 355(a)) is amended—

(A) in the first sentence, by striking ''Subject to the provisions of section 35(b) of the Mineral Leasing Act (30 U.S.C. 191(b)), all'' and inserting ''All''; and

(B) in the second sentence, by striking ''of the Act of February 25, 1920 (41 Stat. 450; 30 U.S.C. 191),'' and inserting ''of the Mineral Leasing Act (30 U.S.C. 191)''.

(2) Section 20(a) of the Geothermal Steam Act of 1970 (30 U.S.C. 1019(a)) is amended, in the second sentence of the matter preceding paragraph (1), by striking ''the provisions of subsection (b) of section 35 of the Mineral Leasing Act (30 U.S.C. 191(b)) and section 5(a)(2) of this Act'' and inserting ''section 5(a)(2)''.

(3) Section 205(f) of the Federal Oil and Gas Royalty Management Act of 1982 (30 U.S.C. 1735(f)) is amended—

(A) in the first sentence, by striking ''this Section'' and inserting ''this section''; and

(B) by striking the fourth, fifth, and sixth sentences.

SA 1929. Mr. HAGERTY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. ___. REPORTS TO CONGRESS.

Not later than 90 days after the date of enactment of this section, and every 90 days

thereafter, the Administrator shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Appropriations in the Senate and the Committee on Transportation and Infrastructure and the Committee on Appropriations in the House of Representatives a report containing the following:

(1) The total number of airline passengers served who, at the time of such flight, are a recipient of parole, or utilizing a parole process, described in—

(A) the notice of the Department of Homeland Security entitled ''Implementation of a Parole Process for Venezuelans'' (87 Fed. Reg. 63507 (October 19, 2022));

(B) the notice of the Department of Homeland Security entitled ''Implementation of a Parole Process for Haitians'' (88 Fed. Reg. 1243 (January 9, 2023));

(C) the notice of the Department of Homeland Security entitled ''Implementation of a Parole Process for Nicaraguans'' (88 Fed. Reg. 1255 (January 9, 2023)); or

(D) the notice of the Department of Homeland Security entitled ''Implementation of a Parole Process for Cubans'' (88 Fed. Reg. 1266 (January 9, 2023));

(2) The total number of airline passengers served on an international flight into the United States who have been approved to enter the United States using the CBP One Mobile App.

(3) The total number of airline passengers whose airline ticket was funded, in whole or in part, by an organization that, within 2 years of the date of enactment of this section, received funding through the Federal Emergency Management Agency's Shelter and Services Program.

(4) The total increase in the number and length of flight delays resulting from the number of increased airline passengers in the applicable time period under paragraphs (1)-(3), based on available data and averages regarding the impact of such an increased passenger number.

(5) The total increase in the number of flight cancellations resulting from the number of increased airline passengers in the applicable time period under paragraphs (1) through (3), based on available data and averages regarding the impact of such an increased passenger number.

(6) The total increase in the number of airline passengers bumped from flights resulting from the number of increased airline passengers in the applicable time period under paragraphs (1) through (3), based on available data and averages regarding the impact of such an increased passenger number.

(7) The total increase in the number of oversold flights resulting from the number of increased airline passengers in the applicable time period under paragraphs (1) through (3), based on available data and averages regarding the impact of such an increased passenger number.

(8) The total amount and degree of delays in the airport security screening process resulting from the number of increased airline passengers in the applicable time period under paragraphs (1) through (3), based on available data and averages regarding the impact of such an increased passenger number.

(9) The total increase in lost, delayed, or damaged baggage resulting from the number of increased airline passengers in the applicable time period under paragraphs (1) through (3), based on available data and averages regarding the impact of such an increased passenger number.

SA 1930. Mr. HOEVEN submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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 925, add the following new subsection:

(d) DISBURSEMENT OF MATCHING FUNDS.—Section 44803(h)(2) of title 49, United States Code, as amended by subsection (a), is amended—

(1) by striking ''evenly''; and

(2) by inserting ''that enter into contracts described in paragraph (1)(A)'' after ''under this section''.

SA 1931. Mrs. BLACKBURN (for herself and Mr. BLUMENTHAL) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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 XIV—KIDS ONLINE SAFETY ACT

SEC. 1401. SHORT TITLE.

This title may be cited as the ''Kids Online Safety Act''.

Subtitle A—Kids Online Safety

SEC. 1402. DEFINITIONS.

In this subtitle:

(1) CHILD.—The term ''child'' means an individual who is under the age of 13.

(2) COMPULSIVE USAGE.—The term ''compulsive usage'' means any response stimulated by external factors that causes an individual to engage in repetitive behavior reasonably likely to cause psychological distress.

(3) COVERED PLATFORM.—

(A) IN GENERAL.—The term ''covered platform'' means an online platform, online video game, messaging application, or video streaming service that connects to the internet and that is used, or is reasonably likely to be used, by a minor.

(B) EXCEPTIONS.—The term ''covered platform'' does not include—

(i) an entity acting in its capacity as a provider of—

(I) a common carrier service subject to the Communications Act of 1934 (47 U.S.C. 151 et seq.) and all Acts amendatory thereof and supplementary thereto;

(II) 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);

(III) an email service;

(IV) a teleconferencing or video conferencing service that allows reception and transmission of audio or video signals for real-time communication, provided that—

(aa) the service is not an online platform, including a social media service or social network; and

(bb) the real-time communication is initiated by using a unique link or identifier to facilitate access; or

(V) a wireless messaging service, including such a service provided through short messaging service or multimedia messaging service protocols, that is not a component of, or linked to, an online platform and where the predominant or exclusive function 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 a recipient, and are not posted within an online platform or publicly;

(ii) an organization not organized to carry on business for its own profit or that of its members;

(iii) any public or private preschool, elementary, or secondary school, or any institution of vocational, professional, or higher education;

(iv) a library (as defined in section 213(1) of the Library Services and Technology Act (20 U.S.C. 9122(1)));

(v) a news or sports news and coverage website or app where—

(I) the inclusion of video content on the website or app is related to the website or app's own gathering, reporting, or publishing of news content or sports news and coverage; and

(II) the website or app is not otherwise an online platform;

(vi) a product or service that primarily functions as business-to-business software, a cloud storage, file sharing, or file collaboration service, provided that the product or service is not an online platform; or

(vii) a virtual private network or similar service that exists solely to route internet traffic between locations.

(4) DESIGN FEATURE.—The term ''design feature'' means any feature or component of a covered platform that will encourage or increase the frequency, time spent, or activity of minors on the covered platform. Design features include but are not limited to—

(A) infinite scrolling or auto play;

(B) rewards for time spent on the platform;

(C) notifications;

(D) personalized recommendation systems;

(E) in-game purchases; or

(F) appearance altering filters.

(5) GEOLOCATION.—The term ''geolocation'' means information sufficient to identify street name and name of a city or town.

(6) INDIVIDUAL-SPECIFIC ADVERTISING TO MINORS.—

(A) IN GENERAL.—The term ''individual-specific advertising to minors'' means advertising or any other effort to market a product or service that is directed to a specific minor or a device that is linked or reasonably linkable to a minor based on—

(i) the personal data of—

(I) the minor; or

(II) a group of minors who are similar in sex, age, income level, race, or ethnicity to the specific minor to whom the product or service is marketed;

(ii) profiling of a minor or group of minors; or

(iii) a unique identifier of the device.

(B) EXCLUSIONS.—The term ''individual-specific advertising to minors'' shall not include—

(i) advertising or marketing to an individual or the device of an individual in response to the individual's specific request for information or feedback, such as a minor's current search query;

(ii) contextual advertising, such as when an advertisement is displayed based on the content of the covered platform on which the advertisement appears and does not vary based on personal data related to the viewer;

(iii) processing personal data solely for measuring or reporting advertising or content performance, reach, or frequency, including independent measurement;

(C) RULE OF CONSTRUCTION.—Nothing in subparagraph (A) shall be construed to prohibit a covered platform that knows an individual is under the age of 17 from delivering

advertising or marketing that is age-appropriate for the individual involved and intended for a child or teen audience (as applicable), so long as the covered platform does not use any personal data other than whether the user is under the age of 17 to deliver such advertising or marketing.

(7) KNOW OR KNOWS.—The term ''know'' or ''knows'' means to have actual knowledge or knowledge fairly implied on the basis of objective circumstances.

(8) MENTAL HEALTH DISORDER.—The term ''mental health disorder'' has the meaning given the term ''mental disorder'' in the Diagnostic and Statistical Manual of Mental Health Disorders, 5th Edition (or the most current successor edition).

(9) MICROTRANSACTION.—

(A) IN GENERAL.—The term ''microtransaction'' means a purchase made in an online video game (including a purchase made using a virtual currency that is purchasable or redeemable using cash or credit or that is included as part of a paid subscription service).

(B) INCLUSIONS.—Such term includes a purchase involving surprise mechanics, new characters, or in-game items.

(C) EXCLUSIONS.—Such term does not include—

(i) a purchase made in an online video game using a virtual currency that is earned through gameplay and is not otherwise purchasable or redeemable using cash or credit or included as part of a paid subscription service; or

(ii) a purchase of additional levels within the game or an overall expansion of the game.

(10) MINOR.—The term ''minor'' means an individual who is under the age of 17.

(11) ONLINE PLATFORM.—The term ''online platform'' means any public-facing website, online service, online application, or mobile application that predominantly provides a community forum for user generated content, such as sharing videos, images, games, audio files, or other content, including a social media service, social network, or virtual reality environment.

(12) ONLINE VIDEO GAME.—The term ''online video game'' means a video game, including an educational video game, that connects to the internet and that—

(A) allows a user to—

(i) create and upload content other than content that is incidental to gameplay, such as character or level designs created by the user, preselected phrases, or short interactions with other users;

(ii) engage in microtransactions within the game; or

(iii) communicate with other users; or

(B) incorporates individual-specific advertising to minors.

(13) PARENT.—The term ''parent'' has the meaning given that term in section 1302 of the Children's Online Privacy Protection Act (15 U.S.C. 6501).

(14) 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).

(15) 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, hashtags, or posts, based on the personal data of users. A recommendation system that suggests, promotes, or ranks content based solely on the user's language, city or town, or age shall not be considered a personalized recommendation system.

(16) SEXUAL EXPLOITATION AND ABUSE.—The term ''sexual exploitation and abuse'' means any of the following:

(A) Coercion and enticement, as described in section 2422 of title 18, United States Code.

(B) Child sexual abuse material, as described in sections 2251, 2252, 2252A, and 2260 of title 18, United States Code.

(C) Trafficking for the production of images, as described in section 2251A of title 18, United States Code.

(D) Sex trafficking of children, as described in section 1591 of title 18, United States Code.

(17) USER.—The term ''user'' means, with respect to a covered platform, an individual who registers an account or creates a profile on the covered platform.

SEC. 1403. DUTY OF CARE.

(a) PREVENTION OF HARM TO MINORS.—A covered platform shall exercise reasonable care in the creation and implementation of any design feature to prevent and mitigate the following harms to minors:

(1) Consistent with evidence-informed medical information, the following mental health disorders: anxiety, depression, eating disorders, substance use disorders, and suicidal behaviors.

(2) Patterns of use that indicate or encourage addiction-like behaviors by minors.

(3) Physical violence, online bullying, and harassment of the minor.

(4) Sexual exploitation and abuse of minors.

(5) Promotion and marketing of narcotic drugs (as defined in section 102 of the Controlled Substances Act (21 U.S.C. 802)), tobacco products, gambling, or alcohol.

(6) Predatory, unfair, or deceptive marketing practices, or other financial harms.

(b) LIMITATION.—Nothing in subsection (a) shall be construed to require a covered platform to prevent or preclude—

(1) any minor from deliberately and independently searching for, or specifically requesting, content; or

(2) the covered platform or individuals on the platform from providing resources for the prevention or mitigation of the harms described in subsection (a), including evidence-informed information and clinical resources.

SEC. 1404. SAFEGUARDS FOR MINORS.

(a) SAFEGUARDS FOR MINORS.—

(1) SAFEGUARDS.—A covered platform shall provide a user or visitor that the covered platform knows is a minor with readily-accessible and easy-to-use safeguards to, as applicable—

(A) limit the ability of other users or visitors to communicate with the minor;

(B) prevent other users or visitors, whether registered or not, from viewing the minor's personal data collected by or shared on the covered platform, in particular restricting public access to personal data;

(C) limit design features that encourage or increase the frequency, time spent, or activity of minors on the covered platform, such as infinite scrolling, auto playing, rewards for time spent on the platform, notifications, and other design features that result in compulsive usage of the covered platform by the minor;

(D) control personalized recommendation systems, including the ability for a minor to have at least 1 of the following options—

(i) opt out of such personalized recommendation systems, while still allowing the display of content based on a chronological format; or

(ii) limit types or categories of recommendations from such systems; and

(E) restrict the sharing of the geolocation of the minor and provide notice regarding the tracking of the minor's geolocation.

(2) OPTIONS.—A covered platform shall provide a user that the covered platform knows is a minor with readily-accessible and easy-to-use options to—

(A) delete the minor's account and delete any personal data collected from, or shared by, the minor on the covered platform; or

(B) limit the amount of time spent by the minor on the covered platform.

(3) DEFAULT SAFEGUARD SETTINGS FOR MINORS.—A covered platform shall provide that, in the case of a user or visitor that the platform knows is a minor, the default setting for any safeguard described under paragraph (1) shall be the option available on the platform that provides the most protective level of control that is offered by the platform over privacy and safety for that user or visitor.

(b) PARENTAL TOOLS.—

(1) TOOLS.—A covered platform shall provide readily-accessible and easy-to-use settings for parents to support a user that the platform knows is a minor with respect to the user's use of the platform.

(2) REQUIREMENTS.—The parental tools provided by a covered platform shall include—

(A) the ability to manage a minor's privacy and account settings, including the safeguards and options established under subsection (a), in a manner that allows parents to—

(i) view the privacy and account settings; and

(ii) in the case of a user that the platform knows is a child, change and control the privacy and account settings;

(B) the ability to restrict purchases and financial transactions by the minor, where applicable; and

(C) the ability to view metrics of total time spent on the covered platform and restrict time spent on the covered platform by the minor.

(3) NOTICE TO MINORS.—A covered platform shall provide clear and conspicuous notice to a user when the tools described in this subsection are in effect and what settings or controls have been applied.

(4) DEFAULT TOOLS.—A covered platform shall provide that, in the case of a user that the platform knows is a child, the tools required under paragraph (1) shall be enabled by default.

(5) APPLICATION TO EXISTING ACCOUNTS.—If, prior to the effective date of this subsection, a covered platform provided a parent of a user that the platform knows is a child with notice and the ability to enable the parental tools described under this subsection in a manner that would otherwise comply with this subsection, and the parent opted out of enabling such tools, the covered platform is not required to enable such tools with respect to such user by default when this subsection takes effect.

(c) REPORTING MECHANISM.—

(1) REPORTS SUBMITTED BY PARENTS, MINORS, AND SCHOOLS.—A covered platform shall provide—

(A) a readily-accessible and easy-to-use means to submit reports to the covered platform of harms to a minor;

(B) an electronic point of contact specific to matters involving harms to a minor; and

(C) confirmation of the receipt of such a report and, within the applicable time period described in paragraph (2), a substantive response to the individual that submitted the report.

(2) TIMING.—A covered platform shall establish an internal process to receive and substantively respond to such reports in a reasonable and timely manner, but in no case later than—

(A) 10 days after the receipt of a report, if, for the most recent calendar year, the platform averaged more than 10,000,000 active users on a monthly basis in the United States;

(B) 21 days after the receipt of a report, if, for the most recent calendar year, the platform averaged less than 10,000,000 active users on a monthly basis in the United States; and

(C) notwithstanding subparagraphs (A) and (B), if the report involves an imminent threat to the safety of a minor, as promptly as needed to address the reported threat to safety.

(d) ADVERTISING OF ILLEGAL PRODUCTS.—A covered platform shall not facilitate the advertising of narcotic drugs (as defined in section 102 of the Controlled Substances Act (21 U.S.C. 802)), tobacco products, gambling, or alcohol to an individual that the covered platform knows is a minor.

(e) RULES OF APPLICATION.—

(1) ACCESSIBILITY.—With respect to safeguards and parental tools described under subsections (a) and (b), a covered platform shall provide—

(A) information and control options in a clear and conspicuous manner that takes into consideration the differing ages, capacities, and developmental needs of the minors most likely to access the covered platform and does not encourage minors or parents to weaken or disable safeguards or parental tools;

(B) readily-accessible and easy-to-use controls to enable or disable safeguards or parental tools, as appropriate; and

(C) information and control options in the same language, form, and manner as the covered platform provides the product or service used by minors and their parents.

(2) DARK PATTERNS PROHIBITION.—It shall be unlawful for any covered platform to design, modify, or manipulate a user interface of a covered platform with the purpose or substantial effect of subverting or impairing user autonomy, decision-making, or choice with respect to safeguards or parental tools required under this section.

(3) TIMING CONSIDERATIONS.—

(A) NO INTERRUPTION TO GAMEPLAY.—Subsections (a)(1)(C) and (b)(3) shall not require an online video game to interrupt the natural sequence of game play, such as progressing through game levels or finishing a competition.

(B) APPLICATION OF CHANGES TO OFFLINE DEVICES OR ACCOUNTS.—If a user's device or user account does not have access to the internet at the time of a change to parental tools, a covered platform shall apply changes the next time the device or user is connected to the internet.

(4) RULES OF CONSTRUCTION.—Nothing in this section shall be construed to—

(A) prevent a covered platform from taking reasonable measures to—

(i) block, detect, or prevent the distribution of unlawful, obscene, or other harmful material to minors as described in section 1403(a); or

(ii) block or filter spam, prevent criminal activity, or protect the security of a platform or service;

(B) require the disclosure of a minor's browsing behavior, search history, messages, contact list, or other content or metadata of their communications;

(C) prevent a covered platform from using a personalized recommendation system to display content to a minor if the system only uses information on—

(i) the language spoken by the minor;

(ii) the city the minor is located in; or

(iii) the minor's age; or

(D) prevent an online video game from disclosing a username or other user identification for the purpose of competitive gameplay or to allow for the reporting of users.

(f) DEVICE OR CONSOLE CONTROLS.—

(1) IN GENERAL.—Nothing in this section shall be construed to prohibit a covered platform from integrating its products or service with, or duplicate controls or tools provided by, third-party systems, including operating systems or gaming consoles, to meet the requirements imposed under subsections (a) and (b) relating to safeguards for minors and parental tools, provided that—

(A) the controls or tools meet such requirements; and

(B) the minor or parent is provided sufficient notice of the integration and use of the parental tools.

(2) PRESERVATION OF PROTECTIONS.—In the event of a conflict between the controls or tools of a third-party system, including operating systems or gaming consoles, and a covered platform, the covered platform is not required to override the controls or tools of a third-party system if it would undermine the protections for minors from the safeguards or parental tools imposed under subsections (a) and (b).

SEC. 1405. DISCLOSURE.

(a) NOTICE.—

(1) REGISTRATION OR PURCHASE.—Prior to registration or purchase of a covered platform by an individual that the platform knows is a minor, the platform shall provide clear, conspicuous, and easy-to-understand—

(A) notice of the policies and practices of the covered platform with respect to personal data and safeguards for minors;

(B) information about how to access the safeguards and parental tools required under section 1404; and

(C) notice about whether the covered platform uses or makes available to minors a product, service, or design feature, including any personalized recommendation system, that poses any heightened risk of harm to minors.

(2) NOTIFICATION.—

(A) NOTICE AND ACKNOWLEDGMENT.—In the case of an individual that a covered platform knows is a child, the platform shall additionally provide information about the parental tools and safeguards required under section 1404 to a parent of the child and obtain verifiable parental consent (as defined in section 1302(9) of the Children's Online Privacy Protection Act (15 U.S.C. 6501(9))) from the parent prior to the initial use of the covered platform by the child.

(B) REASONABLE EFFORT.—A covered platform shall be deemed to have satisfied the requirement described in subparagraph (A) if the covered platform is in compliance with the requirements of the Children's Online Privacy Protection Act (15 U.S.C. 6501 et seq.) to use reasonable efforts (taking into consideration available technology) to provide a parent with the information described in subparagraph (A) and to obtain verifiable parental consent as required.

(3) CONSOLIDATED NOTICES.—For purposes of this subtitle, a covered platform may consolidate the process for providing information under this subsection and obtaining verifiable parental consent or the consent of the minor involved (as applicable) as required under this subsection with its obligations to provide relevant notice and obtain verifiable consent under the Children's Online Privacy Protection Act (15 U.S.C. 6501 et seq.).

(4) GUIDANCE.—The Federal Trade Commission may issue guidance to assist covered platforms in complying with the specific notice requirements of this subsection.

(b) PERSONALIZED RECOMMENDATION SYSTEM.—A covered platform that operates a personalized recommendation system shall set out in its terms and conditions, in a clear, conspicuous, and easy-to-understand manner—

(1) an overview of how such personalized recommendation system is used by the covered platform to provide information to minors, including how such systems use the personal data of minors; and

(2) information about options for minors or their parents to opt out of or control the personalized recommendation system (as applicable).

(c) ADVERTISING AND MARKETING INFORMATION AND LABELS.—

(1) INFORMATION AND LABELS.—A covered platform that facilitates advertising aimed at users that the platform knows are minors shall provide clear, conspicuous, and easy-to-understand labels and information, which can be provided through a link to another web page or disclosure, to minors on advertisements regarding—

(A) the name of the product, service, or brand and the subject matter of an advertisement;

(B) if the covered platform engages in individual-specific advertising to minors, why a particular advertisement is directed to a specific minor, including material information about how the minor's personal data is used to direct the advertisement to the minor; and

(C) whether particular media displayed to the minor is an advertisement or marketing material, including disclosure of endorsements of products, services, or brands made for commercial consideration by other users of the platform.

(2) GUIDANCE.—The Federal Trade Commission may issue guidance to assist covered platforms in complying with the requirements of this subsection, including guidance about the minimum level of information and labels for the disclosures required under paragraph (1).

(d) RESOURCES FOR PARENTS AND MINORS.—A covered platform shall provide to minors and parents clear, conspicuous, easy-to-understand, and comprehensive information in a prominent location, which may include a link to a web page, regarding—

(1) its policies and practices with respect to personal data and safeguards for minors; and

(2) how to access the safeguards and tools required under section 1404.

(e) RESOURCES IN ADDITIONAL LANGUAGES.—A covered platform shall ensure, to the extent practicable, that the disclosures required by this section are made available in the same language, form, and manner as the covered platform provides any product or service used by minors and their parents.

SEC. 1406. TRANSPARENCY.

(a) IN GENERAL.—Subject to subsection (b), not less frequently than once a year, a covered platform shall issue a public report describing the reasonably foreseeable risks of harms to minors and assessing the prevention and mitigation measures taken to address such risk based on an independent, third-party audit conducted through reasonable inspection of the covered platform.

(b) SCOPE OF APPLICATION.—The requirements of this section shall apply to a covered platform if—

(1) for the most recent calendar year, the platform averaged more than 10,000,000 active users on a monthly basis in the United States; and

(2) the platform predominantly provides a community forum for user-generated content and discussion, including sharing videos, images, games, audio files, discussion in a virtual setting, or other content, such as acting as a social media platform, virtual reality environment, or a social network service.

(c) CONTENT.—

(1) TRANSPARENCY.—The public reports required of a covered platform under this section shall include—

(A) an assessment of the extent to which the platform is likely to be accessed by minors;

(B) a description of the commercial interests of the covered platform in use by minors;

(C) an accounting, based on the data held by the covered platform, of—

(i) the number of users using the covered platform that the platform knows to be minors in the United States;

(ii) the median and mean amounts of time spent on the platform by users known to be minors in the United States who have accessed the platform during the reporting year on a daily, weekly, and monthly basis; and

(iii) the amount of content being accessed by users that the platform knows to be minors in the United States that is in English, and the top 5 non-English languages used by users accessing the platform in the United States;

(D) an accounting of total reports received regarding, and the prevalence (which can be based on scientifically valid sampling methods using the content available to the covered platform in the normal course of business) of content related to, the harms described in section 1403(a), disaggregated by category of harm and language, including English and the top 5 non-English languages used by users accessing the platform from the United States (as identified under subparagraph (C)(iii)); and

(E) a description of any material breaches of parental tools or assurances regarding minors, representations regarding the use of the personal data of minors, and other matters regarding non-compliance with this subtitle.

(2) REASONABLY FORESEEABLE RISK OF HARM TO MINORS.—The public reports required of a covered platform under this section shall include—

(A) an assessment of the reasonably foreseeable risk of harms to minors posed by the covered platform, specifically identifying those physical, mental, developmental, or financial harms described in section 1403(a);

(B) a description of whether and how the covered platform uses design features that encourage or increase the frequency, time spent, or activity of minors on the covered platform, such as infinite scrolling, auto playing, rewards for time spent on the platform, notifications, and other design features that result in compulsive usage of the covered platform by the minor;

(C) a description of whether, how, and for what purpose the platform collects or processes categories of personal data that may cause reasonably foreseeable risk of harms to minors;

(D) an evaluation of the efficacy of safeguards for minors and parental tools under section 1404, and any issues in delivering such safeguards and the associated parental tools;

(E) an evaluation of any other relevant matters of public concern over risk of harms to minors associated with the use of the covered platform; and

(F) an assessment of differences in risk of harm to minors across different English and non-English languages and efficacy of safeguards in those languages.

(3) MITIGATION.—The public reports required of a covered platform under this section shall include, for English and the top 5 non-English languages used by users accessing the platform from the United States (as identified under paragraph (2)(C)(iii)))—

(A) a description of the safeguards and parental tools available to minors and parents on the covered platform;

(B) a description of interventions by the covered platform when it had or has reason to believe that harms to minors could occur;

(C) a description of the prevention and mitigation measures intended to be taken in response to the known and emerging risks identified in its assessment of reasonably foreseeable risks of harms to minors, including steps taken to—

(i) prevent harms to minors, including adapting or removing design features or addressing through parental tools;

(ii) provide the most protective level of control over privacy and safety by default; and

(iii) adapt recommendation systems to mitigate reasonably foreseeable risk of harms to minors, as described in section 1403(a);

(D) a description of internal processes for handling reports and automated detection mechanisms for harms to minors, including the rate, timeliness, and effectiveness of responses under the requirement of section 1404(c);

(E) the status of implementing prevention and mitigation measures identified in prior assessments; and

(F) a description of the additional measures to be taken by the covered platform to address the circumvention of safeguards for minors and parental tools.

(d) REASONABLE INSPECTION.—In conducting an inspection of the reasonably foreseeable risk of harm to minors under this section, an independent, third-party auditor shall—

(1) take into consideration the function of personalized recommendation systems;

(2) consult parents and youth experts, including youth and families with relevant past or current experience, public health and mental health nonprofit organizations, health and development organizations, and civil society with respect to the prevention of harms to minors;

(3) conduct research based on experiences of minors that use the covered platform, including reports reports of harm received by the covered platform and information provided by law enforcement;

(4) take account of research, including research regarding design features, marketing, or product integrity, industry best practices, or outside research;

(5) consider indicia or inferences of age of users, in addition to any self-declared information about the age of users; and

(6) take into consideration differences in risk of reasonably foreseeable harms and effectiveness of safeguards across English and non-English languages.

(e) COOPERATION WITH INDEPENDENT, THIRD-PARTY AUDIT.—To facilitate the report required by subsection (c), a covered platform shall—

(1) provide or otherwise make available to the independent third-party conducting the audit all information and material in its possession, custody, or control that is relevant to the audit;

(2) provide or otherwise make available to the independent third-party conducting the audit access to all network, systems, and assets relevant to the audit; and

(3) disclose all relevant facts to the independent third-party conducting the audit, and not misrepresent in any manner, expressly or by implication, any relevant fact.

(f) PRIVACY SAFEGUARDS.—

(1) IN GENERAL.—In issuing the public reports required under this section, a covered platform shall take steps to safeguard the privacy of its users, including ensuring that data is presented in a de-identified, aggregated format such that it is not reasonably linkable to any user.

(2) RULE OF CONSTRUCTION.—This section shall not be construed to require the disclosure of information that will lead to material vulnerabilities for the privacy of users or the security of a covered platform's service or create a significant risk of the violation of Federal or State law.

(3) DEFINITION OF DE-IDENTIFIED.—As used in this subsection, the term ''de-identified'' means data that does not identify and is not linked or reasonably linkable to a device that is linked or reasonably linkable to an individual, regardless of whether the information is aggregated

(g) LOCATION.—The public reports required under this section should be posted by a covered platform on an easy to find location on a publicly-available website.

SEC. 1407. RESEARCH ON SOCIAL MEDIA AND MINORS.

(a) DEFINITIONS.—In this section:

(1) COMMISSION.—The term ''Commission'' means the Federal Trade Commission.

(2) NATIONAL ACADEMY.—The term ''National Academy'' means the National Academy of Sciences.

(3) SECRETARY.—The term ''Secretary'' means the Secretary of Health and Human Services.

(b) RESEARCH ON SOCIAL MEDIA HARMS.—Not later than 12 months after the date of enactment of this Act, the Commission shall seek to enter into a contract with the National Academy, under which the National Academy shall conduct no less than 5 scientific, comprehensive studies and reports on the risk of harms to minors by use of social media and other online platforms, including in English and non-English languages.

(c) MATTERS TO BE ADDRESSED.—In contracting with the National Academy, the Commission, in consultation with the Secretary, shall seek to commission separate studies and reports, using the Commission's authority under section 6(b) of the Federal Trade Commission Act (15 U.S.C. 46(b)), on the relationship between social media and other online platforms as defined in this subtitle on the following matters:

(1) Anxiety, depression, eating disorders, and suicidal behaviors.

(2) Substance use disorders and the use of narcotic drugs, tobacco products, gambling, or alcohol by minors.

(3) Sexual exploitation and abuse.

(4) Addiction-like use of social media and design factors that lead to unhealthy and harmful overuse of social media.

(d) ADDITIONAL STUDY.—Not earlier than 4 years after enactment, the Commission shall seek to enter into a contract with the National Academy under which the National Academy shall conduct an additional study and report covering the matters described in subsection (c) for the purposes of providing additional information, considering new research, and other matters.

(e) CONTENT OF REPORTS.— The comprehensive studies and reports conducted pursuant to this section shall seek to evaluate impacts and advance understanding, knowledge, and remedies regarding the harms to minors posed by social media and other online platforms, and may include recommendations related to public policy.

(f) ACTIVE STUDIES.—If the National Academy is engaged in any active studies on the matters described in subsection (c) at the time that it enters into a contract with the Commission to conduct a study under this section, it may base the study to be conducted under this section on the active study, so long as it otherwise incorporates the requirements of this section.

(g) COLLABORATION.—In designing and conducting the studies under this section, the Commission, the Secretary, and the National Academy shall consult with the Surgeon General and the Kids Online Safety Council.

(h) ACCESS TO DATA.—

(1) FACT-FINDING AUTHORITY.—The Commission may issue orders under section 6(b) of the Federal Trade Commission Act (15 U.S.C. 46(b)) to require covered platforms to provide reports, data, or answers in writing as necessary to conduct the studies required under this section.

(2) SCOPE.—In exercising its authority under paragraph (1), the Commission may issue orders to no more than 5 covered platforms per study under this section.

(3) CONFIDENTIAL ACCESS.—Notwithstanding section 6(f) or 21 of the Federal Trade Commission Act (15 U.S.C. 46, 57b–2), the Commission shall enter in agreements with the National Academy to share appropriate information received from a covered platform pursuant to an order under such subsection (b) for a comprehensive study under this section in a confidential and secure manner, and to prohibit the disclosure or sharing of such information by the National Academy. Nothing in this paragraph shall be construed to preclude the disclosure of any such information if authorized or required by any other law.

SEC. 1408. MARKET RESEARCH.

(a) MARKET RESEARCH BY COVERED PLATFORMS.—The Federal Trade Commission, in consultation with the Secretary of Commerce, shall issue guidance for covered platforms seeking to conduct market- and product-focused research on minors. Such guidance shall include—

(1) a standard consent form that provides minors and their parents a clear, conspicuous, and easy-to-understand explanation of the scope and purpose of the research to be conducted that is available in English and the top 5 non-English languages used in the United States;

(2) information on how to obtain informed consent from the parent of a minor prior to conducting such market- and product-focused research; and

(3) recommendations for research practices for studies that may include minors, disaggregated by the age ranges of 0-5, 6-9, 10-12, and 13-16.

(b) TIMING.—The Federal Trade Commission shall issue such guidance not later than 18 months after the date of enactment of this Act. In doing so, they shall seek input from members of the public and the representatives of the Kids Online Safety Council established under this subtitle.

SEC. 1409. AGE VERIFICATION STUDY AND REPORT.

(a) STUDY.—The Director of the National Institute of Standards and Technology, in coordination with the Federal Communications Commission, Federal Trade Commission, and the Secretary of Commerce, shall conduct a study evaluating the most technologically feasible methods and options for developing systems to verify age at the device or operating system level.

(b) CONTENTS.—Such study shall consider —

(1) the benefits of creating a device or operating system level age verification system;

(2) what information may need to be collected to create this type of age verification system;

(3) the accuracy of such systems and their impact or steps to improve accessibility, including for individuals with disabilities;

(4) how such a system or systems could verify age while mitigating risks to user privacy and data security and safeguarding minors' personal data, emphasizing minimizing the amount of data collected and processed by covered platforms and age verification providers for such a system;

(5) the technical feasibility, including the need for potential hardware and software changes, including for devices currently in commerce and owned by consumers; and

(6) the impact of different age verification systems on competition, particularly the risk of different age verification systems creating barriers to entry for small companies.

(c) REPORT.—Not later than 1 year after the date of enactment of this Act, the agencies described in subsection (a) shall submit a report containing the results of the study conducted under such subsection to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Energy and Commerce of the House of Representatives.

SEC. 1410. GUIDANCE.

(a) IN GENERAL.—Not later than 18 months after the date of enactment of this Act, the Federal Trade Commission, in consultation with the Kids Online Safety Council established under this subtitle, shall issue guidance to—

(1) provide information and examples for covered platforms and auditors regarding the following, with consideration given to differences across English and non-English languages—

(A) identifying design features that encourage or increase the frequency, time spent, or activity of minors on the covered platform;

(B) safeguarding minors against the possible misuse of parental tools;

(C) best practices in providing minors and parents the most protective level of control over privacy and safety;

(D) using indicia or inferences of age of users for assessing use of the covered platform by minors;

(E) methods for evaluating the efficacy of safeguards set forth in this subtitle; and

(F) providing additional parental tool options that allow parents to address the harms described in section 1403(a); and

(2) outline conduct that does not have the purpose or substantial effect of subverting or impairing user autonomy, decision-making, or choice, or of causing, increasing, or encouraging compulsive usage for a minor, such as—

(A) de minimis user interface changes derived from testing consumer preferences, including different styles, layouts, or text, where such changes are not done with the purpose of weakening or disabling safeguards or parental tools;

(B) algorithms or data outputs outside the control of a covered platform; and

(C) establishing default settings that provide enhanced privacy protection to users or otherwise enhance their autonomy and decision-making ability.

(b) GUIDANCE TO SCHOOLS.—Not later than 18 months after the date of enactment of this Act, the Secretary of Education, in consultation with the Federal Trade Commission and the Kids Online Safety Council established under this subtitle, shall issue guidance to assist elementary and secondary schools in using the notice, safeguards and tools provided under this subtitle and providing information on online safety for students and teachers.

(c) GUIDANCE ON KNOWLEDGE STANDARD.—Not later than 18 months after the date of enactment of this Act, the Federal Trade Commission shall issue guidance to provide information, including best practices and examples, for covered platforms to understand how the Commission would determine whether a covered platform ''had knowledge fairly implied on the basis of objective circumstances'' for purposes of this subtitle.

(d) LIMITATION ON FEDERAL TRADE COMMISSION GUIDANCE.—

(1) EFFECT OF GUIDANCE.—No guidance issued by the Federal Trade Commission with respect to this subtitle shall—

(A) confer any rights on any person, State, or locality; or

(B) operate to bind the Federal Trade Commission or any court, person, State, or locality to the approach recommended in such guidance.

(2) USE IN ENFORCEMENT ACTIONS.—In any enforcement action brought pursuant to this subtitle, the Federal Trade Commission or a State attorney general, as applicable—

(A) shall allege a violation of a provision of this subtitle; and

(B) may not base such enforcement action on, or execute a consent order based on, practices that are alleged to be inconsistent with guidance issued by the Federal Trade Commission with respect to this subtitle, unless the practices are alleged to violate a provision of this subtitle.

SEC. 1411. ENFORCEMENT.

(a) ENFORCEMENT BY FEDERAL TRADE COMMISSION.—

(1) UNFAIR AND 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 THE COMMISSION.—

(A) IN GENERAL.—The Federal Trade Commission (referred to in this section as 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 that 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 STATE ATTORNEYS GENERAL.—

(1) IN GENERAL.—

(A) CIVIL ACTIONS.—In any case in which the attorney general of a State has reason to believe that a covered platform has violated or is violating section 1404, 1405, or 1406, the State, as parens patriae, may bring a civil action on behalf of the residents of the State in a district court of the United States or a State court of appropriate jurisdiction to—

(i) enjoin any practice that violates section 1404, 1405, or 1406;

(ii) enforce compliance with section 1404, 1405, or 1406;

(iii) on behalf of residents of the State, obtain damages, restitution, or other compensation, each of which shall be distributed in accordance with State law; or

(iv) obtain such other relief as the court may consider to be appropriate.

(B) NOTICE.—

(i) IN GENERAL.—Before filing an action under subparagraph (A), the attorney general of the State involved shall provide to the Commission—

(I) written notice of that action; and

(II) a copy of the complaint for that action.

(ii) EXEMPTION.—

(I) IN GENERAL.—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 is not feasible to provide the notice described in that clause before the filing of the action.

(II) NOTIFICATION.—In an action described in subclause (I), the attorney general of a State shall provide notice and a copy of the

complaint to the Commission at the same time as the attorney general files the action.

(2) INTERVENTION.—

(A) IN GENERAL.—On receiving notice under paragraph (1)(B), the Commission shall have the right to intervene in the action that is the subject of the notice.

(B) EFFECT OF INTERVENTION.—If the Commission intervenes in an action under paragraph (1), it shall have the right—

(i) to be heard with respect to any matter that arises in that action; and

(ii) to file a petition for appeal.

(3) CONSTRUCTION.—For purposes of bringing any civil action under paragraph (1), nothing in this subtitle shall be construed to prevent an attorney general of a State from exercising the powers conferred on the attorney general by the laws of that State to—

(A) conduct investigations;

(B) administer oaths or affirmations; or

(C) compel the attendance of witnesses or the production of documentary and other evidence.

(4) ACTIONS BY THE COMMISSION.—In any case in which an action is instituted by or on behalf of the Commission for violation of this subtitle, no State may, during the pendency of that action, institute a separate 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.

(5) 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) a State court of competent jurisdiction.

(B) SERVICE OF PROCESS.—In an action brought under paragraph (1) in a district court of the United States, process may be served wherever defendant—

(i) is an inhabitant; or

(ii) may be found.

(6) LIMITATION.—A violation of section 1403 shall not form the basis of liability in any action brought by the attorney general of a State under a State law.

SEC. 1412. KIDS ONLINE SAFETY COUNCIL.

(a) ESTABLISHMENT.—Not later than 180 days after the date of enactment of this Act, the Secretary of Commerce shall establish and convene the Kids Online Safety Council for the purpose of providing advice on matters related to this subtitle.

(b) PARTICIPATION.—The Kids Online Safety Council shall include diverse participation from—

(1) academic experts, health professionals, and members of civil society with expertise in mental health, substance use disorders, and the prevention of harms to minors;

(2) representatives in academia and civil society with specific expertise in privacy and civil liberties;

(3) parents and youth representation;

(4) representatives of covered platforms;

(5) representatives of the National Telecommunications and Information Administration, the National Institute of Standards and Technology, the Federal Trade Commission, the Department of Justice, and the Department of Health and Human Services;

(6) State attorneys general or their designees acting in State or local government;

(7) educators; and

(8) representatives of communities of socially disadvantaged individuals (as defined in section 8 of the Small Business Act (15 U.S.C. 637)).

(c) ACTIVITIES.—The matters to be addressed by the Kids Online Safety Council shall include—

(1) identifying emerging or current risks of harms to minors associated with online platforms;

(2) recommending measures and methods for assessing, preventing, and mitigating harms to minors online;

(3) recommending methods and themes for conducting research regarding online harms to minors, including in English and non-English languages; and

(4) recommending best practices and clear, consensus-based technical standards for transparency reports and audits, as required under this subtitle, including methods, criteria, and scope to promote overall accountability.

(d) NON-APPLICABILITY OF FACA.—The Kids Online Safety Council shall not be subject to chapter 10 of title 5, United States Code (commonly referred to as the ''Federal Advisory Committee Act'').

SEC. 1413. EFFECTIVE DATE.

Except as otherwise provided in this subtitle, this subtitle shall take effect on the date that is 18 months after the date of enactment of this Act.

SEC. 1414. RULES OF CONSTRUCTION AND OTHER MATTERS.

(a) RELATIONSHIP TO OTHER LAWS.—Nothing in this subtitle shall be construed to—

(1) preempt 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;

(2) preempt 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

(3) authorize any action that would conflict with section 18(h) of the Federal Trade Commission Act (15 U.S.C. 57a(h)).

(b) DETERMINATION OF ''FAIRLY IMPLIED ON THE BASIS OF OBJECTIVE CIRCUMSTANCES''.—For purposes of enforcing this subtitle, in making a determination as to whether covered platform has knowledge fairly implied on the basis of objective circumstances that a specific user is a minor, the Federal Trade Commission or a State attorney general shall rely on competent and reliable evidence, taking into account the totality of the circumstances, including whether a reasonable and prudent person under the circumstances would have known that the user is a minor.

(c) PROTECTIONS FOR PRIVACY.—Nothing in this subtitle, including a determination described in subsection (b), shall be construed to require—

(1) the affirmative collection of any personal data with respect to the age of users that a covered platform is not already collecting in the normal course of business; or

(2) a covered platform to implement an age gating or age verification functionality.

(d) COMPLIANCE.—Nothing in this subtitle shall be construed to restrict a covered platform's ability to—

(1) cooperate with law enforcement agencies regarding activity that the covered platform reasonably and in good faith believes may violate Federal, State, or local laws, rules, or regulations;

(2) comply with a lawful civil, criminal, or regulatory inquiry, subpoena, or summons by Federal, State, local, or other government authorities; or

(3) investigate, establish, exercise, respond to, or defend against legal claims.

(e) APPLICATION TO VIDEO STREAMING SERVICES.—A video streaming service shall be deemed to be in compliance with this subtitle if it predominantly consists of news, sports, entertainment, or other video programming content that is preselected by the provider and not user-generated, and—

(1) any chat, comment, or interactive functionality is provided incidental to, directly related to, or dependent on provision of such content;

(2) if such video streaming service requires account owner registration and is not predominantly news or sports, the service includes the capability—

(A) to limit a minor's access to the service, which may utilize a system of age-rating;

(B) to limit the automatic playing of on-demand content selected by a personalized recommendation system for an individual that the service knows is a minor;

(C) to provide an individual that the service knows is a minor with readily-accessible and easy-to-use options to delete an account held by the minor and delete any personal data collected from the minor on the service, or, in the case of a service that allows a parent to create a profile for a minor, to allow a parent to delete the minor's profile, and to delete any personal data collected from the minor on the service;

(D) for a parent to manage a minor's privacy and account settings, and restrict purchases and financial transactions by a minor, where applicable;

(E) to provide an electronic point of contact specific to matters described in this paragraph;

(F) to offer a clear, conspicuous, and easy-to-understand notice of its policies and practices with respect to personal data and the capabilities described in this paragraph; and

(G) when providing on-demand content, to employ measures that safeguard against serving advertising for narcotic drugs (as defined in section 102 of the Controlled Substances Act (21 U.S.C. 802)), tobacco products, gambling, or alcohol directly to the account or profile of an individual that the service knows is a minor.

Subtitle B—Filter Bubble Transparency

SEC. 1415. DEFINITIONS.

In this subtitle:

(1) ALGORITHMIC RANKING SYSTEM.—The term ''algorithmic ranking system'' means a computational process, including one derived from algorithmic decision-making, machine learning, statistical analysis, or other data processing or artificial intelligence techniques, used to determine the selection, order, relative prioritization, or relative prominence of content from a set of information that is provided to a user on an online platform, including the ranking of search results, the provision of content recommendations, the display of social media posts, or any other method of automated content selection.

(2) APPROXIMATE GEOLOCATION INFORMATION.—The term ''approximate geolocation information'' means information that identifies the location of an individual, but with a precision of less than 5 miles.

(3) COMMISSION.—The term ''Commission'' means the Federal Trade Commission.

(4) CONNECTED DEVICE.—The term ''connected device'' means an electronic device that—

(A) is capable of connecting to the internet, either directly or indirectly through a network, to communicate information at the direction of an individual;

(B) has computer processing capabilities for collecting, sending, receiving, or analyzing data; and

(C) is primarily designed for or marketed to consumers.

(5) INPUT-TRANSPARENT ALGORITHM.—

(A) IN GENERAL.—The term ''input-transparent algorithm'' means an algorithmic ranking system that does not use the user-

specific data of a user to determine the selection, order, relative prioritization, or relative prominence of information that is furnished to such user on an online platform, unless the user-specific data is expressly provided to the platform by the user for such purpose.

(B) DATA EXPRESSLY PROVIDED TO THE PLATFORM.—For purposes of subparagraph (A), user-specific data that is provided by a user for the express purpose of determining the selection, order, relative prioritization, or relative prominence of information that is furnished to such user on an online platform—

(i) shall include user-supplied search terms, filters, speech patterns (if provided for the purpose of enabling the platform to accept spoken input or selecting the language in which the user interacts with the platform), saved preferences, the resumption of a previous search, and the current precise geolocation information that is supplied by the user;

(ii) shall include the user's current approximate geolocation information;

(iii) shall include data submitted to the platform by the user that expresses the user's desire to receive particular information, such as the social media profiles the user follows, the video channels the user subscribes to, or other content or sources of content on the platform the user has selected;

(iv) shall not include the history of the user's connected device, including the user's history of web searches and browsing, previous geographical locations, physical activity, device interaction, and financial transactions; and

(v) shall not include inferences about the user or the user's connected device, without regard to whether such inferences are based on data described in clause (i) or (iii).

(6) ONLINE PLATFORM.—The term ''online platform'' means any public-facing website, online service, online application, or mobile application that predominantly provides a community forum for user-generated content, such as sharing videos, images, games, audio files, or other content, including a social media service, social network, or virtual reality environment.

(7) OPAQUE ALGORITHM.—

(A) IN GENERAL.—The term ''opaque algorithm'' means an algorithmic ranking system that determines the selection, order, relative prioritization, or relative prominence of information that is furnished to such user on an online platform based, in whole or part, on user-specific data that was not expressly provided by the user to the platform for such purpose.

(B) EXCEPTION FOR AGE-APPROPRIATE CONTENT FILTERS.—Such term shall not include an algorithmic ranking system used by an online platform if—

(i) the only user-specific data (including inferences about the user) that the system uses is information relating to the age of the user; and

(ii) such information is only used to restrict a user's access to content on the basis that the individual is not old enough to access such content.

(8) PRECISE GEOLOCATION INFORMATION.—The term ''precise geolocation information'' means geolocation information that identifies an individual's location to within a range of 5 miles or less.

(9) USER-SPECIFIC DATA.—The term ''user-specific data'' means information relating to an individual or a specific connected device that would not necessarily be true of every individual or device.

SEC. 1416. REQUIREMENT TO ALLOW USERS TO SEE UNMANIPULATED CONTENT ON INTERNET PLATFORMS.

(a) IN GENERAL.—Beginning on the date that is 1 year after the date of enactment of this Act, it shall be unlawful for any person to operate an online platform that uses an opaque algorithm unless the person complies with the requirements of subsection (b).

(b) OPAQUE ALGORITHM REQUIREMENTS.—

(1) IN GENERAL.—The requirements of this subsection with respect to a person that operates an online platform that uses an opaque algorithm are the following:

(A) The person provides users of the platform with the following notices:

(i) Notice that the platform uses an opaque algorithm that uses user-specific data to select the content the user sees. Such notice shall be presented in a clear and conspicuous manner on the platform whenever the user interacts with an opaque algorithm for the first time, and may be a one-time notice that can be dismissed by the user.

(ii) Notice, to be included in the terms and conditions of the online platform, in a clear, accessible, and easily comprehensible manner that is to be updated whenever the online platform makes a material change, of—

(I) the most salient features, inputs, and parameters used by the algorithm;

(II) how any user-specific data used by the algorithm is collected or inferred about a user of the platform, and the categories of such data;

(III) any options that the online platform makes available for a user of the platform to opt out or exercise options under subparagraph (B), modify the profile of the user or to influence the features, inputs, or parameters used by the algorithm; and

(IV) any quantities, such as time spent using a product or specific measures of engagement or social interaction, that the algorithm is designed to optimize, as well as a general description of the relative importance of each quantity for such ranking.

(B) The online platform enables users to easily switch between the opaque algorithm and an input-transparent algorithm in their use of the platform.

(2) RULE OF CONSTRUCTION.—Nothing in this subsection shall be construed to require an online platform to disclose any information, including data or algorithms—

(A) relating to a trade secret or other protected intellectual property;

(B) that is confidential business information; or

(C) that is privileged.

(3) PROHIBITION ON DIFFERENTIAL PRICING.—An online platform shall not deny, charge different prices or rates for, or condition the provision of a service or product to a user based on the user's election to use an input-transparent algorithm in their use of the platform, as provided under paragraph (1)(B).

(c) ENFORCEMENT BY FEDERAL TRADE COMMISSION.—

(1) UNFAIR OR DECEPTIVE ACTS OR PRACTICES.—A violation of this section by an operator of an online platform 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 Federal Trade Commission shall enforce this section 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 section.

(B) PRIVILEGES AND IMMUNITIES.—Any person who violates this section 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.).

(C) AUTHORITY PRESERVED.—Nothing in this section shall be construed to limit the authority of the Commission under any other provision of law.

(d) RULE OF CONSTRUCTION TO PRESERVE PERSONALIZED BLOCKS.—Nothing in this section shall be construed to limit or prohibit an online platform's ability to, at the direction of an individual user or group of users, restrict another user from searching for, finding, accessing, or interacting with such user's or group's account, content, data, or online community.

Subtitle C—Relationship to State Laws; Severability

SEC. 1418. RELATIONSHIP TO STATE LAWS.

The provisions of this title 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 title. Nothing in this title shall be construed to prohibit a State from enacting a law, rule, or regulation that provides greater protection to minors than the protection provided by the provisions of this title.

SEC. 1419. 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 the amendments made by this title shall not be affected.

SA 1932. Mr. PETERS (for himself and Mr. JOHNSON) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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:

Strike section 1112 and insert the following:

SEC. 1112. COUNTER-UAS AUTHORITIES.

(a) SHORT TITLE.—This section may be cited as the ''Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024''.

(b) DEPARTMENT OF HOMELAND SECURITY AND DEPARTMENT OF JUSTICE UNMANNED AIRCRAFT SYSTEM DETECTION AND MITIGATION ENFORCEMENT AUTHORITY.—Subtitle A of title II of the Homeland Security Act of 2002 (6 U.S.C. 121 et seq.) is amended by striking section 210G (6 U.S.C. 124n) and inserting the following:

''SEC. 210G. PROTECTION OF CERTAIN FACILITIES AND ASSETS FROM UNMANNED AIRCRAFT.

''(a) DEFINITIONS.—In this section:

''(1) The term 'air navigation facility' has the meaning given the term in section 40102(a) of title 49, United States Code.

''(2) The term 'airport' has the meaning given the term in section 47102 of title 49, United States Code.

''(3) The term 'appropriate committees of Congress' means—

''(A) the Committee on Homeland Security and Governmental Affairs, the Committee on Commerce, Science, and Transportation, and the Committee on the Judiciary of the Senate; and

''(B) the Committee on Homeland Security, the Committee on Transportation and Infrastructure, the Committee on Oversight and Accountability, the Committee on Energy and Commerce, and the Committee on the Judiciary of the House of Representatives.

''(4) The term 'budget', with respect to a fiscal year, means the budget for that fiscal year that is submitted to Congress by the President under section 1105(a) of title 31, United States Code.

''(5) The term 'covered facility or asset' means any facility or asset that—

''(A) is identified as high-risk and a potential target for unlawful unmanned aircraft or unmanned aircraft system activity by the Secretary or the Attorney General, or by the chief executive of the jurisdiction in which a State, local, Tribal, or territorial law enforcement agency designated pursuant to subsection (d)(2) operates after review and approval of the Secretary or the Attorney General, in coordination with the Secretary of Transportation with respect to potentially impacted airspace, through a risk-based assessment for purposes of this section (except that in the case of the missions described in clauses (i)(II) and (iii)(I) of subparagraph (C), such missions shall be presumed to be for the protection of a facility or asset that is assessed to be high-risk and a potential target for unlawful unmanned aircraft or unmanned aircraft system activity);

''(B) is located in the United States; and

''(C) directly relates to 1 or more—

''(i) missions authorized to be performed by the Department, consistent with governing statutes, regulations, and orders issued by the Secretary, pertaining to—

''(I) security or protection functions of U.S. Customs and Border Protection, including securing or protecting facilities, aircraft, and vessels, whether moored or underway;

''(II) United States Secret Service protection operations pursuant to sections 3056(a) and 3056A(a) of title 18, United States Code, and the Presidential Protection Assistance Act of 1976 (18 U.S.C. 3056 note);

''(III) protection of facilities pursuant to section 1315(a) of title 40, United States Code;

''(IV) transportation security functions of the Transportation Security Administration; or

''(V) the security or protection functions for facilities, assets, and operations of Homeland Security Investigations;

''(ii) missions authorized to be performed by the Department of Justice, consistent with governing statutes, regulations, and orders issued by the Attorney General, pertaining to—

''(I) personal protection operations by—

''(aa) the Federal Bureau of Investigation as specified in section 533 of title 28, United States Code; or

''(bb) the United States Marshals Service as specified in section 566 of title 28, United States Code;

''(II) protection of penal, detention, and correctional facilities and operations conducted by the Federal Bureau of Prisons and prisoner operations and transport conducted by the United States Marshals Service;

''(III) protection of the buildings and grounds leased, owned, or operated by or for the Department of Justice, and the provision of security for Federal courts, as specified in section 566 of title 28, United States Code; or

''(IV) protection of an airport or air navigation facility;

''(iii) missions authorized to be performed by the Department or the Department of Justice, acting together or separately, consistent with governing statutes, regulations, and orders issued by the Secretary or the Attorney General, respectively, pertaining to—

''(I) protection of National Special Security Events and Special Event Assessment Rating events;

''(II) the provision of support to a State, local, Tribal, or territorial law enforcement agency, upon request of the chief executive officer of the State or territory, to ensure protection of people and property at mass gatherings, that is limited to a specified duration and location, within available resources, and without delegating any authority under this section to State, local, Tribal, or territorial law enforcement;

''(III) protection of an active Federal law enforcement investigation, emergency response, or security function, that is limited to a specified duration and location; or

''(IV) the provision of security or protection support to critical infrastructure owners or operators, for static critical infrastructure facilities and assets upon the request of the owner or operator;

''(iv) missions authorized to be performed by the United States Coast Guard, including those described in clause (iii) as directed by the Secretary, and as further set forth in section 528 of title 14, United States Code, and consistent with governing statutes, regulations, and orders issued by the Secretary of the Department in which the Coast Guard is operating; and

''(v) responsibilities of State, local, Tribal, and territorial law enforcement agencies designated pursuant to subsection (d)(2) pertaining to—

''(I) protection of National Special Security Events and Special Event Assessment Rating events or other mass gatherings in the jurisdiction of the State, local, Tribal, or territorial law enforcement agency;

''(II) protection of critical infrastructure assessed by the Secretary as high-risk for unmanned aircraft systems or unmanned aircraft attack or disruption, including airports in the jurisdiction of the State, local, Tribal, or territorial law enforcement agency;

''(III) protection of government buildings, assets, or facilities in the jurisdiction of the State, local, Tribal, or territorial law enforcement agency; or

''(IV) protection of disaster response in the jurisdiction of the State, local, Tribal, or territorial law enforcement agency.

''(6) The term 'critical infrastructure' has the meaning given the term in section 1016(e) of the Critical Infrastructure Protection Act of 2001 (42 U.S.C. 5195c(e)).

''(7) The terms 'electronic communication', 'intercept', 'oral communication', and 'wire communication' have the meanings given those terms in section 2510 of title 18, United States Code.

''(8) The term 'homeland security or justice budget materials', with respect to a fiscal year, means the materials submitted to Congress by the Secretary and the Attorney General in support of the budget for that fiscal year.

''(9)(A) The term 'personnel' means—

''(i) an officer, employee, or contractor of the Department or the Department of Justice, who is authorized to perform duties that include safety, security, or protection of people, facilities, or assets; or

''(ii) an employee who—

''(I) is authorized to perform law enforcement and security functions on behalf of a State, local, Tribal, or territorial law enforcement agency designated under subsection (d)(2); and

''(II) is trained and certified to perform those duties, including training specific to countering unmanned aircraft threats and mitigating risks in the national airspace, including with respect to protecting privacy and civil liberties.

''(B) To qualify for use of the authorities described in subsection (b) or (c), respectively, a contractor conducting operations described in those subsections shall—

''(i) be directly contracted by the Department or the Department of Justice;

''(ii) operate at a government-owned or government-leased facility or asset;

''(iii) not conduct inherently governmental functions;

''(iv) be trained to safeguard privacy and civil liberties; and

''(v) be trained and certified by the Department or the Department of Justice to meet the established guidance and regulations of the Department or the Department of Justice, respectively.

''(C) For purposes of subsection (c)(1), the term 'personnel' includes any officer, employee, or contractor who is authorized to perform duties that include the safety, security, or protection of people, facilities, or assets, of—

''(i) a State, local, Tribal, or territorial law enforcement agency; and

''(ii) an owner or operator of an airport or critical infrastructure.

''(10) The term 'risk-based assessment' means an evaluation of threat information specific to a covered facility or asset and, with respect to potential impacts on the safety and efficiency of the national airspace system and the needs of law enforcement and national security at each covered facility or asset identified by the Secretary or the Attorney General, respectively, of each of the following factors:

''(A) Potential impacts to safety, efficiency, and use of the national airspace system, including potential effects on manned aircraft and unmanned aircraft systems or unmanned aircraft, aviation safety, airport operations, infrastructure, and air navigation services relating to the use of any system or technology for carrying out the actions described in subsection (e)(2).

''(B) Options for mitigating any identified impacts to the national airspace system relating to the use of any system or technology, including minimizing, when possible, the use of any technology that disrupts the transmission of radio or electronic signals, for carrying out the actions described in subsection (e)(2).

''(C) Potential consequences of the impacts of any actions taken under subsection (e)(2) to the national airspace system and infrastructure if not mitigated.

''(D) The ability to provide reasonable advance notice to aircraft operators consistent with the safety of the national airspace system and the needs of law enforcement and national security.

''(E) The setting and character of any covered facility or asset, including—

''(i) whether the covered facility or asset is located in a populated area or near other structures;

''(ii) whether the covered facility or asset is open to the public;

''(iii) whether the covered facility or asset is used for nongovernmental functions; and

''(iv) any potential for interference with wireless communications or for injury or damage to persons or property.

''(F) The setting, character, duration, and national airspace system impacts of National Special Security Events and Special Event Assessment Rating events, to the extent not already discussed in the National Special Security Event and Special Event Assessment Rating nomination process.

''(G) Potential consequences to national security, public safety, or law enforcement if threats posed by unmanned aircraft systems or unmanned aircraft are not mitigated or defeated.

''(H) Civil rights and civil liberties guaranteed by the First and Fourth Amendments to the Constitution of the United States.

''(11) The terms 'unmanned aircraft' and 'unmanned aircraft system' have the meanings given those terms in section 44801 of title 49, United States Code.

''(b) AUTHORITY OF THE DEPARTMENT OF HOMELAND SECURITY AND DEPARTMENT OF

JUSTICE.—Notwithstanding section 46502 of title 49, United States Code, or sections 32, 1030, 1367, and chapters 119 and 206 of title 18, United States Code, the Secretary and the Attorney General may, for their respective Departments, take, and may authorize personnel with assigned duties that include the safety, security, or protection of people, facilities, or assets to take, actions described in subsection (e)(2) that are necessary to detect, identify, monitor, track, and mitigate a credible threat (as defined by the Secretary and the Attorney General, in consultation with the Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration) that an unmanned aircraft system or unmanned aircraft poses to the safety or security of a covered facility or asset.

''(c) ADDITIONAL LIMITED AUTHORITY FOR DETECTION, IDENTIFICATION, MONITORING, AND TRACKING.—

''(1) IN GENERAL.—Subject to paragraphs (2) and (3), and notwithstanding sections 1030 and 1367 and chapters 119 and 206 of title 18, United States Code, any State, local, Tribal, or territorial law enforcement agency, the Department of Justice, the Department, and any owner or operator of an airport or critical infrastructure may authorize personnel, with assigned duties that include the safety, security, or protection of people, facilities, or assets, to use equipment authorized under this subsection to take actions described in subsection (e)(1) that are necessary to detect, identify, monitor, or track an unmanned aircraft system or unmanned aircraft within the respective areas of responsibility or jurisdiction of the authorized personnel.

''(2) AUTHORIZED EQUIPMENT.—Equipment authorized for unmanned aircraft system detection, identification, monitoring, or tracking under this subsection shall be limited to systems or technologies—

''(A) tested and evaluated by the Department or the Department of Justice, including evaluation of any potential counterintelligence or cybersecurity risks;

''(B) that are annually reevaluated for any changes in risks, including counterintelligence and cybersecurity risks;

''(C) determined by the Federal Communications Commission and the National Telecommunications and Information Administration not to adversely impact the use of the communications spectrum;

''(D) determined by the Federal Aviation Administration not to adversely impact the use of the aviation spectrum or otherwise adversely impact the national airspace system; and

''(E) that are included on a list of authorized equipment maintained by the Department, in coordination with the Department of Justice, the Federal Aviation Administration, the Federal Communications Commission, and the National Telecommunications and Information Administration.

''(3) STATE, LOCAL, TRIBAL, AND TERRITORIAL COMPLIANCE.—Each State, local, Tribal, or territorial law enforcement agency or owner or operator of an airport or critical infrastructure acting pursuant to this subsection shall—

''(A) prior to any such action, issue a written policy certifying compliance with the privacy protections of subparagraphs (A) through (D) of subsection (j)(2);

''(B) certify compliance with such policy to the Secretary and the Attorney General annually, and immediately notify the Secretary and Attorney General of any noncompliance with such policy or the privacy protections of subparagraphs (A) through (D) of subsection (j)(2); and

''(C) comply with any additional guidance issued by the Secretary or the Attorney General relating to implementation of this subsection.

''(4) PROHIBITION.—Nothing in this subsection shall be construed to authorize the taking of any action described in subsection (e) other than the actions described in paragraph (1) of that subsection.

''(d) PILOT PROGRAM FOR STATE, LOCAL, TRIBAL, AND TERRITORIAL LAW ENFORCEMENT.—

''(1) IN GENERAL.—The Secretary and the Attorney General may carry out a pilot program to evaluate the potential benefits of State, local, Tribal, and territorial law enforcement agencies taking actions that are necessary to mitigate a credible threat (as defined by the Secretary and the Attorney General, in consultation with the Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration) that an unmanned aircraft system or unmanned aircraft poses to the safety or security of a covered facility or asset.

''(2) DESIGNATION.—

''(A) IN GENERAL.—The Secretary or the Attorney General, with the concurrence of the Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration), may, under the pilot program established under paragraph (1), designate 1 or more State, local, Tribal, or territorial law enforcement agencies approved by the respective chief executive officer of the State, local, Tribal, or territorial law enforcement agency to engage in the activities authorized in paragraph (4) under the direct oversight of the Department or the Department of Justice, in carrying out the responsibilities authorized under subsection (a)(5)(C)(v).

''(B) DESIGNATION PROCESS.—

''(i) NUMBER OF AGENCIES AND DURATION.—On and after the date that is 180 days after the date of enactment of the Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024, the Secretary and the Attorney General, pursuant to subparagraph (A), may designate a combined total of not more than 12 State, local, Tribal, and territorial law enforcement agencies for participation in the pilot program, and may designate 12 additional State, local, Tribal, and territorial law enforcement agencies each year thereafter, provided that not more than 60 State, local, Tribal, and territorial law enforcement agencies in total may be designated during the 5-year period of the pilot program.

''(ii) REVOCATION.—The Secretary and the Attorney General, in consultation with the Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration)—

''(I) may revoke a designation under subparagraph (A) if the Secretary, Attorney General, and Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration) concur in the revocation; and

''(II) shall revoke a designation under subparagraph (A) if the Secretary, the Attorney General, or the Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration) withdraws concurrence.

''(3) TERMINATION OF PILOT PROGRAM.—

''(A) DESIGNATION.—The authority to designate an agency for inclusion in the pilot program established under this subsection shall terminate 5 years after the date that is 180 days after the date of enactment of the Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024.

''(B) AUTHORITY OF PILOT PROGRAM AGENCIES.—The authority of an agency designated under the pilot program established under this subsection to exercise any of the authorities granted under the pilot program shall terminate not later than 6 years after the date that is 180 days after the date of enactment of the Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024, or upon revocation pursuant to paragraph (2)(B)(ii).

''(4) AUTHORIZATION.—Notwithstanding section 46502 of title 49, United States Code, or sections 32, 1030, 1367, and chapters 119 and 206 of title 18, United States Code, any State, local, Tribal, or territorial law enforcement agency designated pursuant to paragraph (2) may authorize personnel with assigned duties that include the safety, security, or protection of people, facilities, or assets to take such actions as are described in subsection (e)(2) that are necessary to detect, identify, monitor, track, or mitigate a credible threat (as defined by the Secretary and the Attorney General, in consultation with the Secretary of Transportation, acting through the Administrator of the Federal Aviation Administration) that an unmanned aircraft system or unmanned aircraft poses to the safety or security of a covered facility or asset in carrying out the responsibilities authorized under subsection (a)(5)(C)(v).

''(5) EXEMPTION.—

''(A) IN GENERAL.—Subject to subparagraph (B), the Chair of the Federal Communications Commission, in consultation with the Administrator of the National Telecommunications and Information Administration, shall implement a process for considering the exemption of 1 or more law enforcement agencies designated under paragraph (2), or any station operated by the agency, from any provision of title III of the Communications Act of 1934 (47 U.S.C. 151 et seq.) to the extent that the designated law enforcement agency takes such actions as are described in subsection (e)(2) and may establish conditions or requirements for such exemption.

''(B) REQUIREMENTS.—The Chair of the Federal Communications Commission, in consultation with the Administrator of the National Telecommunications and Information Administration, may grant an exemption under subparagraph (A) only if the Chair of the Federal Communications Commission in consultation with the Administrator of the National Telecommunications and Information Administration finds that the grant of an exemption—

''(i) is necessary to achieve the purposes of this subsection; and

''(ii) will serve the public interest.

''(C) REVOCATION.—Any exemption granted under subparagraph (A) shall terminate automatically if the designation granted to the law enforcement agency under paragraph (2)(A) is revoked by the Secretary or the Attorney General under paragraph (2)(B)(ii) or is terminated under paragraph (3)(B).

''(6) REPORTING.—Not later than 2 years after the date on which the first law enforcement agency is designated under paragraph (2), and annually thereafter for the duration of the pilot program, the Secretary and the Attorney General shall inform the appropriate committees of Congress in writing of the use by any State, local, Tribal, or territorial law enforcement agency of any authority granted pursuant to paragraph (4), including a description of any privacy or civil liberties complaints known to the Secretary or Attorney General in connection with the use of that authority by the designated agencies.

''(7) RESTRICTIONS.—Any entity acting pursuant to the authorities granted under this subsection—

''(A) may do so only using equipment authorized by the Department, in coordination with the Department of Justice, the Federal Communications Commission, the National

Telecommunications and Information Administration, and the Department of Transportation (acting through the Federal Aviation Administration) according to the criteria described in subsection (c)(2);

''(B) shall, prior to any such action, issue a written policy certifying compliance with the privacy protections of subparagraphs (A) through (D) of subsection (j)(2);

''(C) shall ensure that all personnel undertaking any actions listed under this subsection are properly trained in accordance with the criteria that the Secretary and Attorney General shall collectively establish, in consultation with the Secretary of Transportation, the Administrator of the Federal Aviation Administration, the Chair of the Federal Communications Commission, the Assistant Secretary of Commerce for Communications and Information, and the Administrator of the National Telecommunications and Information Administration; and

''(D) shall comply with any additional guidance relating to compliance with this subsection issued by the Secretary or Attorney General.

''(e) ACTIONS DESCRIBED.—

''(1) IN GENERAL.—The actions authorized under subsection (c) that may be taken by a State, local, Tribal, or territorial law enforcement agency, the Department, the Department of Justice, and any owner or operator of an airport or critical infrastructure, are limited to actions during the operation of an unmanned aircraft system, to detect, identify, monitor, and track the unmanned aircraft system or unmanned aircraft, without prior consent, including by means of intercept or other access of a wire communication, an oral communication, or an electronic communication used to control the unmanned aircraft system or unmanned aircraft.

''(2) CLARIFICATION.—The actions authorized in subsections (b) and (d)(4) are the following:

''(A) During the operation of the unmanned aircraft system or unmanned aircraft, detect, identify, monitor, and track the unmanned aircraft system or unmanned aircraft, without prior consent, including by means of intercept or other access of a wire communication, an oral communication, or an electronic communication used to control the unmanned aircraft system or unmanned aircraft.

''(B) Warn the operator of the unmanned aircraft system or unmanned aircraft, including by passive or active, and direct or indirect, physical, electronic, radio, and electromagnetic means.

''(C) Disrupt control of the unmanned aircraft system or unmanned aircraft, without prior consent of the operator of the unmanned aircraft system or unmanned aircraft, including by disabling the unmanned aircraft system or unmanned aircraft by intercepting, interfering, or causing interference with wire, oral, electronic, or radio communications used to control the unmanned aircraft system or unmanned aircraft.

''(D) Seize or exercise control of the unmanned aircraft system or unmanned aircraft.

''(E) Seize or otherwise confiscate the unmanned aircraft system or unmanned aircraft.

''(F) Use reasonable force, if necessary, to disable, damage, or destroy the unmanned aircraft system or unmanned aircraft.

''(f) RESEARCH, TESTING, TRAINING, AND EVALUATION.—

''(1) REQUIREMENT.—

''(A) IN GENERAL.—Notwithstanding section 46502 of title 49, United States Code, or any provision of title 18, United States Code, the Secretary, the Attorney General, and the heads of the State, local, Tribal, or territorial law enforcement agencies designated pursuant to subsection (d)(2) shall conduct research, testing, and training on, and evaluation of, any equipment, including any electronic equipment, to determine the capability and utility of the equipment prior to the use of the equipment in carrying out any action described in subsection (e).

''(B) COORDINATION.—Personnel and contractors who do not have duties that include the safety, security, or protection of people, facilities, or assets may engage in research, testing, training, and evaluation activities pursuant to subparagraph (A).

''(2) TRAINING OF FEDERAL, STATE, LOCAL, TERRITORIAL, AND TRIBAL LAW ENFORCEMENT PERSONNEL.—The Attorney General, acting through the Director of the Federal Bureau of Investigation, may—

''(A) provide training relating to measures to mitigate a credible threat that an unmanned aircraft or unmanned aircraft system poses to the safety or security of a covered facility or asset to any personnel who are authorized to take such measures, including personnel authorized to take the actions described in subsection (e); and

''(B) establish or designate 1 or more facilities or training centers for the purpose described in subparagraph (A).

''(3) COORDINATION FOR RESEARCH, TESTING, TRAINING, AND EVALUATION.—

''(A) IN GENERAL.—The Secretary, the Attorney General, and the heads of the State, local, Tribal, or territorial law enforcement agencies designated pursuant to subsection (d)(2) shall coordinate procedures governing research, testing, training, and evaluation to carry out any provision under this subsection with the Administrator of the Federal Aviation Administration before initiating such activity in order that the Administrator of the Federal Aviation Administration may ensure the activity does not adversely impact or interfere with safe airport operations, navigation, air traffic services, or the safe and efficient operation of the national airspace system.

''(B) ADDITIONAL REQUIREMENT.—Each head of a State, local, Tribal, or territorial law enforcement agency designated pursuant to subsection (d)(2) shall coordinate the procedures governing research, testing, training, and evaluation of the law enforcement agency through the Secretary and the Attorney General, in coordination with the Federal Aviation Administration.

''(g) FORFEITURE.—Any unmanned aircraft system or unmanned aircraft that is lawfully seized by the Secretary or the Attorney General pursuant to subsection (b) is subject to forfeiture to the United States pursuant to the provisions of chapter 46 of title 18, United States Code.

''(h) REGULATIONS AND GUIDANCE.—The Secretary, the Attorney General, and the Secretary of Transportation—

''(1) may prescribe regulations and shall issue guidance in the respective areas of each Secretary or the Attorney General to carry out this section; and

''(2) in developing regulations and guidance described in paragraph (1), shall consult the Chair of the Federal Communications Commission, the Administrator of the National Telecommunications and Information Administration, and the Administrator of the Federal Aviation Administration.

''(i) COORDINATION.—

''(1) IN GENERAL.—The Secretary and the Attorney General shall coordinate with the Administrator of the Federal Aviation Administration before carrying out any action authorized under this section in order that the Administrator may ensure the action does not adversely impact or interfere with—

''(A) safe airport operations;

''(B) navigation;

''(C) air traffic services; or

''(D) the safe and efficient operation of the national airspace system.

''(2) GUIDANCE.—Before issuing any guidance, or otherwise implementing this section, the Secretary or the Attorney General shall each coordinate with—

''(A) the Secretary of Transportation in order that the Secretary of Transportation may ensure the guidance or implementation does not adversely impact or interfere with any critical infrastructure relating to transportation; and

''(B) the Administrator of the Federal Aviation Administration in order that the Administrator may ensure the guidance or implementation does not adversely impact or interfere with—

''(i) safe airport operations;

''(ii) navigation;

''(iii) air traffic services; or

''(iv) the safe and efficient operation of the national airspace system.

''(3) COORDINATION WITH THE FAA.—The Secretary and the Attorney General shall coordinate the development of their respective guidance under subsection (h) with the Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration).

''(4) COORDINATION WITH THE DEPARTMENT OF TRANSPORTATION AND NATIONAL TELECOMMUNICATIONS AND INFORMATION ADMINISTRATION.—The Secretary and the Attorney General, and the heads of any State, local, Tribal, or territorial law enforcement agencies designated pursuant to subsection (d)(2), through the Secretary and the Attorney General, shall coordinate the development for their respective departments or agencies of the actions described in subsection (e) with the Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration), the Assistant Secretary of Commerce for Communications and Information, and the Administrator of the National Telecommunications and Information Administration.

''(5) STATE, LOCAL, TRIBAL, AND TERRITORIAL IMPLEMENTATION.—Prior to taking any action authorized under subsection (d)(4), each head of a State, local, Tribal, or territorial law enforcement agency designated under subsection (d)(2) shall coordinate, through the Secretary and the Attorney General—

''(A) with the Secretary of Transportation in order that the Administrators of non-aviation modes of the Department of Transportation may evaluate whether the action may have adverse impacts on critical infrastructure relating to non-aviation transportation;

''(B) with the Administrator of the Federal Aviation Administration in order that the Administrator may ensure the action will not adversely impact or interfere with—

''(i) safe airport operations;

''(ii) navigation;

''(iii) air traffic services; or

''(iv) the safe and efficient operation of the national airspace system; and

''(C) to allow the Department and the Department of Justice to ensure that any action authorized by this section is consistent with Federal law enforcement or in the interest of national security.

''(j) PRIVACY PROTECTION.—

''(1) IN GENERAL.—Any regulation or guidance issued to carry out an action under subsection (e) by the Secretary or the Attorney General shall ensure for the Department or the Department of Justice, respectively, that—

''(A) the interception of, acquisition of, access to, maintenance of, or use of any communication to or from an unmanned aircraft

system or unmanned aircraft under this section is conducted in a manner consistent with the First and Fourth Amendments to the Constitution of the United States and any applicable provision of Federal law;

''(B) any communication to or from an unmanned aircraft system or unmanned aircraft are intercepted or acquired only to the extent necessary to support an action described in subsection (e);

''(C) any record of a communication described in subparagraph (B) is maintained only for as long as necessary, and in no event for more than 180 days, unless the Secretary or the Attorney General, as applicable, determines that maintenance of the record is—

''(i) required under Federal law;

''(ii) necessary for the purpose of litigation; and

''(iii) necessary to investigate or prosecute a violation of law, including by—

''(I) directly supporting an ongoing security operation; or

''(II) protecting against dangerous or unauthorized activity by unmanned aircraft systems or unmanned aircraft; and

''(D) a communication described in subparagraph (B) is not disclosed to any person not employed or contracted by the Department or the Department of Justice unless the disclosure—

''(i) is necessary to investigate or prosecute a violation of law;

''(ii) will support—

''(I) the Department of Defense;

''(II) a Federal law enforcement, intelligence, or security agency;

''(III) a State, local, Tribal, or territorial law enforcement agency; or

''(IV) another relevant entity or person if the entity or person is engaged in a security or protection operation;

''(iii) is necessary to support a department or agency listed in clause (ii) in investigating or prosecuting a violation of law;

''(iv) will support the enforcement activities of a Federal regulatory agency relating to a criminal or civil investigation of, or any regulatory, statutory, or other enforcement action relating to, an action described in subsection (e);

''(v) is between the Department and the Department of Justice in the course of a security or protection operation of either department or a joint operation of those departments; or

''(vi) is otherwise required by law.

''(2) LOCAL PRIVACY PROTECTION.—In exercising any authority described in subsection (c) or (d), a State, local, Tribal, or territorial law enforcement agency designated under subsection (d)(2) or owner or operator of an airport or critical infrastructure shall ensure that—

''(A) the interception of, acquisition of, access to, maintenance of, or use of communications to or from an unmanned aircraft system or unmanned aircraft under this section is conducted in a manner consistent with—

''(i) the First and Fourth Amendments to the Constitution of the United States; and

''(ii) applicable provisions of Federal law, and where required, State, local, Tribal, and territorial law;

''(B) any communication to or from an unmanned aircraft system or unmanned aircraft is intercepted or acquired only to the extent necessary to support an action described in subsection (e);

''(C) any record of a communication described in subparagraph (B) is maintained only for as long as necessary, and in no event for more than 180 days, unless the Secretary, the Attorney General, or the head of a State, local, Tribal, or territorial law enforcement agency designated under subsection (d)(2) determines that maintenance of the record is—

''(i) required to be maintained under Federal, State, local, Tribal, or territorial law;

''(ii) necessary for the purpose of any litigation; or

''(iii) necessary to investigate or prosecute a violation of law, including by—

''(I) directly supporting an ongoing security or protection operation; or

''(II) protecting against dangerous or unauthorized activity by an unmanned aircraft system or unmanned aircraft; and

''(D) the communication is not disclosed outside the agency or entity unless the disclosure—

''(i) is necessary to investigate or prosecute a violation of law;

''(ii) would support the Department of Defense, a Federal law enforcement, intelligence, or security agency, or a State, local, Tribal, or territorial law enforcement agency;

''(iii) would support the enforcement activities of a Federal regulatory agency in connection with a criminal or civil investigation of, or any regulatory, statutory, or other enforcement action relating to, an action described in subsection (e);

''(iv) is to the Department or the Department of Justice in the course of a security or protection operation of either the Department or the Department of Justice, or a joint operation of the Department and Department of Justice; or

''(v) is otherwise required by law.

''(k) BUDGET.—

''(1) IN GENERAL.—The Secretary and the Attorney General shall submit to Congress, as a part of the homeland security or justice budget materials for each fiscal year after fiscal year 2024, a consolidated funding display that identifies the funding source for the actions described in subsection (e) within the Department and the Department of Justice.

''(2) CLASSIFICATION.—Each funding display submitted under paragraph (1) shall be in unclassified form but may contain a classified annex.

''(l) PUBLIC DISCLOSURES.—

''(1) IN GENERAL.—Notwithstanding any provision of State, local, Tribal, or territorial law, information shall be governed by the disclosure obligations set forth in section 552 of title 5, United States Code (commonly known as the 'Freedom of Information Act'), if the information relates to—

''(A) any capability, limitation, or sensitive detail of the operation of any technology used to carry out an action described in subsection (e)(1) of this section; or

''(B) an operational procedure or protocol used to carry out this section.

''(2) STATE, LOCAL, TRIBAL, OR TERRITORIAL AGENCY USE.—

''(A) CONTROL.—Information described in paragraph (1) that is obtained by a State, local, Tribal, or territorial law enforcement agency from a Federal agency under this section—

''(i) shall remain subject to the control of the Federal agency, notwithstanding that the State, local, Tribal, or territorial law enforcement agency has the information described in paragraph (1) in the possession of the State, local, Tribal, or territorial law enforcement agency; and

''(ii) shall not be subject to any State, local, Tribal, or territorial law authorizing or requiring disclosure of the information described in paragraph (1).

''(B) ACCESS.—Any request for public access to information described in paragraph (1) shall be submitted to the originating Federal agency, which shall process the request as required under section 552(a)(3) of title 5, United States Code.

''(m) ASSISTANCE AND SUPPORT.—

''(1) FACILITIES AND SERVICES OF OTHER AGENCIES AND NON-FEDERAL ENTITIES.—

''(A) IN GENERAL.—The Secretary and the Attorney General are authorized to use or accept from any other Federal agency, or any other public or private entity, any supply or service to facilitate or carry out any action described in subsection (e).

''(B) REIMBURSEMENT.—In accordance with subparagraph (A), the Secretary and the Attorney General may accept any supply or service with or without reimbursement to the entity providing the supply or service and notwithstanding any provision of law that would prevent the use or acceptance of the supply or service.

''(C) AGREEMENTS.—To implement the requirements of subsection (a)(5)(C), the Secretary or the Attorney General may enter into 1 or more agreements with the head of another executive agency or with an appropriate official of a non-Federal public or private agency or entity, as may be necessary and proper to carry out the responsibilities of the Secretary and Attorney General under this section.

''(2) MUTUAL SUPPORT.—

''(A) IN GENERAL.—Subject to subparagraph (B), the Secretary and the Attorney General are authorized to provide support or assistance, upon the request of a Federal agency or department conducting—

''(i) a mission described in subsection (a)(5)(C);

''(ii) a mission described in section 130i of title 10, United States Code; or

''(iii) a mission described in section 4510 of the Atomic Energy Defense Act (50 U.S.C. 2661).

''(B) REQUIREMENTS.—Any support or assistance provided by the Secretary or the Attorney General shall only be granted—

''(i) for the purpose of fulfilling the roles and responsibilities of the Federal agency or department that made the request for the mission for which the request was made;

''(ii) when exigent circumstances exist;

''(iii) for a specified duration and location;

''(iv) within available resources;

''(v) on a non-reimbursable basis; and

''(vi) in coordination with the Administrator of the Federal Aviation Administration.

''(n) SEMIANNUAL BRIEFINGS AND NOTIFICATIONS.—

''(1) IN GENERAL.—On a semiannual basis beginning 180 days after the date of enactment of the Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024, the Secretary and the Attorney General shall each provide a briefing to the appropriate committees of Congress on the activities carried out pursuant to this section.

''(2) REQUIREMENT.—The Secretary and the Attorney General each shall conduct the briefing required under paragraph (1) jointly with the Secretary of Transportation.

''(3) CONTENT.—Each briefing required under paragraph (1) shall include—

''(A) policies, programs, and procedures to mitigate or eliminate impacts of activities carried out pursuant to this section to the national airspace system and other critical infrastructure relating to national transportation;

''(B) a description of—

''(i) each instance in which any action described in subsection (e) has been taken, including any instances that may have resulted in harm, damage, or loss to a person or to private property;

''(ii) the guidance, policies, or procedures established by the Secretary or the Attorney General to address privacy, civil rights, and civil liberties issues implicated by the actions permitted under this section, as well as any changes or subsequent efforts by the

Secretary or the Attorney General that would significantly affect privacy, civil rights, or civil liberties;

''(iii) options considered and steps taken by the Secretary or the Attorney General to mitigate any identified impacts to the national airspace system relating to the use of any system or technology, including the minimization of the use of any technology that disrupts the transmission of radio or electronic signals, for carrying out the actions described in subsection (e)(2); and

''(iv) each instance in which a communication intercepted or acquired during the course of operations of an unmanned aircraft system or unmanned aircraft was—

''(I) held in the possession of the Department or the Department of Justice for more than 180 days; or

''(II) shared with any entity other than the Department or the Department of Justice;

''(C) an explanation of how the Secretary, the Attorney General, and the Secretary of Transportation have—

''(i) informed the public as to the possible use of authorities granted under this section; and

''(ii) engaged with Federal, State, local, Tribal, and territorial law enforcement agencies to implement and use authorities granted under this section;

''(D) an assessment of whether any gaps or insufficiencies remain in laws, regulations, and policies that impede the ability of the Federal Government or State, local, Tribal, and territorial governments and owners or operators of critical infrastructure to counter the threat posed by the malicious use of unmanned aircraft systems and unmanned aircraft;

''(E) an assessment of efforts to integrate unmanned aircraft system threat assessments within National Special Security Event and Special Event Assessment Rating event planning and protection efforts;

''(F) recommendations to remedy any gaps or insufficiencies described in subparagraph (D), including recommendations relating to necessary changes in law, regulations, or policies;

''(G) a description of the impact of the authorities granted under this section on—

''(i) lawful operator access to national airspace; and

''(ii) unmanned aircraft systems and unmanned aircraft integration into the national airspace system; and

''(H) a summary from the Secretary of any data and results obtained pursuant to subsection (r), including an assessment of—

''(i) how the details of the incident were obtained; and

''(ii) whether the operation involved a violation of Federal Aviation Administration aviation regulations.

''(4) UNCLASSIFIED FORM.—Each briefing required under paragraph (1) shall be in unclassified form but may be accompanied by an additional classified briefing.

''(5) NOTIFICATION.—

''(A) IN GENERAL.—Not later than 30 days after an authorized department, agency, or owner or operator of an airport or critical infrastructure deploys any new technology to carry out the actions described in subsection (e), the Secretary and the Attorney General shall, individually or jointly, as appropriate, submit a notification of the deployment to the appropriate committees of Congress.

''(B) CONTENTS.—Each notification submitted pursuant to subparagraph (A) shall include a description of options considered to mitigate any identified impacts to the national airspace system relating to the use of any system or technology, including the minimization of the use of any technology that disrupts the transmission of radio or electronic signals in carrying out the actions described in subsection (e).

''(o) RULE OF CONSTRUCTION.—Nothing in this section shall be construed to—

''(1) vest in the Secretary, the Attorney General, or any State, local, Tribal, or territorial law enforcement agency that is authorized under subsection (c) or designated under subsection (d)(2) any authority of the Secretary of Transportation or the Administrator of the Federal Aviation Administration;

''(2) vest in the Secretary of Transportation, the Administrator of the Federal Aviation Administration, or any State, local, Tribal, or territorial law enforcement agency designated under subsection (d)(2) any authority of the Secretary or the Attorney General;

''(3) vest in the Secretary any authority of the Attorney General;

''(4) vest in the Attorney General any authority of the Secretary; or

''(5) provide a new basis of liability with respect to an officer of a State, local, Tribal, or territorial law enforcement agency designated under subsection (d)(2) or who participates in the protection of a mass gathering identified by the Secretary or Attorney General under subsection (a)(5)(C)(iii)(II), who—

''(A) is acting in the official capacity of the individual as an officer; and

''(B) does not exercise the authority granted to the Secretary and the Attorney General by this section.

''(p) TERMINATION.—

''(1) TERMINATION OF ADDITIONAL LIMITED AUTHORITY FOR DETECTION, IDENTIFICATION, MONITORING, AND TRACKING.—The authority to carry out any action authorized under subsection (c), if performed by a non-Federal entity, shall terminate on the date that is 5 years and 6 months after the date of enactment of the Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024 and the authority under the pilot program established under subsection (d) shall terminate as provided for in paragraph (3) of that subsection.

''(2) TERMINATION OF AUTHORITIES WITH RESPECT TO COVERED FACILITIES AND ASSETS.—The authority to carry out this section with respect to a covered facility or asset shall terminate on the date that is 7 years after the date of enactment of the Safeguarding the Homeland from the Threats Posed by Unmanned Aircraft Systems Act of 2024.

''(q) SCOPE OF AUTHORITY.—Nothing in this section shall be construed to provide the Secretary or the Attorney General with any additional authority other than the authorities described in subsections (a)(5)(C)(iii), (b), (c), (d), (f), (m), and (r).

''(r) UNITED STATES GOVERNMENT DATABASE.—

''(1) AUTHORIZATION.—The Department is authorized to develop a Federal database to enable the transmission of data concerning security-related incidents in the United States involving unmanned aircraft and unmanned aircraft systems between Federal, State, local, Tribal, and territorial law enforcement agencies for purposes of conducting analyses of such threats in the United States.

''(2) POLICIES, PLANS, AND PROCEDURES.—

''(A) COORDINATION AND CONSULTATION.—Before implementation of the database developed under paragraph (1), the Secretary shall develop policies, plans, and procedures for the implementation of the database—

''(i) in coordination with the Attorney General, the Secretary of Defense, and the Secretary of Transportation (acting through the Administrator of the Federal Aviation Administration); and

''(ii) in consultation with State, local, Tribal, and territorial law enforcement agency representatives, including representatives of fusion centers.

''(B) REPORTING.—The policies, plans, and procedures developed under subparagraph (A) shall include criteria for Federal, State, local, Tribal, and territorial reporting of unmanned aircraft systems or unmanned aircraft incidents.

''(C) DATA RETENTION.—The policies, plans, and procedures developed under subparagraph (A) shall ensure that data on security-related incidents in the United States involving unmanned aircraft and unmanned aircraft systems that is retained as criminal intelligence information is retained based on the reasonable suspicion standard, as permitted under part 23 of title 28, Code of Federal Regulations.''.

SA 1933. Mrs. FISCHER submitted an amendment intended to be proposed by her 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. _____. RAILROAD EMPLOYEE EQUITY AND FAIRNESS.

(a) SHORT TITLE.—This section may be cited as the ''Railroad Employee Equity and Fairness Act'' or the ''REEF Act''.

(b) TREATMENT OF PAYMENTS FROM THE RAILROAD UNEMPLOYMENT INSURANCE ACCOUNT.—Section 235 of the Continued Assistance to Rail Workers Act of 2020 (subchapter III of title II of division N of Public Law 116–260; 2 U.S.C. 906 note) is amended—

(1) in subsection (b)—

(A) by striking paragraphs (1) and (2); and

(B) by striking ''subsection (a)—'' and inserting ''subsection (a) shall take effect 7 days after the date of enactment of the Continued Assistance to Rail Workers Act of 2020.''; and

(2) by striking subsection (c).

(c) APPLICABILITY.—The amendments made by subsection (b) shall apply as if enacted on the day before the date on which the national emergency concerning the novel coronavirus disease (COVID–19) outbreak declared by the President on March 13, 2020, under the National Emergencies Act (50 U.S.C. 1601 et seq.) terminates.

SA 1934. Mrs. MURRAY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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:

After section 710, insert the following:

SEC. 710A. PILOT PROGRAM FOR SOUND INSULATION REPAIR AND REPLACEMENT.

(a) GOVERNMENT SHARE.—Section 47109 of title 49, United States Code, as amended by section 708, is further amended by adding at the end the following:

''(i) SPECIAL RULE FOR SOUND INSULATION REPAIR AND REPLACEMENT.—With respect to a project to carry out sound insulation that is granted a waiver under section 47110(j), the allowable project cost for such project shall be calculated without consideration of any

costs that were previously paid by the Government.''.

(b) SOUND INSULATION TREATMENT REPAIR AND REPLACEMENT PROJECTS.—Section 47110 of title 49, United States Code, as amended by section 710, is further amended by adding at the end the following:

''(j) PILOT PROGRAM FOR SOUND INSULATION REPAIR AND REPLACEMENTS.—

''(1) IN GENERAL.—Within 120 days after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall establish a pilot program at up to 4 large hub public-use airports for local airport operators that have established a local program to fund secondary noise using nonaeronautical revenue that provides a one-time waiver of the requirement of subsection (b)(4) for a qualifying airport as applied to projects to carry out repair and replacement of sound insulation for a residential building for which the airport previously received Federal assistance or Federally authorized airport assistance under this subchapter if—

''(A) the Secretary determines that the additional assistance is justified due to the residence containing any sound insulation treatment or other type of sound proofing material previously installed under this subchapter that is determined to be eligible pursuant to paragraph (2); and

''(B) the residence—

''(i) falls within the Day Night Level (DNL) of 65 to 75 decibel (dB) noise contours, according to the most recent noise exposure map (as such term is defined in section 150.7 of title 14, Code of Federal Regulations) available as of the date of enactment of this subsection;

''(ii) fell within such noise contours at the time the initial sound insulation treatment was installed, but a qualified noise auditor has determined that—

''(I) such sound insulation treatment caused physical damage to the residence; or

''(II) the materials used for sound insulation treatment were of low quality and have deteriorated, broken, or otherwise no longer function as intended; and

''(iii) is shown through testing that current interior noise levels exceed DNL 45 dB, and the new insulation would have the ability to achieve a 5 dB noise reduction;

''(2) ELIGIBILITY DETERMINATION.—To be eligible for waiver under this subsection for repair or replacement of sound insulation treatment projects, an applicant shall—

''(A) ensure that the applicant and the property owner have made a good faith effort to exhaust any amounts available through warranties, insurance coverage, and legal remedies for the sound insulation treatment previously installed on the eligible residence;

''(B) verify the sound insulation treatment for which Federal assistance was previously provided was installed prior to the year 2002; and

''(C) demonstrate that a qualified noise auditor, based on an inspection of the residence, determined that—

''(i) the sound insulation treatment for which Federal assistance was previously provided has resulted in structural deterioration that was not caused by failure of the property owner to repair or adequately maintain the residential building or through the negligence of the applicant or the property owner; and

''(ii) the condition of the sound insulation treatment described in subparagraph (A) is not attributed to actions taken by an owner or occupant of the residence.

''(3) ADDITIONAL AUTHORITY FOR SURVEYS.—Notwithstanding any other provision of law, the Secretary shall consider a cost allowable under this subchapter for an airport to conduct periodic surveys of properties in which repair and replacement of sound insulation treatment was carried out as described in paragraph (1) and for which the airport previously received Federal assistance or Federally authorized airport assistance under this subchapter. The surveys shall be conducted only for those properties for which the airport has identified a property owner who is interested in having a survey be undertaken to assess the current effectiveness of the sound insulation treatment. Such surveys shall be carried out to identify any properties described in the preceding sentence that are eligible for funds under this subsection.''.

SA 1935. Mr. CORNYN (for himself and Ms. HASSAN) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. NOTICE OF FUNDING OPPORTUNITY TRANSPARENCY.

(a) DEFINITIONS.—In this section:

(1) AGENCY.—The term ''agency''—

(A) has the meaning given the term ''Executive agency'' in section 105 of title 5, United States Code; and

(B) does not include the Government Accountability Office.

(2) COMPETITIVE GRANT.—The term ''competitive grant'' means a discretionary award (as defined in section 200.1 of title 2, Code of Federal Regulations) awarded by an agency—

(A) through a grant agreement or cooperative agreement under which the agency makes payment in cash or in kind to a recipient to carry out a public purpose authorized by law; and

(B) the recipient of which is selected from a pool of applicants through the use of merit-based selection procedures for the purpose of allocating funds authorized under a grant program of the agency.

(3) EVALUATION OR SELECTION CRITERIA.—The term ''evaluation or selection criteria'' means standards or principles for judging, evaluating, or selecting an application for a competitive grant.

(4) NOTICE OF FUNDING OPPORTUNITY.—The term ''notice of funding opportunity'' has the meaning given the term in section 200.1 of title 2, Code of Federal Regulations.

(5) RATING SYSTEM.—The term ''rating system''—

(A) means a system of evaluation of competitive grant applications to determine how such applications advance through the selection process; and

(B) includes—

(i) a merit criteria rating rubric;

(ii) an evaluation of merit criteria;

(iii) a methodology to evaluate and rate based on a point scale; and

(iv) an evaluation to determine whether a competitive grant application meets evaluation or selection criteria.

(b) TRANSPARENCY REQUIREMENTS.—Each notice of funding opportunity issued by an agency for a competitive grant shall include—

(1) a description of any rating system and evaluation and selection criteria the agency uses to assess applications for the competitive grant;

(2) a statement of whether the agency uses a weighted scoring method and a description of any weighted scoring method the agency uses for the competitive grant, including the amount by which the agency weights each criterion; and

(3) any other qualitative or quantitative merit-based approach the agency uses to evaluate an application for the competitive grant.

(c) APPLICATIONS; DATA ELEMENTS.—

(1) IN GENERAL.—The Director of the Office of Management and Budget, in coordination with the Executive department designated under section 6402(a)(1) of title 31, United States Code, shall develop data elements relating to grant applications to ensure common reporting by each agency with respect to applications received in response to each notice of funding opportunity of the agency.

(2) CONTENTS.—The data elements developed under paragraph (1) shall include—

(A) the number of applications received; and

(B) the city and State of each organization that submitted an application.

(d) RULE OF CONSTRUCTION.—With respect to a particular competitive grant, nothing in this Act shall be construed to supersede any requirement with respect to a notice of funding opportunity for the competitive grant in a law that authorizes the competitive grant.

(e) NO ADDITIONAL FUNDS.—No additional funds are authorized to be appropriated for the purpose of carrying out this Act.

(f) EFFECTIVE DATE.—

(1) IN GENERAL.—This Act shall take effect on the date that is 120 days after the date of enactment of this Act.

(2) NO RETROACTIVE EFFECT.—This Act shall not apply to a notice of funding opportunity issued before the date of enactment of this Act.

SA 1936. Mr. MARSHALL (for himself and Mr. DURBIN) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. CREDIT CARD COMPETITION.

(a) SHORT TITLE.—This section may be cited as the ''Credit Card Competition Act of 2024''.

(b) COMPETITION IN CREDIT CARD TRANSACTIONS.—

(1) IN GENERAL.—Section 921 of the Electronic Fund Transfer Act (15 U.S.C. 1693o–2) is amended—

(A) in subsection (b)—

(i) by redesignating paragraphs (2), (3), and (4) as paragraphs (3), (4), and (5), respectively; and

(ii) by inserting after paragraph (1) the following:

''(2) COMPETITION IN CREDIT CARD TRANSACTIONS.—

''(A) NO EXCLUSIVE NETWORK.—

''(i) IN GENERAL.—Not later than 1 year after the date of enactment of the Credit Card Competition Act of 2024, the Board shall prescribe regulations providing that a covered card issuer or payment card network shall not directly or through any agent, processor, or licensed member of a payment card network, by contract, requirement, condition, penalty, technological specification,

or otherwise, restrict the number of payment card networks on which an electronic credit transaction may be processed to—

''(I) 1 such network;

''(II) 2 or more such networks, if—

''(aa) each such network is owned, controlled, or otherwise operated by—

''(AA) affiliated persons; or

''(BB) networks affiliated with such issuer; or

''(bb) any such network is identified on the list established and updated under subparagraph (D); or

''(III) subject to clause (ii), the 2 such networks that hold the 2 largest market shares with respect to the number of credit cards issued in the United States by licensed members of such networks (and enabled to be processed through such networks), as determined by the Board on the date on which the Board prescribes the regulations.

''(ii) DETERMINATIONS BY BOARD.—

''(I) IN GENERAL.—The Board, not later than 3 years after the date on which the regulations prescribed under clause (i) take effect, and not less frequently than once every 3 years thereafter, shall determine whether the 2 networks identified under clause (i)(III) have changed, as compared with the most recent such determination by the Board.

''(II) EFFECT OF DETERMINATION.—If the Board, under subclause (I), determines that the 2 networks described in clause (i)(III) have changed (as compared with the most recent such determination by the Board), clause (i)(III) shall no longer have any force or effect.

''(B) NO ROUTING RESTRICTIONS.—Not later than 1 year after the date of enactment of the Credit Card Competition Act of 2024, the Board shall prescribe regulations providing that a covered card issuer or payment card network shall not—

''(i) directly or through any agent, processor, or licensed member of the network, by contract, requirement, condition, penalty, or otherwise—

''(I) inhibit the ability of any person who accepts credit cards for payments to direct the routing of electronic credit transactions for processing over any payment card network that—

''(aa) may process such transactions; and

''(bb) is not on the list established and updated by the Board under subparagraph (D);

''(II) require any person who accepts credit cards for payments to exclusively use, for transactions associated with a particular credit card, an authentication, tokenization, or other security technology that cannot be used by all of the payment card networks that may process electronic credit transactions for that particular credit card; or

''(III) inhibit the ability of another payment card network to handle or process electronic credit transactions using an authentication, tokenization, or other security technology for the processing of those electronic credit transactions; or

''(ii) impose any penalty or disadvantage, financial or otherwise, on any person for—

''(I) choosing to direct the routing of an electronic credit transaction over any payment card network on which the electronic credit transaction may be processed; or

''(II) failing to ensure that a certain number, or aggregate dollar amount, of electronic credit transactions are handled by a particular payment card network.

''(C) APPLICABILITY.—The regulations prescribed under subparagraphs (A) and (B) shall not apply to a credit card issued in a 3-party payment system model.

''(D) DESIGNATION OF NATIONAL SECURITY RISKS.—

''(i) IN GENERAL.—Not later than 1 year after the date of enactment of the Credit Card Competition Act of 2024, the Board, in consultation with the Secretary of the Treasury, shall prescribe regulations to establish a public list of any payment card network—

''(I) the processing of electronic credit transactions by which is determined by the Board to pose a risk to the national security of the United States; or

''(II) that is owned, operated, or sponsored by a foreign state entity.

''(ii) UPDATING OF LIST.—Not less frequently than once every 2 years after the date on which the Board establishes the public list required under clause (i), the Board, in consultation with the Secretary of the Treasury, shall update that list.

''(E) DEFINITIONS.—In this paragraph—

''(i) the terms 'card issuer' and 'creditor' have the meanings given the terms in section 103 of the Truth in Lending Act (15 U.S.C. 1602);

''(ii) the term 'covered card issuer' means a card issuer that, together with the affiliates of the card issuer, has assets of more than $100,000,000,000;

''(iii) the term 'credit card issued in a 3-party payment system model' means a credit card issued by a card issuer that is—

''(I) the payment card network with respect to the credit card; or

''(II) under common ownership with the payment card network with respect to the credit card;

''(iv) the term 'electronic credit transaction'—

''(I) means a transaction in which a person uses a credit card; and

''(II) includes a transaction in which a person does not physically present a credit card for payment, including a transaction involving the entry of credit card information onto, or use of credit card information in conjunction with, a website interface or a mobile telephone application; and

''(v) the term 'licensed member' includes, with respect to a payment card network—

''(I) a creditor or card issuer that is authorized to issue credit cards bearing any logo of the payment card network; and

''(II) any person, including any financial institution and any person that may be referred to as an 'acquirer', that is authorized to—

''(aa) screen and accept any person into any program under which that person may accept, for payment for goods or services, a credit card bearing any logo of the payment card network;

''(bb) process transactions on behalf of any person who accepts credit cards for payments; and

''(cc) complete financial settlement of any transaction on behalf of a person who accepts credit cards for payments.''; and

(B) in subsection (d)(1), by inserting '', except that the Bureau shall not have authority to enforce the requirements of this section or any regulations prescribed by the Board under this section'' after ''section 918''.

(2) EFFECTIVE DATE.—Each set of regulations prescribed by the Board of Governors of the Federal Reserve System under paragraph (2) of section 921(b) of the Electronic Fund Transfer Act (15 U.S.C. 1693o–2(b)), as amended by paragraph (1) of this subsection, shall take effect on the date that is 180 days after the date on which the Board prescribes the final version of that set of regulations.

SA 1937. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. ____. REGULATION OF ZOOTECHNICAL ANIMAL FOOD SUBSTANCES.

(a) DEFINITION.—Section 201 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 321) is amended by adding at the end the following:

''(tt)(1) The term 'zootechnical animal food substance' means a substance that—

''(A) is added to the food or drinking water of animals;

''(B) is intended to—

''(i) affect the byproducts of the digestive process of an animal;

''(ii) reduce the presence of foodborne pathogens of human health significance in an animal intended to be used for food; or

''(iii) affect the structure or function of the body of the animal, other than by providing nutritive value, by altering the animal's gastrointestinal microbiome; and

''(C) achieves its intended effect by acting solely within the gastrointestinal tract of the animal.

''(2) Such term does not include a substance that—

''(A) is intended for use in the diagnosis, cure, mitigation, treatment, or prevention of disease in an animal;

''(B) is a hormone;

''(C) is an active moiety in an animal drug, which, prior to the filing of a petition under section 409 was approved under section 512, conditionally approved under section 571, indexed under section 572, or for which substantial clinical investigations have been instituted and for which the existence of such investigations has been made public;

''(D) is an ionophore; or

''(E) is otherwise excluded from the definition based on criteria established by the Secretary through notice and comment rulemaking.

''(3) A zootechnical animal food substance shall be deemed to be a food additive within the meaning of paragraph (s) and its introduction into interstate commerce shall be in accordance with a regulation issued under section 409. A zootechnical animal food substance shall not be considered a drug under paragraph (g)(1)(C) solely because the substance has an intended effect described in subparagraph (1).''.

(b) FOOD ADDITIVES.—Section 409 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 348) is amended—

(1) in subsection (b)—

(A) by redesignating paragraphs (3) through (5) as paragraphs (4) through (6), respectively; and

(B) by inserting after paragraph (2) the following:

''(3) In the case of a zootechnical animal food substance, such petition shall, in addition to any explanatory or supporting data, contain—

''(A) all relevant data bearing on the effect the zootechnical animal food substance is intended to have and the quantity of such substance required to produce the intended effect; and

''(B) full reports of investigations made with respect to the intended use of such substance, including full information as to the methods and controls used in conducting such investigations.'';

(2) in subsection (c)—

(A) by amending subparagraph (A) of paragraph (1) to read as follows:

''(A)(i) by order establish a regulation (whether or not in accord with that proposed by the petitioner) prescribing—

''(I) with respect to one or more proposed uses of the food additive involved, the conditions under which such additive may be safely used (including specifications as to the particular food or classes of food in or on which such additive may be used, the maximum quantity which may be used or permitted to remain in or on such food, the manner in which such additive may be added to or used in or on such food, and any directions or other labeling or packaging requirements for such additive as the Secretary determines necessary to assure the safety of such use); and

''(II) in the case of a zootechnical animal food substance, the conditions under which such substance may be used to achieve the intended effect; and

''(ii) notify the petitioner of such order and the reasons for such action; or''; and

(B) in paragraph (3)—

(i) in subparagraph (A), by striking ''; or'' and inserting a semicolon;

(ii) in subparagraph (B), by striking the period and inserting ''; or''; and

(iii) by adding at the end the following:

''(C) in the case of a zootechnical animal food substance, fails to establish that the proposed use of the substance, under the conditions of use to be specified in the regulation, will achieve the intended effect.''; and

(3) by adding at the end the following:

''(l) ZOOTECHNICAL ANIMAL FOOD SUBSTANCES.—The labeling of a zootechnical animal food substance—

''(1) shall include the statement: 'Not for use in the diagnosis, cure, mitigation, treatment, or prevention of disease in animals.'; and

''(2) may include statements regarding the intended effect of the substance on the structure or function of the body of animals, as set forth in section 201(tt)(1).''.

(c) MISBRANDED FOOD.—Section 403 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 343) is amended by adding at the end the following:

''(z) If it is a zootechnical animal food substance and the labeling of the food does not include the statement required by section 409(l)(1).''.

(d) RULE OF CONSTRUCTION.—Nothing in this section, or the amendments made by this section, shall be construed to authorize the Secretary of Health and Human Services to require the use of any zootechnical food substance or food additive (as those terms are defined in section 201 of the Federal Food, Drug, and Cosmetic Act, as amended by subsection (a)).

SA 1938. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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 X, add the following:

SEC. 1033. SUSTAINABLE AVIATION FUEL WORKING GROUP.

(a) ESTABLISHMENT.—The Administrator shall establish a Sustainable Aviation Fuel Working Group (in this section, referred to as the ''Working Group'').

(b) MEMBERSHIP.—In establishing the Working Group, the Administrator shall appoint members representing the following:

(1) The Bioenergy Technologies Office of the Department of Energy.

(2) The Department of Agriculture.

(3) The commercial aviation alternative fuels initiative.

(4) The FAA.

(5) The national labs.

(6) At least 4 current or future sustainable aviation fuel producers representing 4 of the currently approved ASTM D7566 sustainable aviation fuel production pathways.

(7) A biorefinery.

(8) An engine original equipment manufacturer.

(9) Agriculture research universities.

(c) REPORT.—

(1) CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Working Group shall submit to the appropriate committees of Congress a report that identifies the research and development needs for each partner and cross-fertilization program across Federal agencies necessary for cost-competitive and equivalent safety compared to petroleum-based jet fuel, while offering improved sustainability and energy supply security for aviation.

(2) IRS.—Not later than 3 months after the date of enactment of this Act, the Working Group shall submit to the Internal Revenue Service a report that identifies regulatory changes needed to successfully implement the Section 40B Sustainable Aviation Fuel Tax Credit and the Section 45Z Clean Fuel Production Credit and ensure agricultural derived biofuels are able to satisfy Sustainable Aviation Fuel demand.

SA 1939. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. ___. PERMANENT PROHIBITION ON OPERATIONS AT REAGAN WASHINGTON NATIONAL AIRPORT FOR AIR CARRIERS THAT PROVIDE, OR FACILITATE THE PROVISION OF, TRANSPORTATION OF ANY ALIEN USING THE CBP ONE MOBILE APPLICATION FOR THE PURPOSES OF IDENTIFICATION.

(a) IN GENERAL.—Chapter 491 of title 49, United States Code, is amended by inserting after section 49109 the following new section:

''§ 49109A. Permanent prohibition on operations at Reagan Washington National Airport for air carriers that transport any alien using the CBP One Mobile Application for the purposes of identification

''An air carrier may not operate an aircraft in air transportation between Reagan Washington National Airport and any other airport if the air carrier has provided, or facilitated the provision of, transportation of any alien using the CBP One Mobile Application for the purposes of identification.''.

(b) CLERICAL AMENDMENT.—The analysis for chapter 491 of title 49, United States Code, is amended by inserting after the item relating to section 49109 the following:

''49109A. Permanent prohibition on operations at Reagan Washington National Airport for air carriers that transport any alien using the CBP One Mobile Application for the purposes of identification.''.

SA 1940. Mr. MARSHALL submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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. _____. ORGANIC OR NONORGANIC WHOLE MILK PERMISSIBLE.

Section 9(a)(2) of the Richard B. Russell National School Lunch Act (42 U.S.C. 1758(a)(2)) is amended—

(1) in subparagraph (A)—

(A) in clause (i), by striking ''milk.'' in the first sentence and all that follows through the semicolon at the end and inserting ''milk;''; and

(B) by striking clause (ii) and inserting the following:

''(ii) may offer students flavored and unflavored organic or nonorganic whole, reduced-fat, low-fat, and fat-free fluid milk and lactose-free fluid milk; and''; and

(2) by adding at the end the following:

''(D) SATURATED FAT.—Milk fat included in any fluid milk provided under subparagraph (A) shall not be considered to be saturated fat for purposes of determining compliance with the allowable average saturated fat content of a meal under section 210.10 of title 7, Code of Federal Regulations (or a successor regulation).

''(E) PROHIBITION ON CERTAIN PURCHASES.—The Secretary shall prohibit schools participating in the school lunch program under this Act from purchasing or offering milk produced by any state-owned enterprise of the People's Republic of China.

''(F) LIMITATION ON AUTHORITY.—The Secretary may not prohibit any school participating in the school lunch program under this Act from offering students milk described in subparagraph (A)(ii).''.

SA 1941. Mr. HAWLEY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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 ____—RADIATION EXPOSURE COMPENSATION REAUTHORIZATION ACT

SEC. ___01. SHORT TITLE.

This title may be cited as the ''Radiation Exposure Compensation Reauthorization Act''.

Subtitle A—Manhattan Project Waste

SEC. ___11. SHORT TITLE.

(a) SHORT TITLE.—This subtitle may be cited as the ''Radiation Exposure Compensation Expansion Act''.

SEC. ___12. CLAIMS RELATING TO MANHATTAN PROJECT WASTE.

The Radiation Exposure Compensation Act (Public Law 101–426; 42 U.S.C. 2210 note) is amended by inserting after section 5 the following:

''SEC. 5A. CLAIMS RELATING TO MANHATTAN PROJECT WASTE.

''(a) IN GENERAL.—A claimant shall receive compensation for a claim made under this Act, as described in subsection (b) or (c), if—

''(1) a claim for compensation is filed with the Attorney General—

''(A) by an individual described in paragraph (2); or

''(B) on behalf of that individual by an authorized agent of that individual, if the individual is deceased or incapacitated, such as—

''(i) an executor of estate of that individual; or

''(ii) a legal guardian or conservator of that individual;

''(2) that individual, or if applicable, an authorized agent of that individual, demonstrates that the individual—

''(A) was physically present in an affected area for a period of at least 2 years after January 1, 1949; and

''(B) contracted a specified disease after such period of physical presence;

''(3) the Attorney General certifies that the identity of that individual, and if applicable, the authorized agent of that individual, is not fraudulent or otherwise misrepresented; and

''(4) the Attorney General determines that the claimant has satisfied the applicable requirements of this Act.

''(b) LOSSES AVAILABLE TO LIVING AFFECTED INDIVIDUALS.—

''(1) IN GENERAL.—In the event of a claim qualifying for compensation under subsection (a) that is submitted to the Attorney General to be eligible for compensation under this section at a time when the individual described in subsection (a)(2) is living, the amount of compensation under this section shall be in an amount that is the greater of $50,000 or the total amount of compensation for which the individual is eligible under paragraph (2).

''(2) LOSSES DUE TO MEDICAL EXPENSES.—A claimant described in paragraph (1) shall be eligible to receive, upon submission of contemporaneous written medical records, reports, or billing statements created by or at the direction of a licensed medical professional who provided contemporaneous medical care to the claimant, additional compensation in the amount of all documented out-of-pocket medical expenses incurred as a result of the specified disease suffered by that claimant, such as any medical expenses not covered, paid for, or reimbursed through—

''(A) any public or private health insurance;

''(B) any employee health insurance;

''(C) any workers' compensation program; or

''(D) any other public, private, or employee health program or benefit.

''(c) PAYMENTS TO BENEFICIARIES OF DECEASED INDIVIDUALS.—In the event that an individual described in subsection (a)(2) who qualifies for compensation under subsection (a) is deceased at the time of submission of the claim—

''(1) a surviving spouse may, upon submission of a claim and records sufficient to satisfy the requirements of subsection (a) with respect to the deceased individual, receive compensation in the amount of $25,000; or

''(2) in the event that there is no surviving spouse, the surviving children, minor or otherwise, of the deceased individual may, upon submission of a claim and records sufficient to satisfy the requirements of subsection (a) with respect to the deceased individual, receive compensation in the total amount of $25,000, paid in equal shares to each surviving child.

''(d) AFFECTED AREA.—For purposes of this section, the term 'affected area' means—

''(1) in the State of Missouri, the ZIP Codes of 63031, 63033, 63034, 63042, 63045, 63074, 63114, 63135, 63138, 63044, 63121, 63140, 63145, 63147, 63102, 63304, 63134, 63043, 63341, 63368, and 63367;

''(2) in the State of Tennessee, the ZIP Codes of 37716, 37840, 37719, 37748, 37763, 37828, 37769, 37710, 37845, 37887, 37829, 37854, 37830, and 37831;

''(3) in the State of Alaska, the ZIP Codes of 99546 and 99547;

''(4) in the State of Kentucky, the ZIP Codes of 42001, 42003, 42053, and 42086;

''(5) in the State of Ohio, the ZIP Codes of 45002, 45013, 45014, 45030, 45053, 45247, 45251, 45252, 45613, 45648, 45661, and 45690;

''(6) in the State of Pennsylvania, the ZIP Codes of 15641, 15656, and 15960; and

''(7) in the State of Washington, the ZIP Codes of 98832, 98837, 98857, 98930, 98944, 99105, 99144, 99159, 99169, 99301, 99320, 99321, 99323, 99324, 99326, 99330, 99333, 99335, 99336, 99337, 99338, 99341, 99343, 99344, 99345, 99346, 99348, 99349, 99350, 99352, 99353, 99354, 99357, 99359, 99360, 99361, 99362, 99363, and 99371.

''(e) SPECIFIED DISEASE.—For purposes of this section, the term 'specified disease' means any of the following:

''(1) Any leukemia, other than chronic lymphocytic leukemia, provided that the initial exposure occurred after the age of 20 and the onset of the disease was at least 2 years after first exposure.

''(2) Any of the following diseases, provided that the onset was at least 2 years after the initial exposure:

''(A) Multiple myeloma.

''(B) Lymphoma, other than Hodgkin's disease.

''(C) Primary cancer of the—

''(i) thyroid;

''(ii) male or female breast;

''(iii) esophagus;

''(iv) stomach;

''(v) pharynx;

''(vi) small intestine;

''(vii) pancreas;

''(viii) bile ducts;

''(ix) gall bladder;

''(x) salivary gland;

''(xi) urinary bladder;

''(xii) brain;

''(xiii) colon;

''(xiv) ovary;

''(xv) bone;

''(xvi) renal;

''(xvii) liver, except if cirrhosis or hepatitis B is indicated; or

''(xviii) lung.

''(f) PHYSICAL PRESENCE.—

''(1) IN GENERAL.—For purposes of this section, the Attorney General shall not determine that a claimant has satisfied the requirements of subsection (a) unless demonstrated by submission of—

''(A) contemporaneous written residential documentation and at least 1 additional employer-issued or government-issued document or record that the claimant, for at least 2 years after January 1, 1949, was physically present in an affected area; or

''(B) other documentation determined by the Attorney General to demonstrate that the claimant, for at least 2 years after January 1, 1949, was physically present in an affected area.

''(2) TYPES OF PHYSICAL PRESENCE.—For purposes of determining physical presence under this section, a claimant shall be considered to have been physically present in an affected area if—

''(A) the claimant's primary residence was in the affected area;

''(B) the claimant's place of employment was in the affected area; or

''(C) the claimant attended school in the affected area.

''(g) DISEASE CONTRACTION IN AFFECTED AREAS.—For purposes of this section, the Attorney General shall not determine that a claimant has satisfied the requirements of subsection (a) unless the claimant submits—

''(1) written medical records or reports created by or at the direction of a licensed medical professional, created contemporaneously with the provision of medical care to the claimant, that the claimant, after a period of physical presence in an affected area, contracted a specified disease; or

''(2) other documentation determined by the Attorney General to demonstrate that the claimant contracted a specified disease after a period of physical presence in an affected area.''.

SEC. ___13. CONTRACTS TO SUPPORT HUMAN AND ECOLOGICAL HEALTH AT AMCHITKA, ALASKA, SITE.

(a) IN GENERAL.—In awarding contracts to carry out the Long-Term Surveillance Plan, the Secretary of Energy, acting through the Director of the Office of Legacy Management, shall give preference to eligible associations.

(b) REQUIREMENTS.—A contract awarded to an eligible association by the Secretary of Energy to carry out the Long-Term Surveillance Plan shall require that the eligible association—

(1) engage in stakeholder engagement; and

(2) to the greatest extent practicable, incorporate Indigenous knowledge and the participation of local Indian Tribes in research and development and workforce development activities.

(c) DEFINITIONS.—In this section:

(1) ELIGIBLE ASSOCIATION.—The term ''eligible association'' means an association of 2 or more of the following:

(A) An institution of higher education (as that term is defined in section 101(a) of the Higher Education Act of 1965 (20 U.S.C. 1001(a))) located in the State of Alaska.

(B) An agency of the State of Alaska.

(C) A local Indian Tribe.

(D) An organization—

(i) described in section 501(c)(3) of the Internal Revenue Code of 1986 and exempt from taxation under section 501(a) of such Code; and

(ii) located in the State of Alaska.

(2) LOCAL INDIAN TRIBE.—The term ''local Indian Tribe'' means an Indian tribe (as that term is defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304)) that is located in the Aleut Region of the State of Alaska.

(3) LONG-TERM SURVEILLANCE PLAN.—The term ''Long-Term Surveillance Plan'' means the plan entitled ''Long-Term Surveillance Plan for the Amchitka, Alaska, Site'', published by the Office of Legacy Management of the Department of Energy in July 2014.

Subtitle B— Compensation for Workers Involved in Uranium Mining and Individuals Living Downwind of Atmospheric Nuclear Testing

SEC. ___21. SHORT TITLE.

This subtitle may be cited as the ''Radiation Exposure Compensation Act Amendments of 2024''.

SEC. ___22. REFERENCES.

Except as otherwise specifically provided, whenever in this subtitle an amendment or repeal is expressed in terms of an amendment to or repeal of a section or other provision of law, the reference shall be considered to be made to a section or other provision of the Radiation Exposure Compensation Act (Public Law 101–426; 42 U.S.C. 2210 note).

SEC. ___23. EXTENSION OF FUND.

Section 3(d) is amended—

(1) by striking the first sentence and inserting ''The Fund shall terminate 6 years after the date of the enactment of the Radiation Exposure Compensation Act Amendments of 2024.''; and

(2) by striking ''2-year'' and inserting ''6-year''.

SEC. ___24. CLAIMS RELATING TO ATMOSPHERIC TESTING.

(a) LEUKEMIA CLAIMS RELATING TO TRINITY TEST IN NEW MEXICO AND TESTS AT THE NEVADA SITE AND IN THE PACIFIC.—Section 4(a)(1)(A) is amended—

(1) in clause (i)—

(A) in subclause (I), by striking ''October 31, 1958'' and inserting ''November 6, 1962'';

(B) in subclause (II)—

(i) by striking ''in the affected area'' and inserting ''in an affected area''; and

(ii) by striking ''or'' after the semicolon;

(C) by redesignating subclause (III) as subclause (V); and

(D) by inserting after subclause (II) the following:

''(III) was physically present in an affected area for a period of at least 1 year during the period beginning on September 24, 1944, and ending on November 6, 1962;

''(IV) was physically present in an affected area—

''(aa) for a period of at least 1 year during the period beginning on July 1, 1946, and ending on November 6, 1962; or

''(bb) for the period beginning on April 25, 1962, and ending on November 6, 1962; or''; and

(2) in clause (ii)(I), by striking ''physical presence described in subclause (I) or (II) of clause (i) or onsite participation described in clause (i)(III)'' and inserting ''physical presence described in subclause (I), (II), (III), or (IV) of clause (i) or onsite participation described in clause (i)(V)''.

(b) AMOUNTS FOR CLAIMS RELATED TO LEUKEMIA.—Section 4(a)(1) is amended—

(1) in subparagraph (A), by striking ''an amount'' and inserting ''the amount''; and

(2) by striking subparagraph (B) and inserting the following:

''(B) AMOUNT.—If the conditions described in subparagraph (C) are met, an individual who is described in subparagraph (A) shall receive $100,000.''.

(c) CONDITIONS FOR CLAIMS RELATED TO LEUKEMIA.—Section 4(a)(1)(C) is amended—

(1) by striking clause (i); and

(2) by redesignating clauses (ii) and (iii) as clauses (i) and (ii), respectively.

(d) SPECIFIED DISEASES CLAIMS RELATING TO TRINITY TEST IN NEW MEXICO AND TESTS AT THE NEVADA SITE AND IN THE PACIFIC.—Section 4(a)(2) is amended—

(1) in subparagraph (A)—

(A) by striking ''in the affected area'' and inserting ''in an affected area'';

(B) by striking ''2 years'' and inserting ''1 year''; and

(C) by striking ''October 31, 1958'' and inserting ''November 6, 1962'';

(2) in subparagraph (B)—

(A) by striking ''in the affected area'' and inserting ''in an affected area''; and

(B) by striking ''or'' at the end;

(3) by redesignating subparagraph (C) as subparagraph (E); and

(4) by inserting after subparagraph (B) the following:

''(C) was physically present in an affected area for a period of at least 1 year during the period beginning on September 24, 1944, and ending on November 6, 1962;

''(D) was physically present in an affected area—

''(i) for a period of at least 1 year during the period beginning on July 1, 1946, and ending on November 6, 1962; or

''(ii) for the period beginning on April 25, 1962, and ending on November 6, 1962; or''.

(e) AMOUNTS FOR CLAIMS RELATED TO SPECIFIED DISEASES.—Section 4(a)(2) is amended in the matter following subparagraph (E) (as redesignated by subsection (d) of this section) by striking ''$50,000 (in the case of an individual described in subparagraph (A) or (B)) or $75,000 (in the case of an individual described in subparagraph (C)),'' and inserting ''$100,000''.

(f) DOWNWIND STATES.—Section 4(b)(1) is amended to read as follows:

''(1) 'affected area' means—

''(A) except as provided under subparagraphs (B) and (C), Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Guam;

''(B) with respect to a claim by an individual under subsection (a)(1)(A)(i)(III) or subsection (a)(2)(C), only New Mexico; and

''(C) with respect to a claim by an individual under subsection (a)(1)(A)(i)(IV) or subsection (a)(2)(D), only Guam.''.

(g) CHRONIC LYMPHOCYTIC LEUKEMIA AS A SPECIFIED DISEASE.—Section 4(b)(2) is amended by striking ''other than chronic lymphocytic leukemia'' and inserting ''including chronic lymphocytic leukemia''.

SEC. ___25. CLAIMS RELATING TO URANIUM MINING.

(a) EMPLOYEES OF MINES AND MILLS.—Section 5(a)(1)(A)(i) is amended—

(1) by inserting ''(I)'' after ''(i)'';

(2) by striking ''December 31, 1971; and'' and inserting ''December 31, 1990; or''; and

(3) by adding at the end the following:

''(II) was employed as a core driller in a State referred to in subclause (I) during the period described in such subclause; and''.

(b) MINERS.—Section 5(a)(1)(A)(ii)(I) is amended by inserting ''or renal cancer or any other chronic renal disease, including nephritis and kidney tubal tissue injury'' after ''nonmalignant respiratory disease''.

(c) MILLERS, CORE DRILLERS, AND ORE TRANSPORTERS.—Section 5(a)(1)(A)(ii)(II) is amended—

(1) by inserting '', core driller,'' after ''was a miller'';

(2) by inserting '', or was involved in remediation efforts at such a uranium mine or uranium mill,'' after ''ore transporter'';

(3) by inserting ''(I)'' after ''clause (i)''; and

(4) by striking all that follows ''nonmalignant respiratory disease'' and inserting ''or renal cancer or any other chronic renal disease, including nephritis and kidney tubal tissue injury; or''.

(d) COMBINED WORK HISTORIES.—Section 5(a)(1)(A)(ii) is further amended—

(1) by striking ''or'' at the end of subclause (I); and

(2) by adding at the end the following:

''(III)(aa) does not meet the conditions of subclause (I) or (II);

''(bb) worked, during the period described in clause (i)(I), in two or more of the following positions: miner, miller, core driller, and ore transporter;

''(cc) meets the requirements of paragraph (4) or (5), or both; and

''(dd) submits written medical documentation that the individual developed lung cancer or a nonmalignant respiratory disease or renal cancer or any other chronic renal disease, including nephritis and kidney tubal tissue injury after exposure to radiation through work in one or more of the positions referred to in item (bb);''.

(e) DATES OF OPERATION OF URANIUM MINE.—Section 5(a)(2)(A) is amended by striking ''December 31, 1971'' and inserting ''December 31, 1990''.

(f) SPECIAL RULES RELATING TO COMBINED WORK HISTORIES.—Section 5(a) is amended by adding at the end the following:

''(4) SPECIAL RULE RELATING TO COMBINED WORK HISTORIES FOR INDIVIDUALS WITH AT LEAST ONE YEAR OF EXPERIENCE.—An individual meets the requirements of this paragraph if the individual worked in one or more of the positions referred to in paragraph (1)(A)(ii)(III)(bb) for a period of at least one year during the period described in paragraph (1)(A)(i)(I).

''(5) SPECIAL RULE RELATING TO COMBINED WORK HISTORIES FOR MINERS.—An individual meets the requirements of this paragraph if the individual, during the period described in paragraph (1)(A)(i)(I), worked as a miner and was exposed to such number of working level months that the Attorney General determines, when combined with the exposure of such individual to radiation through work as a miller, core driller, or ore transporter during the period described in paragraph (1)(A)(i)(I), results in such individual being exposed to a total level of radiation that is greater or equal to the level of exposure of an individual described in paragraph (4).''.

(g) DEFINITION OF CORE DRILLER.—Section 5(b) is amended—

(1) by striking ''and'' at the end of paragraph (7);

(2) by striking the period at the end of paragraph (8) and inserting ''; and''; and

(3) by adding at the end the following:

''(9) the term 'core driller' means any individual employed to engage in the act or process of obtaining cylindrical rock samples of uranium or vanadium by means of a borehole drilling machine for the purpose of mining uranium or vanadium.''.

SEC. ___26. EXPANSION OF USE OF AFFIDAVITS IN DETERMINATION OF CLAIMS; REGULATIONS.

(a) AFFIDAVITS.—Section 6(b) is amended by adding at the end the following:

''(3) AFFIDAVITS.—

''(A) EMPLOYMENT HISTORY.—For purposes of this Act, the Attorney General shall accept a written affidavit or declaration as evidence to substantiate the employment history of an individual as a miner, miller, core driller, or ore transporter if the affidavit—

''(i) is provided in addition to other material that may be used to substantiate the employment history of the individual;

''(ii) attests to the employment history of the individual;

''(iii) is made subject to penalty for perjury; and

''(iv) is made by a person other than the individual filing the claim.

''(B) PHYSICAL PRESENCE IN AFFECTED AREA.—For purposes of this Act, the Attorney General shall accept a written affidavit or declaration as evidence to substantiate an individual's physical presence in an affected area (as defined in section 4(b)(1)) during a period described in section 4(a)(1)(A)(i) or section 4(a)(2) if the affidavit—

''(i) is provided in addition to other material that may be used to substantiate the individual's presence in an affected area during that time period;

''(ii) attests to the individual's presence in an affected area during that period;

''(iii) is made subject to penalty for perjury; and

''(iv) is made by a person other than the individual filing the claim.

''(C) PARTICIPATION AT TESTING SITE.—For purposes of this Act, the Attorney General shall accept a written affidavit or declaration as evidence to substantiate an individual's participation onsite in a test involving the atmospheric detonation of a nuclear device if the affidavit—

''(i) is provided in addition to other material that may be used to substantiate the individual's participation onsite in a test involving the atmospheric detonation of a nuclear device;

''(ii) attests to the individual's participation onsite in a test involving the atmospheric detonation of a nuclear device;

''(iii) is made subject to penalty for perjury; and

''(iv) is made by a person other than the individual filing the claim.''.

(b) TECHNICAL AND CONFORMING AMENDMENTS.—Section 6 is amended—

(1) in subsection (b)(2)(C), by striking ''section 4(a)(2)(C)'' and inserting ''section 4(a)(2)(E)'';

(2) in subsection (c)(2)—

(A) in subparagraph (A)—

(i) in the matter preceding clause (i), by striking ''subsection (a)(1), (a)(2)(A), or (a)(2)(B) of section 4'' and inserting ''subsection (a)(1), (a)(2)(A), (a)(2)(B), (a)(2)(C), or (a)(2)(D) of section 4''; and

(ii) in clause (i), by striking ''subsection (a)(1), (a)(2)(A), or (a)(2)(B) of section 4'' and inserting ''subsection (a)(1), (a)(2)(A), (a)(2)(B), (a)(2)(C), or (a)(2)(D) of section 4''; and

(B) in subparagraph (B), by striking ''section 4(a)(2)(C)'' and inserting ''section 4(a)(2)(E)''; and

(3) in subsection (e), by striking ''subsection (a)(1), (a)(2)(A), or (a)(2)(B) of section 4'' and inserting ''subsection (a)(1), (a)(2)(A), (a)(2)(B), (a)(2)(C), or (a)(2)(D) of section 4''.

(c) REGULATIONS.—

(1) IN GENERAL.—Section 6(k) is amended by adding at the end the following: ''Not later than 180 days after the date of enactment of the Radiation Exposure Compensation Act Amendments of 2024, the Attorney General shall issue revised regulations to carry out this Act.''.

(2) CONSIDERATIONS IN REVISIONS.—In issuing revised regulations under section 6(k) of the Radiation Exposure Compensation Act (Public Law 101–426; 42 U.S.C. 2210 note), as amended under paragraph (1), the Attorney General shall ensure that procedures with respect to the submission and processing of claims under such Act take into account and make allowances for the law, tradition, and customs of Indian tribes, including by accepting as a record of proof of physical presence for a claimant a grazing permit, a homesite lease, a record of being a holder of a post office box, a letter from an elected leader of an Indian tribe, or a record of any recognized tribal association or organization.

SEC. ___27. LIMITATION ON CLAIMS.

(a) EXTENSION OF FILING TIME.—Section 8(a) is amended—

(1) by striking ''2 years'' and inserting ''5 years''; and

(2) by striking ''RECA Extension Act of 2022'' and inserting ''Radiation Exposure Compensation Act Amendments of 2024''.

(b) RESUBMITTAL OF CLAIMS.—Section 8(b) is amended to read as follows:

''(b) RESUBMITTAL OF CLAIMS.—

''(1) DENIED CLAIMS.—After the date of enactment of the Radiation Exposure Compensation Act Amendments of 2024, any claimant who has been denied compensation under this Act may resubmit a claim for consideration by the Attorney General in accordance with this Act not more than three times. Any resubmittal made before the date of the enactment of the Radiation Exposure Compensation Act Amendments of 2024 shall not be applied to the limitation under the preceding sentence.

''(2) PREVIOUSLY SUCCESSFUL CLAIMS.—

''(A) IN GENERAL.—After the date of enactment of the Radiation Exposure Compensation Act Amendments of 2024, any claimant who received compensation under this Act may submit a request to the Attorney General for additional compensation and benefits. Such request shall contain—

''(i) the claimant's name, social security number, and date of birth;

''(ii) the amount of award received under this Act before the date of enactment of the Radiation Exposure Compensation Act Amendments of 2024;

''(iii) any additional benefits and compensation sought through such request; and

''(iv) any additional information required by the Attorney General.

''(B) ADDITIONAL COMPENSATION.—If the claimant received compensation under this Act before the date of enactment of the Radiation Exposure Compensation Act Amendments of 2024 and submits a request under subparagraph (A), the Attorney General shall—

''(i) pay the claimant the amount that is equal to any excess of—

''(I) the amount the claimant is eligible to receive under this Act (as amended by the Radiation Exposure Compensation Act Amendments of 2024); minus

''(II) the aggregate amount paid to the claimant under this Act before the date of enactment of the Radiation Exposure Compensation Act Amendments of 2024; and

''(ii) in any case in which the claimant was compensated under section 4, provide the claimant with medical benefits under section 4(a)(5).''.

SEC. ___28. GRANT PROGRAM ON EPIDEMIOLOGICAL IMPACTS OF URANIUM MINING AND MILLING.

(a) DEFINITIONS.—In this section—

(1) the term ''institution of higher education'' has the meaning given under section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001);

(2) the term ''program'' means the grant program established under subsection (b); and

(3) the term ''Secretary'' means the Secretary of Health and Human Services.

(b) ESTABLISHMENT.—The Secretary shall establish a grant program relating to the epidemiological impacts of uranium mining and milling. Grants awarded under the program shall be used for the study of the epidemiological impacts of uranium mining and milling among non-occupationally exposed individuals, including family members of uranium miners and millers.

(c) ADMINISTRATION.—The Secretary shall administer the program through the National Institute of Environmental Health Sciences.

(d) ELIGIBILITY AND APPLICATION.—Any institution of higher education or nonprofit private entity shall be eligible to apply for a grant. To apply for a grant an eligible institution or entity shall submit to the Secretary an application at such time, in such manner, and containing or accompanied by such information as the Secretary may reasonably require.

(e) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this section $3,000,000 for each of fiscal years 2024 through 2026.

SEC. ___29. ENERGY EMPLOYEES OCCUPATIONAL ILLNESS COMPENSATION PROGRAM.

(a) COVERED EMPLOYEES WITH CANCER.—Section 3621(9) of the Energy Employees Occupational Illness Compensation Program Act of 2000 (42 U.S.C. 7384l(9)) is amended by striking subparagraph (A) and inserting the following:

''(A) An individual with a specified cancer who is a member of the Special Exposure Cohort, if and only if—

''(i) that individual contracted that specified cancer after beginning employment at a Department of Energy facility (in the case of a Department of Energy employee or Department of Energy contractor employee) or at an atomic weapons employer facility (in the case of an atomic weapons employee); or

''(ii) that individual—

''(I) contracted that specified cancer after beginning employment in a uranium mine or uranium mill described under section 5(a)(1)(A)(i) of the Radiation Exposure Compensation Act (42 U.S.C. 2210 note) (including any individual who was employed in core drilling or the transport of uranium ore or vanadium-uranium ore from such mine or mill) located in Colorado, New Mexico, Arizona, Wyoming, South Dakota, Washington, Utah, Idaho, North Dakota, Oregon, Texas, or any State the Attorney General makes a determination under section 5(a)(2) of that Act for inclusion of eligibility under section 5(a)(1) of that Act; and

''(II) was employed in a uranium mine or uranium mill described under subclause (I) (including any individual who was employed in core drilling or the transport of uranium ore or vanadium-uranium ore from such mine or mill) at any time during the period beginning on January 1, 1942, and ending on December 31, 1990.''.

(b) MEMBERS OF SPECIAL EXPOSURE COHORT.—Section 3626 of the Energy Employees Occupational Illness Compensation Program Act of 2000 (42 U.S.C. 7384q) is amended—

(1) in subsection (a), by striking paragraph (1) and inserting the following:

''(1) The Advisory Board on Radiation and Worker Health under section 3624 shall advise the President whether there is a class of employees—

''(A) at any Department of Energy facility who likely were exposed to radiation at that facility but for whom it is not feasible to estimate with sufficient accuracy the radiation dose they received; and

''(B) employed in a uranium mine or uranium mill described under section 5(a)(1)(A)(i) of the Radiation Exposure Compensation Act (42 U.S.C. 2210 note) (including any individual who was employed in core drilling or the transport of uranium ore or vanadium-uranium ore from such mine or mill) located in Colorado, New Mexico, Arizona, Wyoming, South Dakota, Washington, Utah, Idaho, North Dakota, Oregon, Texas, and any State the Attorney General makes a determination under section 5(a)(2) of that Act for inclusion of eligibility under section 5(a)(1) of that Act, at any time during the period beginning on January 1, 1942, and ending on December 31, 1990, who likely were exposed to radiation at that mine or mill but for whom it is not feasible to estimate with sufficient accuracy the radiation dose they received.''; and

(2) by striking subsection (b) and inserting the following:

''(b) DESIGNATION OF ADDITIONAL MEMBERS.—

''(1) Subject to the provisions of section 3621(14)(C), the members of a class of employees at a Department of Energy facility, or at an atomic weapons employer facility, may be treated as members of the Special Exposure Cohort for purposes of the compensation program if the President, upon recommendation of the Advisory Board on Radiation and Worker Health, determines that—

''(A) it is not feasible to estimate with sufficient accuracy the radiation dose that the class received; and

''(B) there is a reasonable likelihood that such radiation dose may have endangered the health of members of the class.

''(2) Subject to the provisions of section 3621(14)(C), the members of a class of employees employed in a uranium mine or uranium mill described under section 5(a)(1)(A)(i) of the Radiation Exposure Compensation Act (42 U.S.C. 2210 note) (including any individual who was employed in core drilling or the transport of uranium ore or vanadium-uranium ore from such mine or mill) located in Colorado, New Mexico, Arizona, Wyoming, South Dakota, Washington, Utah, Idaho, North Dakota, Oregon, Texas, and any State the Attorney General makes a determination under section 5(a)(2) of that Act for inclusion of eligibility under section 5(a)(1) of that Act, at any time during the period beginning on January 1, 1942, and ending on December 31, 1990, may be treated as members of the Special Exposure Cohort for purposes of the compensation program if the President, upon

recommendation of the Advisory Board on Radiation and Worker Health, determines that—

''(A) it is not feasible to estimate with sufficient accuracy the radiation dose that the class received; and

''(B) there is a reasonable likelihood that such radiation dose may have endangered the health of members of the class.''.

SEC. ___30. GAO STUDY AND REPORT.

Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall conduct, and submit to Congress a report describing the results of, a study on the importance of, and need for, unmet medical benefits coverage for individuals who were exposed to radiation in atmospheric nuclear tests conducted by the Federal Government, and recommendations to provide such unmet medical benefits coverage for such individuals.

SA 1942. Mr. HAWLEY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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:

On page 428, strike line 13 and all that follows through page 429, line 9, and insert the following:

''(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 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 cancelled flight or significantly delayed or changed flight; or

''(2) in the case of a ticket purchased with cash or another form of payment, not later than 20 days after the cancelled flight or significantly delayed or changed flight.

SA 1943. Mr. WARNOCK submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed 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:

After section 702, insert the following:

SEC. 702A. CLARIFYING AIRPORT REVENUE USE OF LOCAL GENERAL SALES TAXES.

(a) WRITTEN ASSURANCES ON REVENUE USE.—Section 47107(b) of title 49, United States Code, is amended by adding at the end the following:

''(4) This subsection does not apply to local general sales taxes as provided in section 47133(b)(4).''.

(b) RESTRICTION ON USE OF REVENUES.—Section 47133(b) of title 49, United States Code, is amended by adding at the end the following:

''(4) LOCAL GENERAL SALES TAXES.—Subsection (a) shall not apply to revenues from generally applicable sales taxes imposed by a local government, provided—

''(A) the local government had a generally applicable sales tax that did not exclude aviation fuel in effect prior to December 9, 2014;

''(B) the local government is not a sponsor of a public airport; and

''(C) a large hub airport, which had more than 35,000,000 enplanements in calendar year 2021, is located within the jurisdiction of the local government.''.

AUTHORITY FOR COMMITTEES TO MEET

Ms. HASSAN. Madam President, I have 11 requests for committees to meet during today's session of the Senate. They have the approval of the Majority and Minority Leaders.

Pursuant to rule XXVI, paragraph 5(a), of the Standing Rules of the Senate, the following committees are authorized to meet during today's session of the Senate:

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

The Committee on Commerce, Science, and Transportation is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 10 a.m., to conduct an executive session.

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

The Committee on Environment and Public Works is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 9:45 a.m., to conduct a business meeting.

COMMITTEE ON FINANCE

The Committee on Finance is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 9 a.m., to conduct a hearing.

COMMITTEE ON FOREIGN RELATIONS

The Committee on Foreign Relations is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 10:30 a.m., to conduct a hearing.

COMMITTEE ON HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS

The Committee on Homeland Security and Governmental Affairs is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 11:45 a.m., to conduct a business meeting.

COMMITTEE ON INDIAN AFFAIRS

The Committee on Indian Affairs is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 2:30 p.m., to conduct a business meeting.

COMMITTEE ON VETERANS' AFFAIRS

The Committee on Veterans' Affairs is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 3:30 p.m., to conduct a business meeting.

COMMITTEE ON VETERANS' AFFAIRS

The Committee on Veterans' Affairs is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 3:30 p.m., to conduct a hearing.

SELECT COMMITTEE ON INTELLIGENCE

The Select Committee on Intelligence is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 2:30 p.m., to conduct a closed briefing.

SUBCOMMITTEE ON READINESS AND MANAGEMENT SUPPORT

The Subcommittee on Readiness and Management Support of the Committee on Armed Services is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 2 p.m., to conduct a hearing.

SUBCOMMITFEE ON SEAPOWER

The Subcommittee on Seapower of the Committee on Armed Services is authorized to meet during the session of the Senate on Wednesday, May 1, 2024, at 4:30 p.m., to conduct a hearing.

PRIVILEGES OF THE FLOOR

Mr. CRUZ. Madam President, I ask unanimous consent that permanent privileges of the floor be granted to the following members of the majority and minority Commerce Committee staffs throughout the duration of Calendar No. 211, H.R. 3935: William McKenna, Duncan Rankin, Simone Perez, Rachel Devine, Alexander Simpson, Gabrielle Slais.

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

Ms. CANTWELL. Madam President, I ask unanimous consent that Ms. Amber Willitt, a detailee with the Department of Transportation's Federal Aviation Administration, be granted floor privileges for the duration of the 118th Congress.

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

HONORING THE LIFE OF DANIEL ROBERT ''BOB'' GRAHAM, FORMER SENATOR FOR THE STATE OF FLORIDA

Ms. HASSAN. Mr. President, I ask unanimous consent that the Senate proceed to the consideration of S. Res. 668, which is at the desk.

The PRESIDING OFFICER. The clerk will report the resolution by title.

The senior assistant legislative clerk read as follows:

A resolution (S. Res. 668) honoring the life of Daniel Robert ''Bob'' Graham, former Senator for the State of Florida.

There being no objection, the Senate proceeded to consider the resolution.

Ms. HASSAN. I ask unanimous consent 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 with no intervening action or debate.

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

The resolution (S. Res. 668) was agreed to.

The preamble was agreed to.

(The resolution, with its preamble, is printed in today's RECORD under ''Submitted Resolutions.'')

KEEPING MILITARY FAMILIES TOGETHER ACT OF 2023

Ms. HASSAN. Mr. President, I ask unanimous consent that the Committee on Veterans' Affairs be discharged from further consideration of S. 2181 and the Senate proceed to its immediate consideration.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 2181) to amend title 38, United States Code, to repeal the sunset on entitlement to memorial headstones and markers for commemoration of veterans and certain individuals and to repeal the sunset on authority to bury remains of certain spouses and children in national cemeteries, and for other purposes.

There being no objection, the committee was discharged, and the Senate proceeded to consider the bill.

Ms. HASSAN. I ask unanimous consent that the bill be considered read a third time and passed and that the motion to reconsider be considered made and laid upon the table.

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

The bill (S. 2181) was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 2181

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 ''Keeping Military Families Together Act of 2023''.

SEC. 2. REPEAL OF SUNSET ON ENTITLEMENT TO MEMORIAL HEADSTONES AND MARKERS FOR COMMEMORATION OF VETERANS AND CERTAIN INDIVIDUALS.

Section 2306(b)(2) of title 38, United States Code, is amended by striking ''if such death occurs before October 1, 2024'' both places it appears.

SEC. 3. REPEAL OF SUNSET ON AUTHORITY TO BURY REMAINS OF CERTAIN SPOUSES AND CHILDREN IN NATIONAL CEMETERIES.

Section 2402(a)(5) of title 38, United States Code, is amended by striking ''if such death occurs before October 1, 2024''.

MARK OUR PLACE ACT

Ms. HASSAN. Mr. President, I ask unanimous consent that the Committee on Veterans' Affairs be discharged from further consideration of S. 3126 and the Senate proceed to its immediate consideration.

The PRESIDING OFFICER. The clerk will report the bill by title.

The senior assistant legislative clerk read as follows:

A bill (S. 3126) to amend title 38, United States Code, to authorize the Secretary of Veterans Affairs to furnish or replace a headstone, marker, or medallion for the grave of an eligible Medal of Honor recipient regardless of the recipient's dates of service in the Armed Forces, and for other purposes.

There being no objection, the committee was discharged, and the Senate proceeded to consider the bill.

Ms. HASSAN. I ask unanimous consent that the bill be considered read a third time and passed and that the motion to reconsider be considered made and laid upon the table.

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

The bill (S. 3126) was ordered to be engrossed for a third reading, was read the third time, and passed, as follows:

S. 3126

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 ''Mark Our Place Act''.

SEC. 2. EXPANSION OF ELIGIBILITY FOR GOVERNMENT-FURNISHED HEADSTONE, MARKER, OR MEDALLION FOR MEDAL OF HONOR RECIPIENTS.

(a) IN GENERAL.—Section 2306(d)(5)(C) of title 38, United States Code, is amended—

(1) by striking clause (i);

(2) in clause (ii), by inserting ''(except that subparagraph (B)(i) of such paragraph shall not apply)'' after ''paragraph (4)''; and

(3) by redesignating clauses (ii) and (iii) as clauses (i) and (ii), respectively.

(b) TECHNICAL CORRECTION.—Section 2306(d)(5) of such title is amended by striking ''section 491'' both places it appears and inserting ''section 2732''.

ORDERS FOR THURSDAY, MAY 2, 2024

Ms. HASSAN. Mr. President, I ask unanimous consent that when the Senate completes its business today, it stand adjourned under the provisions of S. Res. 668 until 10 a.m. on Thursday, May 2; 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 the motion to proceed to Calendar No. 211, H.R. 3935 postcloture; further, that all time be considered expired at 1:45 p.m.

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

ADJOURNMENT UNTIL 10 A.M. TOMORROW

Ms. HASSAN. 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 6:58 p.m., under the previous order and pursuant to S. Res. 668, as a further mark of respect to the late Daniel Robert ''Bob'' Graham, former Senator from Florida, stands adjourned until Thursday, May 2, 2024, at 10 a.m.

CONFIRMATIONS

Executive nominations confirmed by the Senate May 01, 2024:

DEPARTMENT OF JUSTICE

CLINTON J. FUCHS, OF MARYLAND, TO BE UNITED STATES MARSHAL FOR THE DISTRICT OF MARYLAND FOR THE TERM OF FOUR YEARS.

THE JUDICIARY

GEORGIA N. ALEXAKIS, OF ILLINOIS, TO BE UNITED STATES DISTRICT JUDGE FOR THE NORTHERN DISTRICT OF ILLINOIS.

DEPARTMENT OF JUSTICE

GARY D. GRIMES, SR., OF ARKANSAS, TO BE UNITED STATES MARSHAL FOR THE WESTERN DISTRICT OF ARKANSAS FOR THE TERM OF FOUR YEARS.

EXTENSIONS OF REMARKS

RECOGNIZING SHAYLENE CORREA-VEGA

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Shaylene Correa-Vega for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Shaylene 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 Shaylene, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Shaylene'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 Shaylene Correa-Vega on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING MARIA CISNEROS

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Maria Eduviges Lopez-Cisneros, whom I have named the 2024 Woman of the Year for Napa County because of her excellent work in our community. Woman of the Year recognizes women who contributed significantly to California's 4th Congressional District in Arts and Culture, Professional Achievement, Entrepreneurship and Innovation, or Community Service.

Mrs. Cisneros was born in Jalisco, Mexico. She is one of 10 siblings and has been married to Gonzalo Cisneros for 25 years. They have a daughter named Maya "Yuni" Cisneros. Mrs. Cisneros received a bachelor's degree in Spanish literature and Culture from Sonoma State University and a master's degree in counseling from Sonoma State University. She also earned an Educational Leadership Credential from Sonoma State University.

Mrs. Cisneros is a prominent leader in quality education for students. She is an outstanding member of our community, having served on countless commissions and organizations throughout Napa County, including the Association of California Schools Administration, Fair Housing Napa Valley Board Member, Mentis Board Member, Napa Valley Community Foundation, Napa County Hispanic Network, and as a member of various other community organizations. Ms. Cisneros' dedication as a public servant is apparent.

Notably, Mrs. Cisneros has been an advocate of programs that support first-generation college-bound students. Over her 29 years in the Napa Valley Unified School District (NVUSD), she has been critical in implementing the Advancement Via Individual Determination (AVID) program, increasing the number of students attending Summer Search, and working with the organization 10,000 Degrees. Mrs. Cisneros is a first-generation college graduate who was given many opportunities by her local high school community and college and has continued to pay-it-forward.

As a current principal of Valley Oak High School and Napa Valley Independent Studies, Mrs. Cisneros is a principal who understands the many challenges and needs of her students while also being able to balance that with pushing students academically to their highest potential. As a former counselor, Mrs. Cisneros can step into any problematic or delicate situation with students, families, or even staff and truly listen with ears and a heart to understand others. It is a combination of her wisdom, compassion, and strength that makes her such a great leader.

Mrs. Cisneros' incredible impact on our community has been recognized by many. In 2023, she was named the Association of California School Administrators (ACSA) Alternative Education/Educational Options Principal of the Year. She received the 2021 Napa Valley Center for Spiritual Living Celebrating Compassion in Action Award. In 2018, she received the Napa County Hispanic Chamber "Blend of Cultures" Harvesting the Future Award. These are just some awards that exemplify Mrs. Cisneros' constant and unwavering dedication to our community.

Mr. Speaker, we thank Mrs. Cisneros for her excellent service and passion for our community. Therefore, it is fitting that we honor her here today as Napa County's 2024 Woman of the Year.

HONORING NASYA SHAFFER

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor a tenacious and self-motivated leader, Nasya Shaffer. Nasya Shaffer has shown what can be done through hard work, dedication, and a desire to achieve success.

Shaffer, a Yazoo County High School senior and resident of Yazoo County, serves as the vice president of both the Student Government Association and Beta Club. Along with her academics, she is also a member of the school's tennis team and cheer squad, where she serves as captain.

Shaffer currently has a 3.95 GPA and scored a 22 on her ACT. Nasya's favorite subjects are math and science, particularly physical science, and human anatomy. She recently accepted a $25,000 scholarship to Houston Christian University in Houston, Texas.

Shaffer has been around the family funeral home business for her entire life, soaking in the work ethic of her grandfather, father, and uncles.

For the future, Shaffer would like to open her own branch of the family's funeral home business. She is the daughter of Averial and Dr. Shundria Shaffer. She is a member of the Word of Life Church in Ridgeland, MS. In her free time, she enjoys drawing and painting.

Mr. Speaker, I ask my colleagues to join me in recognizing Nasya Shaffer for her passion and dedication to serve others and carry on the family business.

RECOGNIZING DEVIN RAMIREZ ON HIS OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES NAVAL ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Devin Ramirez of Amherst, Ohio, has been offered an appointment to the United States Naval Academy in Annapolis, Maryland.

Devin's offer of appointment permits him to attend the United States Naval Academy this fall with the incoming Class of 2028. Attending one of our Nation's military academies not only offers the opportunity to serve our country, but also guarantees a world-class education while undertaking one of the most challenging and rewarding experiences of their lives.

Devin brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending Marion Steele High School, he participated in orchestra, L.E.O. Club, student government, and was on the honor role. Throughout high school, Devin was involved in track, soccer, and cross country, earning his varsity letter in all three. I am confident that he will carry the lessons of his student and athletic leadership to the Naval Academy.

Mr. Speaker, I ask my colleagues to join me in congratulating Devin Ramirez on his offer of appointment to the United States Naval Academy. Our service academies offer the finest military training and education available, and I am positive that Devin will excel during his career at the Naval Academy. I ask my colleagues to join me in extending their best wishes to him as he begins his service to our Nation.

RECOGNIZING CONGRESSIONAL PATRIOT AWARD RECIPIENT TEDDY PEINADO

HON. PAT FALLON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. FALLON. Mr. Speaker, I rise today to recognize Mr. Frank ''Teddy'' Peinado of Aubrey, Texas, and present him with the Congressional Patriot Award. Teddy is a true American patriot who has dedicated himself to serving and uplifting our community.

Since he was young, Teddy held a strong passion for military history. He attended Texas A&M University as a member of its prestigious Corps of Cadets. Teddy graduated from Texas A&M with a bachelor's degree in construction science and later earned his master's degree in construction management. For over 30 years, he worked in the building industry and supervised the construction of over 11 million square feet of office space. In 2010, Teddy founded Peinado Construction, the largest industrial contractor in the Dallas-Fort Worth area with offices in Houston, College Station, and San Antonio. Peinado Construction specializes in industrial, data center, and office construction projects to deliver stellar results for clients.

For his outstanding work and entrepreneurship, Teddy received Texas A&M's Aggie 100 award in 2017 and 2018. He was recognized as the 2017 Hispanic Businessman of the Year by the United States Hispanic Chamber of Commerce and serves on the board of the United States Hispanic Business Council. Additionally, Teddy is a passionate advocate for education. He established the Teddy Peinado Endowed Scholarship in Commercial Construction and the Peinado Industrial Tilt-Wall Construction Endowed Scholarship for Texas A&M students. As a strong supporter of our nation's veterans and first responders, Teddy actively works with Carry the Load, Helicopters for Heroes, 22 Kill, and Sons of the Flag. I am proud of the work he has accomplished for our community, and I wish him continued success for many years to come.

It is an honor to bestow Teddy with the Patriot Award for his exceptional service to the people of North Texas.

RECOGNIZING THE GRADUATION OF THE FAIRFAX COUNTY FIRE AND RESCUE DEPARTMENT 160TH RECRUIT CLASS

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. CONNOLLY. Mr. Speaker, I rise to congratulate the Fairfax County Fire and Rescue Department and the graduates of the 160th Class. As they prepare to join the ranks of the Fairfax County Fire and Rescue Department, I encourage the 13 graduates to reflect on the history of the department and the contributions and dedication of the brave men and women who have served before them to protect our community.

The Fairfax County Fire and Rescue Department's Recruit School consists of an extensive and demanding 24-week program. In addition to two weeks of orientation, recruits completed nine weeks of EMT training and eleven weeks of fire suppression training. Upon graduation, these recruits will be certified at the level of Firefighter I/II by the Virginia Department of Fire Programs.

These recruits have the distinct honor of joining one of the best Fire and Rescue Departments in the United States. The efforts of the Fairfax County Fire and Rescue Department have been recognized across this country. Members from the Department serve on the elite VA Task Force 1, which is among the first units called to disaster zones to provide search and rescue support. Members of that Task Force were recognized by the International Association of Fire Chiefs with the Benjamin Franklin Award for Valor as a result of their efforts in the aftermath of the devastating earthquakes that struck Nepal in 2015.

Fairfax County is fortunate to have such excellent ambassadors for our community and I commend them for all that they have done to protect lives and property not only here in Fairfax County, but around the world. As the newest members of the Fire and Rescue Department, the 160th Recruit Class graduates join the department as integral parts of our community's emergency response and public safety team. I am confident that this graduating class will serve the residents of Fairfax County with honor and distinction. It is my great honor to include in the RECORD the names of the 160th Recruit Class:

Breckan D. Coleman
Jose A. Cruz Morales
Ryan P. Devine
Jeffrey M. Early
Robert V. Eickenhorst
Kristin M. Irons
Joshua R. May
Xavier Pia Delgado De Molina
Jake M. Rininger
John-Scott Ruhren
Joseph J. Tulko
Ryan A. Wagner
Jacob M. Wildesen

Mr. Speaker, I ask that my colleagues join me in congratulating the newest members of the Fairfax County Fire and Rescue Department. I thank them for their service to their community and to all members of the Fire and Rescue Department, past and present, I say: ''Stay safe.''

RECOGNIZING MICHELLE CHAVEZ RICO

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Michelle Chavez Rico for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Michelle 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 Michelle, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Michelle'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 Michelle Chavez Rico on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING JANET THOMPSON

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Janet Thompson, whom I have named a 2024 Woman of the Year because of her excellent work in our community. Woman of the Year recognizes women who contributed significantly to California's 4th Congressional District in Arts and Culture, Professional Achievement, Entrepreneurship and Innovation, or Community Service.

Jan was born and grew up in Illinois. We have been married for nearly 50 years, and we have two wonderful sons and three beautiful granddaughters. Jan attended Indiana University and California State University, Chico, where she received her bachelor's degree in nursing. She also attended Sonoma State University, where she received her master's degree to become a family nurse practitioner.

During her 32 years as a registered nurse at St. Helena Hospital, Jan has worked to give the utmost patient care in our community. Throughout her career, Jan also served as a nurse at Mercy General in Sacramento. In Washington, D.C., Jan worked as a family nurse practitioner at Sibley Memorial Hospital and taught nursing at Georgetown University.

Jan has also generously volunteered her healthcare services to people across our congressional district. She has provided care to patients at Ole Health, administered physicals for student athletes in Napa and St. Helena, and served on the board for hospice care in Lake County. Her devotion to providing excellent care shows her compassion for and commitment to the people she serves. I have heard from many people in our hometown of St. Helena that they have woken up in the hospital and felt instantly comforted and relieved that she was there as their nurse. These stories are illustrative of her lifelong commitment to helping others.

Not only has Jan been an incredible community servant, but she has also been a dedicated and passionate partner to me and is always there for our district. When Jan and I first got together, she was the driving force in encouraging me to go back to college and complete my degree. She has instilled in our family the value of education as well. Without Jan's constant support, I would not be who I am today.

Simply put, I could not do public service without her. She is an important part of our team, and someone who is indispensable in our district.

Mr. Speaker, I thank Jan for her excellent service to our community. Therefore, it is fitting that we honor her here today as a 2024 Woman of the Year.

HONORING VERA HALL

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor a tenacious and self-motivated leader, Vera Hall. Vera has shown what can be done through hard work, dedication, and a desire to achieve success.

Vera is a native of Jefferson County, Mississippi. She is the mother to Christian Halle. Vera is a graduate of Jefferson County High School, Alcorn State University and Emory University. She has done further study towards a Doctor of Philosophy (Ph.D.) degree at Louisiana State University.

Vera is an ordained Elder in the United Methodist Church and was a pastor of two churches in Clinton and Jackson, MS. Vera also served as a campus minister for Wesley Foundation Director for over 12 years at Alcorn State University and Jackson State University. Vera is currently a member of Mount Pleasant UMC in Fayette, MS.

In 2011, Vera formed Innovative Performance Construction Company, LLC (IPC), a licensed General Contractor Firm with Federal Certifications, located in Jackson, MS. IPC is a woman owned construction company and has successfully completed several hundred projects and has received numerous awards and recognition.

Vera's Awards includes: WJTV Remarkable Woman of the Year 2024 Nominee; Mississippi 2020 and 2021 Small Business Person of the Year; Featured on the cover of the Mississippi SBA Resource Guide and the only female contractor with the honor; 2019 PTAC Small Business Growth of the Year Award; 2018 SBA Emerging Leaders Award; ABC National Safety Award; and ABC Local Chapter Merit Award.

Mr. Speaker, I ask my colleagues to join me in recognizing Ms. Vera Hall for her outstanding work and dedication in and throughout the 2nd Congressional District.

PERSONAL EXPLANATION

HON. ALMA S. ADAMS

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. ADAMS. Mr. Speaker, had I been present, I would have voted YEA on Roll Call No. 154; YEA on Roll Call No. 155; YEA on Roll Call No. 156; YEA on Roll Call No. 157; and YEA on Roll Call No. 158.

PERSONAL EXPLANATION

HON. NICHOLAS A. LANGWORTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LANGWORTHY. Mr. Speaker, due to a family illness, I was unable to be present for votes on Monday, April 29, 2024. Had I been present, I would have voted: YEA on Roll Call No. 153 and YEA on Roll Call No. 154.

PERSONAL EXPLANATION

HON. WILEY NICKEL

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. NICKEL. Mr. Speaker, I was ill and unable to vote on Roll Call Numbers 164–171 on April 30th. Had I been present, I would have voted: YEA on Roll Call No. 164; NAY on Roll Call No. 165; YEA on Roll Call No. 166; NAY on Roll Call No. 167; YEA on Roll Call No. 168; NAY on Roll Call No. 169; YEA on Roll Call No. 170; and NAY on Roll Call No. 171.

RECOGNIZING MERRIMACK SENIOR CENTER'S 50TH ANNIVERSARY

HON. CHRIS PAPPAS

OF NEW HAMPSHIRE

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. PAPPAS. Mr. Speaker, I rise today to congratulate the Merrimack Senior Center on its 50th Anniversary. Since 1974, this establishment has gathered seniors across the town of Merrimack and beyond to enjoy local speakers, educational workshops, and trips to concerts or plays throughout New England.

Serving nearly 200 seniors, the senior citizens club offers a centralized space to build community, play games, socialize, and create true friendship.

The Merrimack Senior Club offers meaningful services for seniors as well, including safety presentations from local police and fire departments and a discounted restaurant meal program in partnership with Meals on Wheels.

Furthermore, the club offers philanthropic opportunities to its members. Working with community organizations and leaders, the club provides a $1,000 annual scholarship to a local high school student and gathers donations for local food banks.

I commend the Merrimack Senior Center for its many years of community-oriented service and look forward to its continued work to bring seniors together throughout the Merrimack area over the next 50 years.

RECOGNIZING DANE JANIS ON HIS OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES NAVAL ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Dane Janis of Lorain, Ohio, has been offered an appointment to the United States Naval Academy in Annapolis, Maryland.

Dane's offer of appointment permits him to attend the United States Naval Academy this fall with the incoming Class of 2028. Attending one of our Nation's military academies not only offers the opportunity to serve our country, but also guarantees a world-class education while undertaking one of the most challenging and rewarding experiences of their lives.

Dane brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending Marion Steele High School, he participated in orchestra, L.E.O Club, National Honor Society, and was on the honor role. Throughout high school, Dane was involved in tennis, earning his varsity letter. I am confident that he will carry the lessons of his student and athletic leadership to the Naval Academy.

Mr. Speaker, I ask my colleagues to join me in congratulating Dane Janis on his offer of appointment to the United States Naval Academy. Our service academies offer the finest military training and education available, and I am positive that Dane will excel during his career at the Naval Academy. I ask my colleagues to join me in extending their best wishes to him as he begins his service to our Nation.

RECOGNIZING THE DEDICATED SERVICE OF THE HONORABLE MARK E. JOHNSON

HON. MARK TAKANO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. TAKANO. Mr. Speaker, I rise to recognize the decades of dedicated service that the Honorable Mark E. Johnson has given not only to his country, but to his community.

Johnson spent 28 years of his life in the United States Army, rising through the ranks due to his impeccable service and endless perseverance. In this period, Johnson received an astonishing 30 awards and decorations, including the Combat Action Badge and Bronze Star.

After retiring at the rank of Colonel, Johnson embarked upon a new challenge, bringing his love of public service to the legal profession. Johnson worked in the private sector and as a Deputy Public Defender for the Riverside County Public Defender's Office to ensure everyone had access to a vigorous defense.

He went on to serve as a judge for the Riverside County Superior Court, ruling thoughtfully in over 200 jury trials and presiding over many of the most significant cases in our community.

Above all, Johnson worked at every point in his storied career to serve other veterans. Johnson labored endlessly to ensure no one who sacrificed for our nation would fall through the cracks. He developed the Riverside County Veterans Treatment Court to help address the service-related health issues too many of our veterans face.

The Honorable Mark E. Johnson has done more for our veterans, our communities, and our Nation than can ever be repaid. I stand today to ensure his work is never forgotten.

RECOGNIZING MIYA S. ATENCIO

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Miya S. Atencio for earning the

Arvada Wheat Ridge Service Ambassadors for Youth Award.

Miya 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 Miya, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Miya'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 Miya S. Atencio on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING KAREN COLLINS

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Karen Collins, whom I have named the 2024 Woman of the Year for Sonoma County because of her excellent work in our community. Woman of the Year recognizes women who have made important contributions to California's 4th Congressional District in Arts and Culture, Professional Achievement, Entrepreneurship and Innovation or Community Service.

Ms. Collins grew up in Spokane, Washington, with her dad and two brothers. She received a bachelor's degree in political science and American history from Whitworth University, and a master's degree in American Government from George Washington University. She also earned a junior college teaching credential from San Francisco State University, and is a graduate of the Public Affairs Institute of Washington, D.C.

Ms. Collins is a prominent leader on environmental and agricultural issues. She is an outstanding member of our community, having served on countless commissions and organizations throughout Sonoma County including the City of Sonoma's Environmental Advisory Commission, the Sonoma County Regional Parks Advisory Commission, and the City of Sonoma Parks and Recreation Task Force. She also served as President of the Bay Area Public Affairs Council, as chair of the California State Trails Commission, and as chair and member of various other community organizations. Ms. Collins, dedication as a public servant is clear.

Notably, Ms. Collins has volunteered for many campaigns including Cows not Casinos and ballot measures for the Sonoma County Agricultural and Open Space District and Sonoma County Regional Parks Department. She also worked on the urban growth boundary campaign and the Sonoma Valley Hospital property tax campaign.

Her impact is not limited to Sonoma County. Ms. Collins served as the Deputy Director of the Container Corporation of America, as the Director of Governmental Relations for the Del Monte Corporation and as Deputy Director of California State Parks. She even started her own company, Going Places! Walking Tours for Women.

Ms. Collins' incredible impact on our community has been recognized by many. In 2019, she was named the City of Sonoma's Alcaldessa. She received the 2017 California State Senate Woman of the Year award from California State Senator Bill Dodd, the City of Sonoma's Conservationist of the Year Award in 2014 and received the Sonoma Valley Hospital Pulse Award in 2008. These awards exemplify Ms. Collins' constant and unwavering dedication to our community.

Mr. Speaker, we thank Ms. Karen Collins for her excellent service and passion for our community. Therefore, it is fitting that we honor her here today as Sonoma County's 2024 Woman of the Year.

HONORING MATTIE L. WARREN

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor a remarkable trailblazer, Ms. Mattie L. Warren. Ms. Warren has shown what can be done through hard work, dedication, and a desire to achieve success.

Ms. Warren is a woman of great courage and determination. During National Library Week, the local library took the opportunity to honor several people who are special to the branch of the Sunflower County Library System. Among them was a special recognition for Ms. Warren, who has worked for the Library System for 50 years.

As good fortune would have it, Ms. Warren issued B.B. King his first library card. Currently, she works at the library as a cataloger, making sure everyone finds what they are looking for within the library.

People often ask her, ''When are you going to retire, and I say, don't worry about that—as long as I still have my mind and I can still do, I am going to thank the Lord and go ahead on.'' Staff members, family and friends all declared that when Ms. Warren speaks, they listen to everything she says.

Mr. Speaker, I ask my colleagues to join me in recognizing Ms. Mattie L. Warren for her passion and dedication to her community.

HONORING RENALDINE LAFLECHE

HON. FREDERICA S. WILSON

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. WILSON of Florida. Mr. Speaker, I rise to honor the outstanding service of Renaldine Lafleche, my fellow who has served with distinction in my office and dedicated her time to serving the people of Florida's 24th Congressional District.

Renaldine, a proud alumna of Florida International University, brought her background and passion for creating meaningful change to my office. Her commitment to improving transportation and infrastructure across South Florida was evident in her diligent support of my work on the Transportation and Infrastructure Committee. Renaldine's exceptional expertise and strategic insight have been instrumental in advancing my legislative agenda and ensuring critical amendments were included in crucial pieces of legislation.

One of Renaldine's greatest strengths is building bridges and fostering collaboration. Her dedication to empowering others and uplifting underrepresented voices has left a lasting impression on our team and the communities we serve.

As Renaldine concludes her fellowship today, she leaves a legacy of excellence and service. Her next chapter will undoubtedly be marked by her continued success and impactful work in public service.

On behalf of Florida's 24th Congressional District, I ask my colleagues to join me in honoring Renaldine Lafleche for her drive and dedication to public service.

RECOGNIZING CONGRESSIONAL PATRIOT AWARD RECIPIENT GAIL UTTER

HON. PAT FALLON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. FALLON. Mr. Speaker, I rise today to recognize Ms. Gail Utter of Sherman, Texas, and present her with the Congressional Patriot Award. Gail has over 30 years of experience in the investment industry and has dedicated herself to serving and uplifting our community.

Gail spent most of her childhood in Tulsa, Oklahoma, and earned her Bachelor of Business Administration from Southern Methodist University. She later received a Master of Business Administration from the University of North Texas and became certified as a Private Wealth Advisor and Chartered Retirement Plan Counselor. In 2001, Gail established the very successful Utter Wealth Management of Wells Fargo Advisors.

Over the years, she has provided stellar investment results for clients and earned numerous awards and recognitions for her work. Gail was named a Platinum Council Advisor Diamond level advisor, Forbes Best-in-State Wealth Advisor, and Forbes Top Women Wealth Advisors Best-in-State. Additionally, she has been listed in Barron's Top 1200 State by State Advisor for eleven consecutive years, beginning in 2012.

On top of delivering for her clients, Gail serves in several leadership roles with the Austin College Board of Trustees, the Sherman Economic Development Corporation, SMU Perkins School of Theology, and many more. She is a frequent keynote speaker and supporter of beneficial community initiatives throughout North Texas. In her free time, Gail enjoys spending time with her family, taking care of her dogs, and strengthening her faith. I am proud of the outstanding work she has accomplished for our community. I wish her continued success for many years to come.

It is an honor to bestow Gail with the Patriot Award for her exceptional service to the people of North Texas.

RECOGNIZING THE 100TH YEAR ANNIVERSARY OF NORTHERN VIRGINIA FAMILY SERVICE

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. CONNOLLY. Mr. Speaker, I rise to recognize the 100th Year Anniversary of Northern Virginia Family Service.

Originally established in 1924 by volunteers in Alexandria, Virginia, Northern Virginia Family Service has been a staple in Northern Virginia communities to help people in need. Those first volunteers in 1924 in Alexandria noticed that poor children in their community had no coats, and their families had no coal to heat their homes. Northern Virginia Family Service addressed those basic and critical needs.

The needs of vulnerable individuals and families in our nation will likely continue to be part of the same challenges we face in our Northern Virginia region. Northern Virginia Family Service has built a steadfast legacy of support and service that they've provided through their mission—"to empower individuals and families to improve their quality of life, and to promote community cooperation and support in responding to family needs." With the continued commitment of partners and supporters, many enjoy the benefits that come with that promise.

This work continues today with major initiatives to address the issues of secure affordable housing in a challenging economy, provide access to necessary health care and medications for children and adults, offer job training that improves quality of life and provides adequate support for families, provide a safe, stimulating place for growing preschool children to learn and play.

More than 100 years later, Northern Virginia Family Service continues to address our local communities' needs with a wide range of programs designed to deal with the current problems of today. Northern Virginia Family Service partners with Northern Virginia Community College through the "Training Futures" program, to provide the only community-based workforce development program in the region that affords students the opportunity to earn college credits.

Mr. Speaker, Northern Virginia Family Service has grown to help more than 35,000 families and individuals every year. As needs emerge and change over time, Northern Virginia Family Service programs also adapt to respond to what is needed when it is required. I ask my colleagues to join me in commending their President and CEO, Stephanie Berkowitz, their Board of Directors, leadership team, members, and volunteers in the celebration of the 100th Anniversary of Northern Virginia Family Service.

PERSONAL EXPLANATION

HON. MICHELLE FISCHBACH

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mrs. FISCHBACH. Mr. Speaker, unfortunately, I was unable to cast a vote on April 30, 2024, for a bill that I have been a cosponsor of and a strong advocate for, which would delist the Gray Wolf from the ESA.

Had I been present, I would have voted:

YEA on Roll Call No. 169, passage of H.R. 764—Trust the Science Act.

RECOGNIZING THE UNIVERSITY OF MICHIGAN DEBATE TEAM FOR THEIR NATIONAL TITLE

HON. DEBBIE DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mrs. DINGELL. Mr. Speaker, I rise today to recognize the University of Michigan's Debate Team, on the occasion of winning their first national title. The tenacity and dedication this team has shown throughout their season is worthy of commendation.

The University of Michigan Debate Team in Ann Arbor was founded in 1903 and is one of the oldest debate programs in the United States. Prior to their national championship victory this year, the team finished as runner-up 3 times in the past 3 years. The perseverance the team has shown is evident in this, and their victory is so deserving. The skills and values that this team and all other teams have gained throughout this season are impressive, and no doubt carry them into successful futures. This accomplishment is also an indicator as to why organizations such as debate in universities and colleges are so worthwhile.

The 78th annual tournament was held at Emory University, with 47 universities and colleges represented by 78 different teams. This esteemed tournament is highly competitive, and the University of Michigan rose to the occasion. The topic of debate was concerning U.S. nuclear weapons policy. This weighty topic is no easy thing to discuss, let alone debate, and the University of Michigan Debate Team should be proud of their accomplishment.

Mr. Speaker, I ask my colleagues to join me in honoring the Debate Team at the University of Michigan. Their victory signifies the second national championship title for the University of Michigan this academic year, following the Michigan Football Team's College Football Playoff win. I want to congratulate the Debate Team for their accomplishments, and I have no doubt that they will continue to make their university proud.

RECOGNIZING VETERANS FROM OREGON'S SECOND CONGRESSIONAL DISTRICT AS THEY VISIT MEMORIALS ON THE NATIONAL MALL

HON. CLIFF BENTZ

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. BENTZ. Mr. Speaker, I rise to recognize the Veterans from Oregon's Second Congressional District who, through the efforts of Honor Flight of Oregon, are visiting their memorials on the National Mall. When I meet these heroes, I am reminded of the enduring words of Douglas MacArthur, who said, "Duty, honor, country. Those three hallowed words reverently dictate what you ought to be, what you can be, what you will be." These words, Mr. Speaker, still ring true today. Those who value liberty are indebted to these heroes, for each one of them defended our freedom through acts of service, sacrifice, and bravery all on behalf of our country. It is my privilege to include in the RECORD their names.

The Veterans on this Honor Flight from Oregon are: William Await, Navy; Berry Roland, Army; Henry Butler, Navy; Roland Cook, Air Force; Julian Cortez, Marine Corps; David Cunningham, Navy; Duane Desautel, Army; Wallace Hunnicutt, Air Force; Daniel Long, Navy; James Martson, Navy; Fredrick Miles, Air Force; Lorin Myers, Marine Corps Reserve; Gerald Nolan, Marine Corps; Douglas Olson, Army; Richard Patten, Navy Reserve; Henry Perry, Navy; James Potter, Marine Corps; Dale Rosenboom, Army; Helen Rosenboom, Army; Hector Sanchez, Army; Sherrell Spears, Army; Craig Spotts, Navy; Gary Svaren, Army; David Wright, Army; Thomas Wright, Army; Ken Wilson, Navy. These heroes join over 240,000 Veterans, who since 2005, have been honored through the nationwide Honor Flight Network of volunteers.

Mr. Speaker, in his 1988 Veterans Day address President Ronald Reagan said, "We remember those who were called upon to give all a person can give, and we remember those who were prepared to make that sacrifice if it were demanded of them in the line of duty, though it never was. Most of all, we remember the devotion and gallantry with which all of them ennobled their nation as they became champions of a noble cause." As a Nation, we must never take for granted the liberties we enjoy today, recognizing that these freedoms have been hard-won by the honor, commitment, and sacrifice of our veterans. Each Member in this chamber and citizen in these United States should be humbled by the courage of the brave veterans who voluntarily underwent the dangers necessary to preserve our country. Colleagues, please join me in thanking these Veterans and the volunteers of Honor Flight of Oregon for their remarkable service and devotion to our great country.

RECOGNIZING TERRA BENALLY

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Terra Benally for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Terra 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 Terra, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Terra'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 Terra Benally on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING ANA SANTANA

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Ana Santana, whom I

have named the 2024 Woman of the Year for Lake County because of her excellent work in our community. Woman of the Year recognizes women who contributed significantly to California's 4th Congressional District in Arts and Culture, Professional Achievement, Entrepreneurship and Innovation, or Community Service.

Ms. Santana was born in Los Angeles, California, to Manuela Garcia de Santana and Galdino Gomez Santana. Ms. Santana received an associate degree in early childhood education from Yuba College and a bachelor's degree in early childhood education from Pacific Union College. She is married to Jose Luis Alfaro. Together, they are parents to Daniella, Luis-Alberto, and Thomas.

Ms. Santana's leadership and commitment to our educational community are commendable. For nearly two decades, she has worked at the Lake County Office of Education as a champion for family advocacy and services. Her active participation in various commissions and organizations, such as the Healthy Start Youth and Family Services Program Director, the Juvenile Justice Committee, Upper Lake Unified School District Board Member, and the Latinos United of Lake County Secretary, is a testament to her unwavering dedication as a public servant.

Notably, Ms. Santana has advocated for those in need and orchestrated countless community outreach events. As chair of the Lake County Children's Council and a past board member of St. Peter's Hispanic Congregation, she has dramatically inspired her colleagues and those in our community. Many have recognized her incredible impact on our community. Recently, the Press Democrat named her Lake County's Most Influential Woman.

As a past president and secretary of the Upper Lake High School Boosters, Ms. Santana continues to support her children by volunteering or promoting any event they are involved in. She has always been committed to her job and volunteer positions. Ms. Santana's philanthropic acts stem from her mindset that everything she does is worth it as long as it suits the children. She has helped direct events connecting our communities to different health initiatives, again showing her passion for outreach.

Mr. Speaker, we thank Ms. Santana for her excellent service and passion for our community. Therefore, it is fitting that we honor her here today as Lake County's 2024 Woman of the Year.

HONORING ATTORNEY PAHEADRA ROBINSON

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor Attorney Paheadra Robinson.

Paheadra Robinson, B.S., J.D., class of 1994, was recognized as a Remarkable Woman of Mississippi by WJTV for her body work around Social Justice and Medicaid Expansion. If she's not supporting her three children in their extracurricular activities, you can find her taking on a leadership role in several critical issues.

Robinson graduated from Lanier High School before attending Tougaloo College. From there, she went on to earn her law degree from the University of Mississippi.

Robinson currently serves as principal of the Bratton Consulting Group. She's been addressing civil rights and consumer protection issues through advocacy and community education for more than 20 years.

Robinson brings a rich tapestry of experience to her role. As an attorney, advocate, and seasoned consultant, she has navigated the halls of legislation and the grassroots of community movements with equal adeptness. This unique blend of experiences empowers her with an unparalleled perspective on driving change. At the heart of Robinson's work is a profound passion for economic justice and community upliftment.

Her approach is deeply empathetic yet strategically sharp, ensuring that her clients not only envision change but also effectively enact it. Robinson's expertise lies in not just advising organizations but in truly empowering them. Her guidance helps turn visions into impactful actions, fostering growth in leaders and tangible progress in communities.

With Robinson and The Bratton Group, LLC, your nonprofit's mission finds a powerful voice and a clear path forward. She embodies the ideal blend of heart, intellect, and action—making her an exceptional asset in the journey towards a better world.

Mr. Speaker, I ask my colleagues to join me in recognizing Attorney Paheadra Robinson for her dedication and tenacity to serving his community and desire to be an example for all.

RECOGNIZING ELIZABETH ILIFF ON HER OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES MILITARY ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Elizabeth Iliff of Lorain, Ohio, has been offered an appointment to the United States Military Academy in West Point, New York.

Elizabeth's offer of appointment permits her to attend the United States Military Academy this fall with the incoming Class of 2028. Attending one of our Nation's military academies not only offers the opportunity to serve our country, but also guarantees a world-class education while undertaking one of the most challenging and rewarding experiences of their lives.

Elizabeth brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending Marion Steele High School, she participated in National Honor Society, L.E.O. Club, student government, and was on the honor role. Throughout high school, Elizabeth was involved in cheerleading and golf, earning her varsity letter in both. I am confident that she will carry the lessons of her student and athletic leadership to the Military Academy.

Mr. Speaker, I ask my colleagues to join me in congratulating Elizabeth Iliff on her offer of appointment to the United States Military Academy. Our service academies offer the finest military training and education available, and I am positive that Elizabeth will excel during her career at the Military Academy. I ask my colleagues to join me in extending their best wishes to her as she begins her service to our Nation.

IN MEMORY OF DR. GLEN C. KNECHT, SR.

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. WILSON of South Carolina. Mr. Speaker, last week a beloved former pastor of the First Presbyterian Church of Columbia, South Carolina, passed away but will always be cherished as evidenced by his obituary.

Dr. Glen C. Knecht, Sr., 94, was received into the glory of his Savior on April 23, 2024, at his home, Laurel Haven, in Laurel, MD. Born March 19, 1930, in Ogdensburg, NY, son of Robert and Wilma Knecht, Glen grew up in Syracuse, NY. Glen was brought to transformative, saving faith in his Lord and Savior Jesus Christ at summer camp as a teenager.

At 16, Glen began attending Maryville College where he met the love of his life, Betty Jane Greenwald. As the story goes, on their first date she told him she wanted to be a country schoolteacher and Glen replied, ''That's great because I want to be a country preacher!'' Glen went on to graduate from Maryville and later from both Fuller Theological Seminary and Princeton Seminary where he received a Master of Theology Degree. He also received a Doctor of Divinity Degree (Honorary) from Covenant College, Lookout Mountain, GA.

Their marriage ceremony was broadcast on the live CBS television program, Bride and the Broom and from there the couple embarked on a 72-year journey of service and devotion to the Lord and each other. Together, they answered the call to missionary work in Tabriz, Iran in 1958, and traversed the Atlantic Ocean with their young children, Todd and Beth, in tow. While in Iran, he provided a complete seminary education to an Iranian pastor. He preached in both Persian and Turkish in the church there and in English to the U.S. government personnel in Tabriz. After five years, their term was complete. They returned to the U.S. again by boat, having added Wendy and Janet to the family.

Glen's first pastorate was at the Union Presbyterian Church in Kirkwood, Pennsylvania where he served before departing for the mission field. Upon his return he served for eight years as pastor of the Oxford Presbyterian Church in Oxford, Pennsylvania, during which Glen, Jr. and daughter, Amy, were born. His next pastorate was at the Wallace Memorial Presbyterian Church (then located) in Hyattsville, Maryland, a stone's throw from the U.S. Capitol. Glen served as senior pastor there from 1971–1983. From 1983–1997, he was Senior Pastor of the First Presbyterian Church, Columbia, SC. From 1997–2007 he served at Fourth Presbyterian Church, in Bethesda, MD, first as Assistant Pastor (Minister of Visitation) and then as Associate Pastor for Congregational Care. His last pastorate was at the Christ Reformed Evangelical Church, Annapolis, MD from 2007–2016. He was a member of the Potomac Presbytery of the Presbyterian Church of America at the time of his death.

He was honored to pastor the historic First Presbyterian Church of Columbia, SC. The kindness and generosity of that congregation blessed the entire Knecht family. During these sweet years in Columbia, their daughter, Janet's condition with MS worsened. The First Presbyterian Church family lovingly cared for them, by putting in a pool for Janet's therapy in the backyard of the manse. While serving in Columbia, he was named to the Order of the Palmetto in 1997, by South Carolina Governor David Beasley, the state's highest civilian honor, given to citizens for lifetime achievements and contributions that have significantly benefited South Carolina.

Glen had a love for Iranian people throughout his life, as well as for all believers in the persecuted church around the world. He traveled to Pakistan, Ukraine, Cypress, and Ethiopia on short-term mission trips. Through the years Glen influenced countless men and women to follow Christ through his preaching and Christ-like character. He will be remembered for his generosity, hospitality, and his devotion to prayer. His firm convictions regarding honoring the Fourth Commandment, led him to write the book, The Day God Made, concerning the Sabbath, published in 2003 by Banner of Truth.

Glen or ''Gra'', as he became known by his grandchildren, is survived by his wife of 72 years, Betty Jane Greenwald Knecht, son, Todd R. Knecht, (Jane), daughter, Elizabeth Myers, (Thomas), daughter Wendy Higgins, (Craig), son Glen C. Knecht, Jr. (Beth), and daughter Amy Frierson, (Frick). He is also surviving by 17 grandchildren, 22 great-grandchildren (so far) and many dear nieces and nephews. Glen was preceded in death by his daughter, Jane Lynn Dick (Jonathan), his parents, his sister, Nancy Cimbal and brothers Robert and Gerald Knecht. We loved him all the way to Heaven!.

''For the eyes of the Lord run to and fro throughout the whole earth, to give strong support to those who heart is blameless toward him.'' II Chronicles 16:9.

PERSONAL EXPLANATION

HON. ALMA S. ADAMS

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. ADAMS. Mr. Speaker, had I been present, I would have voted YEA on Roll Call No. 164; NAY on Roll Call No. 165; YEA on Roll Call No. 166; NAY on Roll Call No. 167; and YEA on Roll Call No. 168.

RECOGNIZING DR. BENJAMIN TALUS AND HIS SERVICE TO THE HOUSE OF REPRESENTATIVES

HON. JERROLD NADLER

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. NADLER. Mr. Speaker, I rise today to thank Dr. Benjamin Talus for nearly three years of outstanding service to the constituents of New York's 12th Congressional District.

Ben's career in the Capitol began as a House Page in 2009, where he was one of the last Pages to serve the House. A native of the Philadelphia suburbs, Ben's career has taken him far and wide, providing him with diverse experiences that helped cultivate his sound political judgment I have come to rely on daily

Ben returned to DC in 2010 to pursue his bachelor's degree in foreign service at Georgetown University. In 2013, he interned for Hillary Clinton as she transitioned out of her role as Secretary of State and back into private life. This experience earned him a communications role with the Clinton Foundation following his graduation in 2014. In this role, he staffed former President Bill Clinton, riding alongside the Secret Service at events across the country.

Directly advising one of the most powerful women in the world wasn't the most rewarding part of his tenure at the Foundation, however. It was where Ben met his future wife, Allie Gottlieb. Together, they went on to move to Miami where they worked together to send former HHS Secretary Donna Shalala to Congress.

After Congresswoman Shalala's victory in 2019, they relocated back to Washington, where Ben served as Senior Policy Advisor until 2021, when he joined my team as my Foreign Policy Advisor.

Ben dutifully supported my role as the most senior Jewish Member of Congress, advising not only myself, but also other Members looking to his foreign policy expertise. In the wake of the Israel-Hamas war, Ben has been working around the clock, fielding calls from other Members, stakeholder groups, and myself as we work to respond to the crisis. Ben's deep, complex understanding of the Jewish community and my district have been indispensable, and I could not be more grateful to have had him by my side during this difficult time.

Ben's time in my office was marked several personal milestones—he married Allie, earned both a master's and a doctoral degree in international relations from Johns Hopkins, and adopted Teddy, his Lagotto Romagnolo puppy that is often the topic of office discussion.

While his departure will be a profound loss for the House and my team, I'm pleased he won't be going far as he is moving to New York for his next chapter in the private sector. I look forward to seeing all he will accomplish, and most importantly, seeing Teddy enjoy Central Park as Ben practices his agogô in the meadow.

HONORING NATIONAL BUSINESS AVIATION ASSOCIATION'S MAINTENANCE CONFERENCE

HON. LORI CHAVEZ-DeREMER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mrs. CHAVEZ-DEREMER. Mr. Speaker, I rise today to honor and recognize an important sector of business aviation that will be highlighted at the National Business Aviation Association's 37th Maintenance Conference, which will be held this week in Portland, Oregon.

General aviation has a significant impact on the Oregon economy, supporting over 213,000 jobs and sustaining a payroll of $10 billion. The economic impact of airports in Oregon totals $28.5 billion.

Furthermore, aviation maintenance ensures aircraft operations' safety, reliability, and compliance. It contributes significantly to the economy by supporting jobs and businesses in the maintenance, repair, and overhaul sectors. Maintenance programs also build customer confidence, prolong aircraft lifespans, and reduce aviation's environmental footprint through optimized efficiency and emissions management.

The NBAA's Maintenance Conference serves as a vital gathering for professionals in the business aviation industry and provides industry leaders, technicians, engineers, and service providers a platform to come together, share knowledge, discuss emerging trends, and explore advancements in aviation technology and safety protocols.

As the aviation sector continues to evolve rapidly, conferences like the NBAA Maintenance Conference play a crucial role in fostering collaboration, innovation, and excellence within the industry.

Moreover, hosting such a critical aviation event in Portland, Oregon, further underscores the state's significance as a hub for aviation innovation and excellence. With its vibrant aviation community, world-class facilities, and commitment to sustainability, Portland serves as an ideal backdrop for fostering discussions on the future of aviation maintenance and sustainable practices.

Oregon boasts a robust aviation infrastructure, with 49 repair stations, 17 FAA-approved pilot schools, 3,604 student pilots, and 1,844 flight instructors, according to FAA data. The state is also home to 52 fixed-base operators and 149 heliports.

I commend the National Business Aviation Association for its dedication to advancing the business aviation community's interests and organizing this important event. I extend my best wishes for a successful and productive conference to all participants, sponsors, and organizers.

May the NBAA Maintenance Conference in Portland, Oregon, serve as a catalyst for continued progress and collaboration in business aviation maintenance while highlighting the vital contributions of aviation maintenance jobs to Oregonians and individuals across the Nation.

I am grateful for the opportunity to recognize this important event.

RECOGNIZING BISHOP ROBERT DELANO TAYLOR

HON. RASHIDA TLAIB

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. TLAIB. Mr. Speaker, today I want to recognize Bishop Robert Delano Taylor, of Glad Tidings Church in Detroit, as he is promoted as the Presiding Bishop of Southwest Michigan Agape Ecclesiastical Jurisdiction.

Since 1987, Bishop Taylor has served as the pastor of Glad Tidings Church, where he has led his family in faith and spearheaded numerous programs in service to the community. He has launched initiatives to provide vital resources to children, youth, and families, as well as offering essential support to the homeless during winter months, as well as providing backpacks, free haircuts, and dental services during annual back-to-school rallies.

In his new role, Bishop Taylor undertakes the monumental task of overseeing a vast network of over fifty congregations. In addition to

his administrative duties, Bishop Taylor dedicates himself to nurturing and guiding the pastors within his jurisdiction, ensuring they are equipped with the requisite resources to foster their spiritual, emotional, and intellectual growth. His steadfast commitment to the betterment of others is evident in every aspect of his leadership.

The 12th Congressional District offers our congratulations and recognition of Bishop Robert Delano Taylor for his spiritual leadership and impact on our community.

RECOGNIZING ALEXANDER ARO CALVILLO

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Alexander Aro Calvillo for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Alexander 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 Alexander, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Alexander'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 Alexander Aro Calvillo on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING NAPA SCHOOLS FOR CLIMATE ACTION

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Napa Schools for Climate Action, which I have named the 2024 Climate Crisis Champion for Napa County because of the important work it has done to promote youth climate leadership and advocate for climate policies in California's 4th Congressional District.

Napa Schools for Climate Action has been at the forefront of our Napa County community's fight against climate change. It has hosted informational community presentations on climate change at locations such as the Napa County Library and events including the Napa Valley Unified School District Professional Development Day. They have also organized annual Creative Piece Contests for high school students, which are meant to invite students to create art pieces that reflect their emotions toward the climate crisis. These contests are decided by a panel of judges, and cash prizes are awarded to top candidates. Their dedication to including the voices of young people, especially high school students, in the conversations about the climate crisis is important.

Napa Schools for Climate Action has also successfully worked for meaningful policies which combat climate change. They have advocated for Climate Emergency Resolutions and secured firm commitments to achieve net-zero climate pollutants by or before 2030 from the Napa Valley Unified School District, the county of Napa, the Napa Regional Conservation District, and all the cities and towns in the country. Further, through their Fossil Free Futures Project, Napa Schools for Climate Action has convinced each municipality in Napa County to adopt or pledge a ban on new and expanded gas stations. Their climate change advocacy is unparalleled in our community.

Their work to uplift the voices of young people who are concerned about climate change in our community is further evidence why they are deserving of this honor. They have actively advocated for the prioritization of climate restoration at the local, state, and federal levels. Napa Schools for Climate Action was the only student group to support California's SR–34, which recognized that climate change disproportionately impacts young people. They have also drafted a Climate Restoration Resolution for adoption by the Napa Valley Unified School District that declares that climate restoration, along with net zero and net negative emissions, is their common climate goal. They collected signatures, conducted surveys, and presented to various groups to build community support for a Congressional Climate Restoration Resolution. I have previously met with the organization's Co-Presidents, Allison Bencsik and Liliana Karesh, as they lobbied for emergency-scale climate action. Napa Schools for Climate Action have since received support from me and my Napa District Office Staff in their latest efforts.

Mr. Speaker, it is evident that the Napa Schools for Climate Action is an organization dedicated to promoting youth climate leadership and advocacy. Therefore, it is fitting that we honor them here today as Napa County's 2024 Climate Crisis Champion.

HONORING MS. ELIZABETH KEYES

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor a trailblazer and fashion designer, Ms. Elizabeth Keyes. Elizabeth has shown what can be done through hard work, dedication, and a desire to achieve success.

Elizabeth's hard work has led to the launch of her first collection under House of E. Keyes, a women's clothing brand she describes as bold, creative and inspirational. The collection is a collaboration with Shein X, a three-year-old program wherein Shein reaches out to emerging fashion designers, looks at their portfolios, interviews them and sponsors their five-piece collections.

Elizabeth's upbringing in Bolton, MS, is described in three terms: hardworking, hospitality, and faith. She grew up on family land with parents who were both ministers at her home church in Bolton. Elizabeth was homeschooled until high school but that didn't stop her from participating in various extracurricular activities, including dance.

At 12 years old, Elizabeth crouched over her sewing machine, hard at work on putting together her first-ever piece of custom clothing: an A-line, zebra-print shirt. Elizabeth's mother was blessed enough to hire Sharon Knott, a seamstress who worked at Hancock, to give her private lessons.

At 16 years old, she premiered in her first fashion show that raised money for a local charity for sickle-cell awareness. The collection contained six pieces for kids and teenagers, and her friends modeled her designs.

After graduating from Raymond High School in 2017, she attended Savannah College of Art and Design, majoring in fashion design with a double minor in graphic design and fashion marketing and management. She graduates June 2, 2024.

To celebrate the release of her first collection, Elizabeth held a launch party in her hometown on March 19, 2024, the day after the line's official debut. She has plans to host a fall fashion show of her collection in Mississippi and to establish her mentorship program, Girls in Grace, here as well. The program is her motivator for helping invest in the next generation of young women to help them follow their dreams.

Mr. Speaker, I ask my colleagues to join me in recognizing Ms. Elizabeth Keyes for her passion and dedication in the field of fashion design.

HONORING THE 2024 TRUMAN SCHOLARS

HON. DUSTY JOHNSON

OF SOUTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. JOHNSON of South Dakota. Mr. Speaker, I rise today to recognize the 2024 Truman Scholars.

This year, the Foundation received 709 applications from 285 institutions. After a review of the students records of leadership, public service, and academic achievement the independent selection panel selected 60 students from 54 U.S. colleges and universities to receive this honor.

This year's nominees are: Kaylyn Ahn, Daniel Arakawa, Daniel Block, Jackson Boaz, Christian Boudreaux, Allison Boyd, Paul Boyd, Elizabeth Caldwell, Anna Dellit, Grant Dillivan, Juan Dills, Alex Drahos, Jane Drinkwater, Adelaide Easter, Desaree Edwards, Ray Epstein, Gavin Fry, Bitaniya Giday, Eli Glickman, Axel Hawkins, Lezlie Hilario, Adaure Iwuh, Rincon Jagarlamudi, Elijah Kahlenberg, Alyssa Kemp, Lisa Kopelnik, Aravind Krishnan, Pranav Krishnan, Kayle Lauck, Julie Ann Laxamana, Reese Lycan, Kelsey Monaghan-Bergson, Alexandra Mork, Jackson Morris, Laila Nasher, Yudidt Nonthe Sanchez, Tej Patel, Yadira Paz-Martinez, CJ Peterson, Jay Philbrick, Marley Ramon, Thomas Riggs, Camila Rios-Picorelli, Edwin Santos, Diego Sarmiento, Isaac Seiler, Albiona Selimi, Jahneé Smith, Jaiden Stansberry, Sophia Stewart, Anitvir Taunque, Alex Taylor, Wena Teng, Mikayla Tillery, Grace Truslow, Lee Waldman, Ella Weber, Trenton White, Mielad Ziaee, Zane Zupan.

Established in 1975, the Truman Foundation is the Nation's living memorial to the thirty-third president. According to the foundation's website their mission is to recognize aspiring leaders at an important inflection point in their

development. Students are recognized in their junior year and rewarded for their aspirations to enter public service. After being selected, students receive a scholarship for graduate or professional school, participate in leadership development activities, and have special opportunities for internships and employment with the federal government.

Congratulations to all of this year's nominees, and I look forward to seeing where each of them go in their future.

RECOGNIZING CONGRESSIONAL PATRIOT AWARD RECIPIENT THOMAS LEISER

HON. PAT FALLON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. FALLON. Mr. Speaker, I rise today to recognize Mr. Thomas Leiser of Dallas, Texas, and present him with the Congressional Patriot Award. Thomas has dedicated himself to serving and uplifting our community.

In 1974, Thomas graduated from Indiana University and earned his Juris Doctor from Indiana University School of Law four years later. He began his career as a clerk and bailiff for Marion County Criminal Courts before being selected to serve as a Deputy Prosecutor. In 1982, Thomas stepped into the real estate industry and worked as an investment advisor for Leiser Real Estate Advisory in New York City. After a brief moment serving as an associate business law professor, he began working for the Trammell Crow Company in Dallas and rose up its ranks to become its Senior Managing Director. With plenty of experience in the commercial real estate market, Thomas co-founded Bandera Ventures in 2003. Since then, his agency has completed over a hundred real estate projects throughout the United States worth nearly $3 billion dollars. Currently, Thomas is working on a billion-dollar project to construct a data center.

Separately, Thomas has supported numerous humanitarian initiatives around the world. He worked closely with the Agape Manna nonprofit to develop a bakery to provide orphaned children in North Korea with food. Thomas also supported efforts to help North Koreans seek freedom from the Communist regime and begin a new chapter in life in South Korea. He is the co-founder of Crosswater Ministries, which supports Mission activities for the Highland Park Presbyterian Church to deliver food and medical supplies to Cuban families. I am proud of the outstanding work Thomas has accomplished for our community and those in need. I wish him continued success for many years to come.

It is an honor to bestow Thomas with the Patriot Award for his exceptional service to the people of North Texas.

RECOGNIZING THE 2024 BURKE VOLUNTEER FIRE AND RESCUE DEPARTMENT

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. CONNOLLY. Mr. Speaker, I rise to recognize the Burke Volunteer Fire and Rescue Department on the occasion of its 76th Annual Installation of Officers Banquet, and to thank its volunteers for filling an essential role in keeping our community safe.

The Burke Volunteer Fire and Rescue Department was founded in January 1948, and for more than seven decades it has provided lifesaving fire suppression, fire prevention, and emergency medical and rescue services to the residents of Burke and the surrounding communities. It also provides, houses, and maintains firefighting and emergency medical equipment, provides opportunities for professional growth and development for the membership, and maintains and fosters a strong viable organization.

As one of the county's most active volunteer fire and rescue departments, the Burke Volunteer Fire and Rescue Department works in cooperation with the Fairfax County Fire and Rescue Department to serve the community. I am honored to recognize the dedicated men and women of the Burke Volunteer Fire Department who have volunteered for extra duty as Officers or as members of the Board of Directors and to include in the RECORD their names:

Board of Directors:

President—Ian Dickinson

Vice President—John Powers

Secretary—Maria Suarez Ortiz

Treasurer—Larry Bocknek

Board Member—Kathleen Beer

Board Member—James Stahlman

Board Member—Kenneth Senn

Officers:

Chief—Keith O'Connor

Deputy Chief—Tina Godfrey

Deputy Chief—John Hudak

Captain II—Melissa Ashby

Captain II—Kevin Grottle

Lieutenant—Caitlin Edwards

Sergeant—Gavin Kuzemchak

Quartermaster—Chuck Fry

In addition to the men and women who have generously assumed the responsibilities of serving as an Officer or a member of the Board of Directors, the Burke Volunteer Fire Department is also presenting awards to the following individuals in recognition of their exemplary service during the last year:

Rookie of the Year—Damion Jedlicka

Officer of the Year—Kevin Grottle

EMS Officer of the Year—Garrett Canterbury

Career Member of the Year—Tony Albertson

Administrative Member of the Year—Nancy Stone

President's Award—Gary Shiple

Team Award—75th Banquet Committee; Larry Bocknek, Tina Godfrey, Maria Suarez-Ortiz, and Shaun Kurry

Mr. Speaker, I ask that my colleagues join me in congratulating the department for 76 years of service and in thanking all of the brave volunteers who do not hesitate to drop everything when the community calls in need of help. To all of these men and women who put themselves in harm's way to protect our residents I say: ''Stay safe.''

RECOGNIZING NICHOLAS GERACI ON HIS OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES AIR FORCE ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Nicholas Geraci of North Ridgeville, Ohio, has been offered an appointment to the United States Air Force Academy in Colorado Springs, Colorado.

Nicholas's offer of appointment permits him to attend the United States Air Force Academy this fall with the incoming Class of 2028. Attending one of our Nation's military academies offers the opportunity to serve our country and receive a world-class education. At the same time, these young men and women undertake one of the most challenging and rewarding experiences of their lives.

Nicholas brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending North Ridgeville High School, he participated in Key Club, coached middle school track and field, coached powder-puff football, and was on the honor roll. Throughout high school, Nicholas was involved in track and field, earning his varsity letter. After high school, he attended the University of Akron in Akron, Ohio, majoring in Aerospace Engineering.

Mr. Speaker, I ask my colleagues to join me in congratulating Nicholas Geraci on his offer of appointment to the United States Air Force Academy. Our service academies offer the finest military training and education available, and I am positive that Nicholas will excel during his career at the Air Force Academy. I ask my colleagues to join me in extending their best wishes to him as he begins his service to our Nation.

HONORING THE LIFE OF DOUGLAS D. DELAIR

HON. COLIN Z. ALLRED

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. ALLRED. Mr. Speaker, on April 18, 2024, Douglas ''Doug'' D. DeLair, died in Lincoln, Nebraska at the age of 81. He was born on December 12, 1942, in Oakland, California, to the late Raymond DeLair and Evelyn (Crumbliss) DeLair.

A distinguished captain in the United States Marine Corps during the Vietnam War, Doug served admirably as a helicopter pilot.

His disciplined spirit later guided his fulfilling career in bankruptcy law in Lincoln, Nebraska alongside his beloved wife, Sandra DeLair.

Beyond his professional achievements, Doug was a devoted bowler and golfer, his sportsmanship and enthusiasm endearing him to many.

Doug will be remembered not just for his achievements but for his generous heart, sharp wit, and the unwavering support he provided to his friends and family. He was a pillar

in his community, often volunteering his time and legal expertise to those in need.

He is survived by his wife Sandra and their children Dianne, Deborah (partner Antonio), John, Robert (wife Christine) and Danielle (husband Joshua). Doug was blessed with eleven grandchildren including Lucy, Everett, Elaina, Ivy, Breanna, Claudia, Lydia, Sharon, Anthony, Lizzy, and Gabe. Doug was also a brother to Steven DeLair (wife Sally), Stanley DeLair (wife Bertha), and John DeLair (wife Gail).

Doug was preceded in death by his parents Raymond and Evelyn (Crumbliss) DeLair.

PERSONAL EXPLANATION

HON. TOM COLE

OF OKLAHOMA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. COLE. Mr. Speaker, had I been present, I would have voted YEA on Roll Call No. 162; YEA on Roll Call No. 155; YEA on Roll Call No. 156; YEA on Roll Call No. 157; YEA on Roll Call No. 158; YEA on Roll Call No. 159; YEA on Roll Call No. 160; YEA on Roll Call No. 161; NAY on Roll Call No. 170; YEA on Roll Call No. 171; NAY on Roll Call No. 168; YEA on Roll Call No. 169; NAY on Roll Call No. 166; YEA on Roll Call No. 167; NAY on Roll Call No. 164; and YEA on Roll Call No. 165.

RECOGNIZING LARISSA BATRES LINARES

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Larissa Batres Linares for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Larissa 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 Larissa, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Larissa'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 Larissa Batres Linares on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING MARIA CONTRERAS TEBBUTT

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Maria Contreras Tebbutt, whom I have named the 2024 Climate Crisis Champion for Yolo County because of the important work she has done to promote cycling as an alternative form of transponation to address the impacts of climate change on California's 4th Congressional District.

Maria Contreras Tebbutt was born in King City, California. She and her husband Mark have a daughter, Nicole. She is a graduate of Davis High School and has lived in Davis ever since graduation.

Through her role as the Outreach Director of the Bike Campaign, Ms. Contreras Tebbutt has educated our community about the value of cycling. This campaign, along with its counterpart, the Bike Garage, was founded in 2011 to help teach people about the benefits of cycling and encourage people to ride their bikes more. These two locations offer training, internships, and jobs for youths, as well as enrichment opportunities for seniors who volunteer. The Bike Campaign works closely with city governments, county health departments, school districts, and community service groups.

Her advocacy for cycling has also given Ms. Contreras Tebbutt the opportunity to advocate on behalf of seniors and people with disabilities. She recently partnered with Cycling Without Age—Trishaw Electric's assist rides program, which provides opportunities for seniors and those with disabilities to enjoy cycling in Davis. This program allows those with mobility limitations to enjoy parks and green spaces more easily. Her work on this program has given her the opportunity to partner with the Davis Senior Center, the Yolo Healthy Aging Alliance, Yolo Hospice, various faith-based organizations, Rancho Yolo, and various senior residential facilities in the county. Ms. Contreras Tebbutt's advocacy on behalf of cycling has meaningfully benefited some of the most vulnerable in our community, which is laudable.

Ms. Contreras Tebbutt's cycling work has also given her the opportunity to connect with our local leaders. She has built partnerships with the City of Davis's Public Works Program, the City of Woodland's Department of Transportation, the Woodland Chamber, the Woodland City Council, and the Davis City Council. She has also been an influential voice in the planning of various community cycling events, such as the Zombie Ride, Ice Cream Ride, and the Polar Bear Ride.

Ms. Contreras Tebbutt's life-long advocacy for cycling and its mental and physical, as well as environmental, benefits, make her an important community leader in combatting the climate crisis.

Mr. Speaker, it is evident that Maria Contreras Tebbutt is a leader dedicated to promoting cycling as an alternative method of transportation. Therefore, it is fitting that we honor her here today as Yolo County's 2024 Climate Crisis Champion.

HONORING THE MISSISSIPPI CENTER FOR CULTURAL PRODUCTION

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor the Mississippi Center for Cultural Production. This organization has gone beyond the call of duty to ensure that rural communities in Mississippi are taken care of, and their stories are told.

The Mississippi Center for Cultural Production, also known as ''Sipp Culture,'' is an approach and resource for cultivating thriving communities. Based in the rural South, Sipp Culture is honoring the history and building the future of Rural Hinds County, especially in the Town of Utica, MS.

Sipp Culture supports community development from the ground up through cultural production focused on self-determination and agency designed by them and for them. The organization believes that history, culture, and food affirm our individual and collective humanity. Their goal is to strengthen the local food system, advance health equity, and support rural artistic voices—while activating the power of story—all to promote the legacy and vision of Utica, MS.

At the core of it all is the unwavering belief that gathering and sharing local stories is the best way to support safe and thriving communities for the future. Honoring growth, story, and imagination is an approach that can cultivate healthy and equitable places everywhere. For Sipp Culture, it all starts in Utica. I firmly believe the work Sipp Culture has done for the communities in Hinds County can be a model for what should be done for rural communities all across the United States of America.

Mr. Speaker, I ask my colleagues to join me in recognizing The Mississippi Center for Cultural Production for their service to the citizens of Mississippi.

HONORING BERNARDSVILLE'S 100TH ANNIVERSARY

HON. THOMAS H. KEAN, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. KEAN of New Jersey. Mr. Speaker, I rise today to extend my warmest congratulations to Bernardsville on its 100th anniversary. I am truly grateful to be celebrating this monumental milestone with them all.

Over the past 100 years, Bernardsville has blossomed into a vibrant town with exquisite natural scenery, rich culture, and a bustling town center. Bernardsville is also home to my congressional district office, so I can personally attest to its unique charm and history. I am proud to have such a remarkable town within the 7th district, and I look forward to watching it continue to flourish in the coming decades.

I wish Bernardsville a wonderful centennial anniversary. May their next century be filled with as much success as this one.

HONORING THE 2024 OHIO MILITARY HALL OF FAME INDUCTEES

HON. JIM JORDAN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. JORDAN. Mr. Speaker, the Ohio Military Hall of Fame will hold a ceremony at the Statehouse in Columbus on Friday, May 3, to mark the induction of its 2024 class. Selection for the Hall of Fame is a high honor that has

been accorded to fewer than 500 Ohioans since 2000. To be considered for induction, individuals must have been decorated for heroic action in a combat situation.

I am honored to commend to the House this year's 17 inductees:

Private First Class David F. Winder (posthumously), Army, recipient of the Medal of Honor.

Private First Class Marcus G. Collins, Army, recipient of the Silver Star.

Captain Stephen B. Cook (posthumously), Army, recipient of the Silver Star.

Private First Class Henry R. "Rick" Hausman, Jr. (posthumously), Army, recipient of the Silver Star.

Sergeant Gary Lee McKiddy (posthumously), Army, recipient of the Silver Star.

Master Sergeant James Brian O'Keeffe, Army, recipient of the Silver Star.

First Lieutenant Joseph D. O'Meara (posthumously), Army Air Corps, recipient of the Silver Star.

Corporal Gregory A. White, Marine Corps, recipient of the Silver Star.

Chief Warrant Officer Fourth Class Gregory R. Fleming, Army, recipient of the Distinguished Flying Cross.

Major Arthur A. Wallace, Air Force, recipient of the Distinguished Flying Cross.

Lieutenant Colonel Arnold W. Bokesch (posthumously), Army, recipient of the Bronze Star with "V" Device.

Lieutenant Colonel Matthew J. France, Army, recipient of the Bronze Star with "V" Device.

Lieutenant Colonel Michael R. Kelvington, Army, recipient of the Bronze Star with "V" Device.

Sergeant Kent S. Knight (posthumously), Army, recipient of the Bronze Star with "V" Device.

Sergeant William G. Lee, Army, recipient of the Bronze Star with "V" Device.

Sergeant William L. Webster, Jr., Army, recipient of the Bronze Star.

Master Sergeant Brad L. Bonnell, Army, recipient of the Army Commendation Medal with "V" Device.

CELEBRATING THE ROTARY CLUB OF BOCA RATON 38TH ANNUAL BOCA RATON TEACHER OF THE YEAR HONOREES

HON. JARED MOSKOWITZ

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. MOSKOWITZ. Mr. Speaker, I rise today to congratulate and acknowledge all the hard-working teachers being honored at the Rotary Club of Boca Raton's 38th Annual Teacher of the Year Awards Celebration for the Palm Beach County School District on April 18, 2024. As a father of two growing boys eager to learn, I know educators' lifelong impact on their students and families. Education is the foundation of our country's future, and as a community, we depend on our teachers daily to prepare the next generation of Americans.

We are thankful to be gifted with extraordinary teachers in Florida's 23rd Congressional District. As Teachers of the Year, they serve as an inspiration not only to their colleagues but also to educators across the region. These teachers serve as a shining example of the positive difference that teachers make in the lives of their students. Their passion, enthusiasm, and commitment to shaping the future leaders of tomorrow are truly commendable, and there is no doubt that they will continue to inspire and empower countless students in years to come.

Mr. Speaker, please join me in celebrating all the teachers being recognized at the Rotary Club of Boca Raton's 38th Annual Teacher of the Year Awards Celebration: Kristin Potter-Oliveri, Debra Tower, Laureen Potts, Danielle Hazard, Kelly Schroeder, Cynthia Petillo, Sonja Shear, Jennifer Weber, Kelly Urbano, Josh Bender, Samantha Seider, Sandra Vanegas, Denise Zegers, Clarence Crane, Laura Kirland, Brett Swan, Amanda Kennedy, Stephanie Cutrona, Michele Juceam, Tisha Thomas, Meredith Gaynor, Susan Hutchings, and Sheyla Guerrero.

HONORING LEONARD CHARLES PERRY

HON. JUAN VARGAS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. VARGAS. Mr. Speaker, I rise today to honor Leonard "Len" Charles Perry, who passed away on April 14, 2024 in San Diego.

Len always worked to leave our world better than he found it and he left an indelible mark.

Len was born on June 11, 1924, in Oberlin, Ohio, to his father, Attorney Clyde C. Perry, and mother, Ruth Mae Perry. Len's family moved to Cleveland when he was five. He attended Glenville High School where he was an outstanding student athlete, becoming the City of Cleveland's champion high hurdler in 1943.

Len served our nation with dedication and honor as a radio operator with the Combat Engineers during World War II.

After World War II, Len attended law school and passed the Ohio Bar in 1951. He continued his service and began his legal career as a Contract Specialist with the Department of the U.S. Army in the Ordnance Corps, where he quickly became the chief of the Research and Development Branch.

Len also played an integral role in one of our Nation's great achievements and leaps in scientific discovery. Len was the NASA Lewis Research Center's Contracting Officer during the 1960s, managing over forty administrators. Under his direction, they worked to develop Centaur, the upper-stage booster for the Surveyor, which was the first spacecraft to make a true soft landing on the moon. Len's work was critical to this mission and one of the most important successes of NASA's early lunar and interplanetary program.

In 1970, after NASA's successful completion of Moon exploration and twenty years of government service, Len was hired by SD General Dynamics. His family relocated to San Diego and Len became the Manager of Material Contracts.

Len later bought Aerospace Design and Fabrication, an engineering company that primarily performed design and services for NASA and served as the Chief Executive Officer.

Len also gave back to his community and was a member of many organizations in both California and Ohio. He was a member of the San Diego Community College Board of Trustees, the Honorary Deputy Sheriff's Association, the Scholarship Award Board for the San Diego Air and Space Museum, and the Grand Slammers Bridge Group.

Len lived a full life and accomplished so much. But at the heart of everything was his family and his faith. A beloved husband, father, uncle, grandfather, and great-grandfather, Len was above all else devoted to his loved ones and his late wife, Elinor.

My prayers are with all who knew Len during this time of loss.

His legacy will always be remembered.

CELEBRATING THE 250TH ANNIVERSARY OF NEWARK ACADEMY

HON. MIKIE SHERRILL

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. SHERRILL. Mr. Speaker, I rise to recognize the 250th anniversary of Newark Academy, an exemplary school in New Jersey's Eleventh Congressional District.

Founded in 1774 by a group of civic leaders, Newark Academy has been at the forefront of education in our community for centuries. The school's initial leadership included Alexander MacWhorter, an advisor to George Washington. Newark Academy's support for the American Revolution eventually made it a target for the British Army who burned the original building to the ground. Determined to continue serving our community, Newark Academy rebuilt and continued to grow.

Newark Academy moved from Newark to its current location in Livingston, New Jersey in 1964. While much has changed in the 250 years since its founding, Newark Academy remains steadfast in its mission to "contribute to the world engaged individuals instilled with a passion for learning, a standard of excellence, and a generosity of spirit." Graduates from Newark Academy receive a rigorous education in academics, athletics, and the arts and are encouraged to stay on the path of lifelong learning.

I am honored to join our community in celebrating this incredible milestone and the school's rich history and commitment to New Jersey students.

RECOGNIZING MICHAEL KINZEL ON HIS OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES AIR FORCE ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Michael Kinzel of Bowling Green, Ohio, has been offered an appointment to the United States Air Force Academy in Colorado Springs, Colorado.

Michael's offer of appointment permits him to attend the United States Air Force Academy

this fall with the incoming Class of 2028. Attending one of our Nation's military academies offers the opportunity to serve our country, and receive a world-class education. At the same time, these young men and women undertake one of the most challenging and rewarding experiences of their lives.

Michael brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending Bowling Green High School, he participated in National Honor Society, National Spanish Honor Society, and was on the honor roll. Throughout high school, Michael was involved in wrestling, earning his varsity letter. After high school, he attended the Northwestern Preparatory School.

Mr. Speaker, I ask my colleagues to join me in congratulating Michael Kinzel on his offer of appointment to the United States Air Force Academy. Our service academies offer the finest military training and education available, and I am positive that Michael will excel during his career at the Air Force Academy. I ask my colleagues to join me in extending their best wishes to him as he begins his service to our Nation.

RECOGNIZING LYLA AYERS

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Lyla Ayers for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Lyla 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 Lyla, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Lyla'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 Lyla Ayers on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING CLAY SHANNON

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Clay Shannon of Shannon Family Wines, whom I have named the 2024 Climate Crisis Champion for Lake County because of the important work he has done to promote responsible farming, reduce the need for agricultural chemicals, and address the impacts of climate change on California's 4th Congressional District.

Clay Shannon was born in Healdsburg, California. He is married to Angie Shannon, with whom he has two daughters, Brooke and Audrey. Both his wife and daughter Brooke have active roles in their company, Shannon Family of Wines.

Through his role as the owner of Shannon Family of Wines, Mr. Shannon has advocated for the need for responsible farming that reduces the carbon footprint of farms. In this role, he farms over 4,000 acres of vineyards in Northern California, 2,500 of which he owns. In 2018, Mr. Shannon began farming his 2,500 acres of land organically. He also has integrated his sheep farming operation with his vineyard. By doing so, Mr. Shannon has dramatically reduced the need for mowing, fungicides, and conventional fertilizers in his vineyard.

Mr. Shannon has been farming for nearly 40 years. This long experience with and love for the land has given him unparalleled insights into the importance of farming organically and naturally. He is an outspoken proponent of eliminating the use of synthetic fertilizers, pesticides, and herbicides in farming. Crucially, Mr. Shannon is also an educator on the importance of building healthy soils for farming.

He has also been a leader in the wine community. He has served as a Board Member of the Lake County Grape Commission, and as a member of the Wine Institute. He is also an active contributor and host of the Lake County Wine Auction, Lake county's largest charity event.

Mr. Shannon's excellent work to advance environmental stewardship has been recognized in the past. In 2021, the Shannon Family received the Wine Institute's Green Medal Award. His land and wineries have also been certified by the California Certified Organic Farmers, an organization that works to advance organic agriculture for a healthy world. Mr. Shannon has also applied for his lands and winery to be certified as regenerative.

Mr. Speaker, it is evident that Clay Shannon is a leader dedicated to responsible organic farming. Therefore, it is fitting that we honor him here today as Lake County's 2024 Climate Crisis Champion.

HONORING SHELBY BROADSTREET SCHOOL ALUMNI

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor the dedicated efforts of the Shelby Broadsheet School Alumni, an enthusiastic and self-motivated group of former graduates from Shelby Broadstreet High School.

This remarkable team has initiated the Shelby Broadstreet Class Clean-up project, which brings together individuals from diverse backgrounds including businessmen, medical professionals, veterans of education, students, and other community citizens. The Shelby Broadstreet School Alumni are tirelessly organizing and serving their community, demonstrating a strong commitment to giving back and revitalizing their hometown.

Chilion Stapleton and Alexis Davis, both graduates of the old Shelby Broadsheet High School in 2001, initiated a meaningful project to give back to their hometown. Together with fellow classmates, they embarked on a plan to make this a recurring tradition. Joining forces with other graduating classes, Stapleton and Davis orchestrated a reunion on Saturday, March 30, dedicated to cleaning up their old stomping grounds.

The initiative was sparked by social media discussions among Broad Street alumni, who learned about littering and clean-up challenges in Shelby. Motivated to make a positive impact, they organized a collective effort to address the issue. Together, they rallied approximately 30 participants, including 13 from the class of 2001. Notably, former students traveled from out of state, including Texas, to contribute to the cause. Despite only three attendees still residing in Shelby, the group was determined to effect change in their hometown. Stapleton highlighted their proactive approach: ''We gathered the troops upon discovering issues with littering and waste composite in our hometown and decided to take action for the better.'' The call to action was broadcasted through their alumni homecoming Facebook page, resulting in an enthusiastic response.

The dedicated volunteers worked tirelessly, with each represented class tackling specific areas of the town for clean-up. The evening concluded with further planning, camaraderie, and shared laughter. This meaningful endeavor not only strengthened community ties but also provided an opportunity for former students to reconnect with their families and roots in Shelby. The Shelby Broadstreet classes are committed to continuing these reunions and cleaning efforts to further enhance their beloved hometown.

Mr. Speaker, I ask my colleagues to join me in recognizing The Shelby Broadstreet School Alumni for their dedication and initiative in undertaking this important community endeavor. Their collective contributions are truly inspiring and reflect the best of our shared values as citizens and neighbors.

PERSONAL EXPLANATION

HON. ALMA S. ADAMS

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. ADAMS. Mr. Speaker, had I been present, I would have voted NAY on Roll Call No. 169, YEA on Roll Call No. 170, and NAY on Roll Call No. 171.

HONORING IOWA'S 2024 TEACHER OF THE YEAR

HON. ZACHARY NUNN

OF IOWA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. NUNN of Iowa. Mr. Speaker, I rise today to recognize Ann Mincks of West Des Moines, Iowa, who was recently selected as Iowa's 2024 Teacher of the Year.

Ann has taught with Des Moines Public Schools for nearly 16 years and currently teaches English Language Learners at Hoover High School. She has helped to increase literacy proficiency at her school through the use of evidence-based, effective literacy instruction grounded in the Science of Reading. With many of her students new, not only to Des Moines but to the United States, Ann strives to connect them to their curriculum and to the community.

Mr. Speaker, it is my honor to present Ann with the Iowa Medal of Merit for her dedication

to her students. I thank Ann for her work to support new members of our community and her dedication to students.

Mr. Speaker, I invite my colleagues to join me in thanking her for her service to Iowa and her achievement as Iowa's 2024 Teacher of the Year.

RECOGNIZING THE 50TH ANNIVERSARY OF THE KOREAN COMMUNITY SERVICE CENTER OF GREATER WASHINGTON

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. CONNOLLY. Mr. Speaker, I rise today to recognize the 50th Anniversary of the Korean Community Service Center of Greater Washington.

The Korean Community Service Center (KCSC) of Greater Washington was founded in 1974 by a pastor and his congregation who made a commitment to provide basic transportation and interpretation and translation assistance to newly arrived visitors and immigrants from Korea. This group of individuals also assisted the newcomers with rent for their apartments, set up phone and utility services, and enrolled their kids in school.

Over the decades, KCSC grew and evolved into the largest bilingual and bicultural Korean social service agency in the D.C. metropolitan area. KCSC also began providing services to other Asian immigrant communities living in the metro D.C. area. The organization has served more than 150,000 Asian American immigrant families since it was founded and currently provides services to about 1,000 Asian Americans a month.

Their mission is to assist and empower Asian Americans and new immigrants to become well-adjusted and fully contributing members of the United States through social services, education, advocacy, and development of resources. Offerings such as case management, immigration legal services, housing counseling, comprehensive victims' services for victims of domestic violence, sexual assault, and dating violence, and more help KCSC fulfill their mission every day.

This organization actively serves our community members and strives to improve the overall quality of life for individuals and families. Over the past five decades, KCSC has adapted and changed to meet the changing needs of the Asian American community. With culturally and linguistically sensitive services and programs, clients can feel safe and comfortable at KCSC.

Throughout the lifetime of this organization, volunteers and staff from KCSC have strived to deliver effective, efficient, and accountable services. Their successes over the years are truly successes for the region as a whole. Our diversity is our greatest strength, and KCSC has allowed countless individuals to feel safe and supported here in Northern Virginia.

Mr. Speaker, I congratulate the Korean Community Center of Greater Washington on 50 years of service. KCSC, and other groups of service-minded individuals, are why Northern Virginia is an incredible place to live, work, and play. I ask my colleagues to join me in applauding the staff, volunteers, and supporters of this remarkable organization.

RECOGNIZING CONGRESSIONAL PATRIOT AWARD RECIPIENT ESTHER BRUMIT

HON. PAT FALLON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. FALLON. Mr. Speaker, I rise today to recognize Mrs. Esther Brumit of Denison, Texas, and present her with the Congressional Patriot Award. Esther has dedicated herself to serving and uplifting our community.

Esther was born in Los Alamos, New Mexico, in 1952. She attended Oral Roberts University and the University of Texas Medical Branch, where she specialized in healthcare. After graduation, Esther worked as a physician assistant at Children's Hospital in Oklahoma City and cared for at-risk and underprivileged children. She later taught orchestra in private and public schools, where she always ended her concerts with ''God Bless America''. She is passionate about Israel and Judeo-Christian values, which spurred her to organize trips for students to travel to Gettysburg, Pennsylvania, and Washington D.C. so they could learn more about their heritage.

Esther was later asked to serve as an election clerk and judge, which she gladly accepted. She attended her first national convention in New York as a volunteer for President George H.W. Bush's second term. From that moment on, Esther attended all state and national conventions as part of the Republican delegation. Her favorite part of the conventions were the national anthem opening and prayer services. Esther also served as a Precinct Chair and participated in door knocking and phone banking to mobilize Texans to participate in elections. Esther is a true American patriot, and I wish her continued success for many years to come.

It is an honor to bestow Esther with the Patriot Award for her exceptional service to the people of North Texas.

RECOGNIZING MAJOR JANILL CASTILLO

HON. MARILYN STRICKLAND

OF WASHINGTON

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. STRICKLAND. Mr. Speaker, I rise today to recognize Major Janill Castillo of the United States Army upon her departure from this body as a Legislative Liaison. In her role as a Legislative Liaison, Major Castillo was the face and voice of the Army for Congress, bridging the gap between military leadership and 28 Members of Congress across six states. She built strong relationships with Members and their staff, promoting the Army's message and priorities with exceptional responsiveness and professionalism. Her attention to detail and excellent communication skills while planning CODELS earned her high praise from multiple Members of Congress.

Major Janill Castillo's military career began in 2010 when she commissioned in the Army through officer candidate school, where she became an Explosive Ordnance Disposal specialist. Over the past decade, she has served in various capacities with the Army, including deployments to Kosovo and Kuwait, and in units in Fort Irwin, California; Fort Cavazos, Texas; Fort Lee, Virginia; Fort Carson, Colorado. She had previously held a nominative position as a fellow on the Joint Staff before joining us in the Capitol. A lifelong learner, Major Castillo has earned three degrees—a bachelor's degree in chemical engineering from the University of Virginia, a master's degree in biotechnology from the University of Maryland, and a master's degree in policy management from Georgetown University.

I extend my sincere wishes for a smooth transition to Fort Liberty, North Carolina, to Major Castillo and her daughter, Mia, and express my deep gratitude for Major Castillo's continued dedication and service to our great Nation.

CROWN ACT PRESS CONFERENCE

HON. SHEILA JACKSON LEE

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. JACKSON LEE. Mr. Speaker, let me start by thanking Rep. BONNIE WATSON COLEMAN and the rest of my colleagues here for hosting this gathering today.

The introduction of the CROWN Act is an important step in the national conversation on race-based hair discrimination.

The CROWN Act (Creating a Respectful and Open World for Natural Hair) helps protect an estimated 2.3 million Black children nationwide who are most vulnerable to race-based hair discrimination.

To date, the CROWN Act has been enacted in 24 states and numerous municipalities.

And while the CROWN Act was signed into law last year in Texas, hair discrimination in Texas is still hurting Black children and minorities across the state.

On February 22, 2024, a Texas judge ruled that the CROWN Act was not violated following the suspension of Darryl George for the length of his locs.

The judge's decision:

''The CROWN Act could've been written to provide the individuals with braids, locs and twists (to be) exempt from any hair length restrictions, but it has no such exemption,'' said Judge Chap B. Cain III, of the 253rd Judicial District Court in Chambers County. ''The CROWN Act is clear and BHISD's dress and grooming code policy is clear regarding male students.''

''Courts should always refrain from rewriting legislative text,'' Cain said, reading what appeared to be a prepared speech. ''That's not my job. Where text is clear—it's determinative—judges should not legislate from the bench and I'm not about to start today.''

''The immunity that you seek, you can have that from either of those bodies,'' Cain said. ''The legislature can go back, and I suspect they will, and they can decide that hair length cannot be regulated by the school, and then the school board's going to follow it. Or you can go to the school board and ask for a change in their policy.''

The CROWN Act is necessary legislation that explicitly prohibits discrimination on the basis of hair texture or hairstyles commonly associated with a particular race or national origin in areas of the law where discrimination

on the basis of race or national origin is already prohibited.

The history of hair braiding dates back 3500 BC or over five thousand years in African culture.

According to hair braiding experts, Braiding started in Africa with the Himba people of Namibia.

For a Himba woman, her hair is her power.

These semi-nomadic people live in one of the most extreme environments on earth, the deserts that border Namibia with Angola.

As water is scarce, they use a mixture of pastes on both their bodies and hair.

These pastes blend the aromatic resin of the omazumba shrub with animal fat and ground red pigmented stone. This 'otjize' paste gives the women's skin and hair a distinctive red glow which symbolizes both blood, the essence of life, and the earth's rich red color.

Hairstyles play a significant role within the Himba community and reflect marital status, age, wealth, and rank within the group.

Hair braiding is a communal activity with a range of styles differing from tribe to tribe.

This origin of hair braiding is a rich and textured art form that speaks deeply to persons of African descent over millennia and resonates to this day.

Hair styles remain very significant in African American culture and are one of the many ways this culture is expressed.

Attacks on hair style are not unique to African people, Sheks, Jews, Pentecostal to name a few have hairstyles that are dictated by culture and beliefs.

Because Africans were enslaved persons does not mean they have lost all claim to African heritage, culture, or beliefs.

In the United States and among persons of African heritage the braiding of men's and boy's hair is accepted and widely practiced.

It has long been my position that discrimination based on hair texture and hairstyle is a form of impermissible race discrimination.

In 2021 the Dove CROWN Research for Girls found that:

53 percent of Black mothers, whose daughters have experienced hair discrimination, say their daughters experienced discrimination as early as 5 years old.

86 percent of Black teens who experience discrimination state they have experienced discrimination based on their hair by the age of 12.

100 percent of Black elementary school girls in majority-white schools who report experiencing discrimination state they experienced the discrimination by the age of 10.

According to a 2019 report, known as the CROWN Study, which was conducted by the JOY Collective (CROWN Act Coalition, Dove/Unilever, National Urban League, Color of Change), Black people are ''disproportionately burdened by policies and practices in public places, including the workplace, that target, profile, or single them out for their natural hair styles—referring to the texture of hair that is not permed, dyed, relaxed, or chemically altered.''

The CROWN Study found that Black women's hair is ''more policed in the workplace, thereby contributing to a climate of group control in the company culture and perceived professional barriers'' compared to non-Black women.

The study also found that ''Black women are more likely to have received formal grooming policies in the workplace, and to believe that there is a dissonance from her hair and other race's hair'' and that ''Black women's hairstyles were consistently rated lower or 'less ready' for job performance.''

Among the study's other findings are that 80 percent of Black women believed that they had to change their hair from its natural state to ''fit in at the office,'' that they were 83 percent more likely to be judged harshly because of their looks.

The study indicated that Black women were 1.5 times more likely to be sent home from the workplace because of their hair, and that they were 3.4 times more likely to be perceived as unprofessional compared to non-African American women.

Eight years ago, the United States Army removed a grooming regulation prohibiting women servicemembers from wearing their hair in dreadlocks, a regulation that had a disproportionately adverse impact on Black women.

This decision was the result of a 2014 order by then-Secretary of Defense Chuck Hagel to review the military's policies regarding hairstyles popular with African American women after complaints from members of Congress, myself included, that the policies unfairly targeted black women.

In 2015, the Marine Corps followed suit and issued regulations to permit lock and twist hairstyles.

The CROWN Study illustrates the prevalence of hair discrimination but numerous stories across the country put names and faces to the people behind those numbers.

In 2017, a Banana Republic employee was told by a manager that she was violating the company's dress code because her box braids were too ''urban'' and ''unkempt.''

A year later, in 2018, Andrew Johnson, a New Jersey high school student, was forced by a white referee to either have his dreadlocks cut or forfeit a wrestling match, leading him to have his hair cut in public by an athletic trainer immediately before the match.

That same year, an 11-year-old Black girl in Louisiana was asked to leave class at a private Roman Catholic school near New Orleans because her braided hair extensions violated the school's policies.

The next year, two African American men in Texas alleged being denied employment by Six Flags because of their hairstyles—one had long braids and the other had dreadlocks.

And earlier this year, there were news reports of a Texas student who would not be allowed to walk at graduation because his dreadlocks were too long.

The CROWN Act prohibits discrimination in federally funded programs and activities based on an individual's hair texture or hairstyle if it is commonly associated with a particular race or national origin, including ''a hairstyle in which hair is tightly coiled or tightly curled, locs, cornrows, twists, braids, Bantu knots, and Afros.''

I strongly support this legislation and I will be working to protect the Constitutional Rights of all Americans in their choice of hair style and I ask my colleagues to join me in this effort.

RECOGNIZING SHEILA ARIAS IBUJES

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Sheila Arias Ibujes for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Sheila 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 Sheila, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Sheila'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 Sheila Arias Ibujes on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING IAN ANDERSON

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Ian Anderson, whom I have named the 2024 Climate Crisis Champion for Solano County because of the important work he has done to combat the climate crisis by working to preserve agriculture and create policies which protect agricultural land for future generations in California's 4th Congressional District.

Mr. Anderson was born in Berkeley, California. He has a wife, Margaret, two children, and three grandchildren. He received his bachelor's degree in agricultural business from Cal Poly, San Luis Obispo.

Mr. Anderson is a champion for maintaining our local agricultural land and he has worked to commemorate the history of the Montezuma Hills farming community. He honors it by creating farm structures, sculptures, garden hardscape and home improvements using remnants of the past that others might discard. Further, he also organizes the annual fall festival, the ''Pumpkin Patch'' in this area, in conjunction with the Western Railway Museum. One of the many goals of this festival has been to get regional urban families out into the countryside to see first-hand the beauty of the farm and ranch lands. He and his wife graciously allow the festival to be held on their land. Mr. Anderson's dedication to ensuring that everyone understands the value and beauty of agricultural lands is incredible.

His leadership in this area also extends to his membership in many organizations that do meaningful work to preserve agricultural land and combat the climate crisis. He has a 25-year membership with the Solano Land Trust, which does important work to preserve wild and agricultural land in our community. He served as President for three years, and as the chair of its Agricultural Conservation committee for 10 years. He currently serves on the Trust's Ag Strategy Committee. His 10-year association with the Montezuma Fireman's Association included serving as the President of

Montezuma Fire Commission for two years. He also spent a decade as a member of the Solano County Agricultural Advisory committee and participated in Solano County's General Plan Update committee from 2006 to 2008. Lastly, he was a founding member of the Solano County Orderly Growth committee. Mr. Anderson's lifelong commitment to advocating on behalf of preserving land for future generations is why he is so deserving of this honor.

His life-long membership in various farm and agricultural organizations shows his understanding of the connection between agriculture and climate advocacy. He has been a member of the Solano County Farm Bureau for 45 years, a member of the California Wool Growers Association for 40 years, a member of the California Wheat Growers Association for 30 years, and of the California Grain Foundation for 12 years. His sustained dedication to conservation through his work with these organizations is admirable.

Mr. Speaker, it is evident that Ian Anderson is a leader dedicated to preserving agricultural land for future generations as well as combatting the climate crisis. Therefore, it is fitting that we honor him here today as Solano County's 2024 Climate Crisis Champion.

HONORING JE'KARI CORDE' DOUGLAS

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor a remarkable servant, Je'Kari Douglas.

On June 7, 2007, Je'Kari was born at the Natchez Community Hospital to a resilient single mother which he credits his good behavior and his understanding of the value of perseverance and compassion.

Je'Kari proudly serves as a Student Ambassador for Natchez High School, a member of the National Honor Society, a varsity football player, having been chosen as an All-District wide receiver in the 5A Region 3 and received offers from several universities.

With hard work and dedication, Natchez High salutes this honorable student for maintaining a stellar 3.8 GPA, ranking number 10 out of 137 students in his graduating class.

Je'Kari's passion for learning extends beyond academics. He enjoys exploring different cars and animals, spreading joy through humor, and cherishing moments with loved ones.

Mr. Speaker, I ask my colleagues to join me in recognizing this remarkable student, Je'Kari Corde' Douglas, for his actions and achievements in the Natchez, MS, community.

APPRECIATING MICHAEL GEFFROY

HON. JOE WILSON

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. WILSON of South Carolina. Mr. Speaker, I am grateful to recognize Michael Geffroy for his dedicated congressional staff service as General Counsel to the Commission on Security and Cooperation in Europe.

During the 118th Congress, Michael has been a valued member of the Commission, and I am grateful for his important work for the American people and protecting democracy. Michael's rich national security, legal, and military background contributed greatly to the work of our team. I value his counsel and it has been a pleasure working together to advance the Commission's noble mission of promoting human rights, bolstering military security, and furthering economic cooperation across the expansive landscape of 57 countries spanning Europe, Eurasia, and North America.

Prior to his service as General Counsel to the U.S. Helsinki Commission, Michael served in the Congress as the General Council to the U.S. Senate Select Committee on Intelligence, as the Deputy Staff Director and Chief Council to the Committee on Homeland Security in the U.S. House of Representatives, and as the Deputy Special Council to the Select Bipartisan Committee to Investigate Preparation for and Response to Hurricane Katrina. He also served as an Assistant Director in the Office of Foreign Assets Control at the Department of the Treasury, as a Counselor to the Assistant Attorney General, Criminal Division at the Department of Justice, and as an Assistant U.S. Attorney in the District of Columbia.

Michael is a decorated veteran and Lieutenant Colonel in the U.S. Marine Corps Reserve (ret). His more than 25 years of commissioned service includes tours with the First Marine Expeditionary Force in Afghanistan and Iraq.

I am grateful to Michael for his service to the Helsinki Commission and wish him the best of luck in his future endeavors.

RECOGNIZING JAKE WOOD ON HIS OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES AIR FORCE ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Jake Wood of Perrysburg, Ohio, has been offered an appointment to the United States Air Force Academy in Colorado Springs, Colorado.

Jake's offer of appointment permits him to attend the United States Air Force Academy this fall with the incoming Class of 2028. Attending one of our Nation's military academies offers the opportunity to serve our country and receive a world-class education. At the same time, these young men and women undertake one of the most challenging and rewarding experiences of their lives.

Jake brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending Perrysburg High School, he participated in National Honor Society, Spirit Club, Boy Scouts, and was on the honor role. Throughout high school, Jake was involved in wrestling, earning his varsity letter. I am confident that he will carry the lessons of his student and athletic leadership to the Air Force Academy.

Mr. Speaker, I ask my colleagues to join me in congratulating Jake Wood on his offer of appointment to the United States Air Force Academy. Our service academies offer the finest military training and education available, and I am positive that Jake will excel during his career at the Air Force Academy. I ask my colleagues to join me in extending their best wishes to him as he begins his service to our Nation.

HONORING THE EXTRAORDINARY AND PROLIFIC MINISTRY OF THE REVEREND DOCTOR WAYNE DEAN BAKER

HON. SANFORD D. BISHOP, JR.

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. BISHOP of Georgia. Mr. Speaker, I rise today to offer my heartfelt congratulations and appreciation to a loving husband, dedicated father, exceptional mentor, devoted leader, faithful servant of God, and friend of longstanding, The Reverend Doctor Wayne Dean Baker, as he concludes 40 years of dedicated service as the Senior Pastor of the Spirit Filled Ministries Church in Columbus, Georgia. A special celebration commemorating this special occasion will occur at the church on Sunday, May 5, 2024.

Reverend Dr. Wayne Dean Baker, a man of humble beginnings, was born and raised in rural Russell County, Alabama. His thirst for knowledge led him to graduate from Oliver High School in 1966 and later, in 1971, from Grambling State University with a Bachelor of Science Degree in Business Administration. However, it was in the same year that his life took a significant turn when he met the love of his life and lifelong sweetheart, Rita Delynn Howard. They were united in Holy Matrimony in 1974.

Dr. Baker experienced another life-altering event in 1975 when he was converted to Christianity in a shopping center in Cleveland, Ohio. Subsequently, Dr. Baker was licensed to preach in 1976 and was ordained in 1979. His ministerial journey led him to Pastor several churches, including Pleasant Grove, Peace and Goodwill, and Wayman Chapel in the African Methodist Episcopal Church.

The scripture says, "Where there is no vision, the people perish." Frustrated by the tenets of liberal theology, Dr. Baker founded Spirit Filled Ministries in 1984. During his tenure as Pastor, he has preached over Ten Thousand Sermons, but more importantly, he has brought countless souls to Jesus Christ. Under his guidance, the church has flourished spiritually, numerically, and in its physical facilities. Doctor Baker has used his television ministry at Spirit Filled to reach the community in furtherance of Kingdom business here on earth.

Dr. Baker has never been one to rest on his laurels and has constantly expanded his educational horizons for the advancement of God and His people. He enrolled in Moody Graduate School to pursue a Master of Arts in Ministry. In 2018, he earned his Master of Divinity from Luther Rice Seminary in Lithonia, Georgia. He also earned his Doctor of Ministry from Luther Rice. Furthermore, he has pursued Ph.D. studies at Columbia Biblical Seminary.

Dr. Baker's work for God has not been limited to the community of Columbus, Georgia, as he has taught, lectured and conducted revivals on a global basis, including in South Korea and Germany. A voracious writer and biblical scholar, Dr. Baker has authored eight books: Clay in the Master's Hand; Biblical Theology of Goals; Evangelism; Freedom Prayers; Ministry Handbook; New Members Handbook; The Case of Ham Revisited; and the White Jesus Myth Revisited. It has been said that ''Service is the rent that we pay for the space that we occupy here on this earth.'' Dr. Baker has paid his rent and he has paid it well.

On a personal note, Dr. Baker has been a special friend for over four decades. We have enjoyed early morning competition on the golf course with friends during which he shared sage advice and counsel for which I will always be grateful. He never told me what I wanted to hear; he always told me what he felt I needed to hear. Dr. Baker has inspired and mentored many with his sterling example of what a man of God should be.

He has accomplished much in his life, but none of it would have been possible without the grace of God, the love and support of his wife of 50 years, Rita; his children, Zephaniah, Christian, Jonathan; his grandchildren, and other family members.

Mr. Speaker, I ask my colleagues in the House of Representatives to join my wife Vivan and me, along with the 765,000 people of Georgia's Second Congressional District in celebrating the extraordinary and prolific ministry of the Reverend Doctor Wayne Dean Baker as he enters a new chapter in his life after 40 years of service to God at Spirit Filled Ministries.

HONORING THE CAREER OF CHIEF WARRANT OFFICER PHILLIP G. BOONE, RET.

HON. BRIAN BABIN

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. BABIN. Mr. Speaker, I rise today to recognize the admirable career of retired Navy Chief Warrant Officer Phillip Boone.

Phillip was born in Charlotte, North Carolina, in 1958 to Samuel and Mary Boone. After graduating from West Charlotte High School in 1975, Phillip immediately enlisted in the United States Navy at age 17.

His first assignment was aboard the U.S.S. *Eisenhower*, where he performed operations on the flight deck, catapulting and arresting military aircraft—one of the most dangerous jobs on a carrier. During his time in the Navy, Phillip sailed the world aboard four additional aircraft carriers and one amphibious assault ship, the U.S.S. *Wasp.* In 1986, he was promoted to Chief Petty Officer, and in 1988, he earned his commission as a Warrant Officer. After 25 years of honorable service, Phillip retired as a Chief Warrant Officer 4, having led thousands of sailors, managed budgets upwards of five million dollars, and went on ten peacekeeping and five combat deployments, including to the Persian Gulf and Grenada. His exemplary service earned Phillip the Navy and Marine Corps Commendation Medal three times, the Navy and Marine Corps Achievement Medal, and many other personal and unit citations.

Following his retirement, Phillip became a Navy Junior Reserve Officers' Training Corps (NJROTC) instructor and used the position to motivate young men and women to join the armed services. For more than 23 years, he trained, taught, and mentored class after class of our Nation's youth, preparing them to take on life's challenges, whether they went on to join the military or not. His NJROTC cadets have logged tens of thousands of community service hours and won countless awards for military drill and marksmanship. In 2019, he was nominated for the Beaumont Foundation of America's prestigious ''Wayne E. Reaud Excellence in Education Award,'' recognizing his outstanding service as an educator. That same year, he was also named Beaumont Independent School District's ''Teacher of the Year.''

It is a privilege to sincerely thank Chief Warrant Officer Boone for his exemplary service in the United States Navy and for his role in educating new generations of Americans. I offer my congratulations on his retirement, and I wish him and his family all the best in the future.

PERSONAL EXPLANATION

HON. NICHOLAS A. LANGWORTHY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LANGWORTHY. Mr. Speaker, due to a family illness, I was unable to be present for votes on Tuesday, April 30, 2024. Had I been present, I would have voted: YEA on Roll Call No. 155; YEA on Roll Call No. 156; YEA on Roll Call No. 157; YEA on Roll Call No. 158; YEA on Roll Call No. 159; YEA on Roll Call No. 160; YEA on Roll Call No. 161; YEA on Roll Call No. 162; YEA on Roll Call No. 163; NAY on Roll Call No. 164; YEA on Roll Call No. 165; NAY on Roll Call No. 166; YEA on Roll Call No. 167; NAY on Roll Call No. 168; YEA on Roll Call No. 169; NAY on Roll Call No. 170; and YEA on Roll Call No. 171.

PERSONAL EXPLANATION

HON. ALMA S. ADAMS

OF NORTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. ADAMS. Mr. Speaker, had I been present, I would have voted YEA on Roll Call No. 159; YEA on Roll Call No. 160; YEA on Roll Call No. 161; NAY on Roll Call No. 162; and NAY on Roll Call No. 163.

RECOGNIZING ABIGAIL DAUS

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Abigail Daus for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Abigail 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 Abigail, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Abigail'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 Abigail Daus on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING DR. LISA MICHELI

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Lisa Micheli Ph.D., whom I have named the 2024 Climate Crisis Champion for Sonoma County because of the important work she has done to address the impacts of the climate crisis and extreme climate events like wildfires on California's 4th Congressional District.

Dr. Micheli was born in Boston, Massachusetts and moved to the Bay Area in 1988, and to Sonoma, California in 2001. She would go on to earn a master's degree in environmental water resources engineering and a doctorate in energy and resources from the University of California, Berkeley. She is a Fulbright Scholar who works closely with climate organizations from across the Earth's four Mediterranean regions. In addition to these impressive academic achievements, Dr. Micheli has a strong commitment to mentoring the next generation of climate leaders—particularly young leaders from historically marginalized communities.

Dr. Micheli is a champion for North Bay climate and wildfire resilience. In 2009, she founded the Pepperwood Foundation and served for over a decade as its first executive director. It is now a leading institute for regional climate resilience in Northern California. She also founded the North Bay Climate Adaptation Initiative. In addition to founding those organizations, Dr. Micheii has also worked as a senior researcher for the Sonoma Ecology Center and as a director of the Rutherford Reach Restoration of the Napa River. Through her work, Dr. Micheli developed near real-time climate and wildfire risk data that have made our region a leader in preparedness and response to extreme climate events.

Her leadership extends to the boards of many agencies and organizations dedicated to combating the climate crisis, Dr. Micheli has served the City of Sonoma as a Community Services and Environment Commissioner and on the Board of Directors of both After the Fire USA and the Wildlands Network. Moreover, she has served on the steering committees of the California Biodiversity Network and the Golden Gate Biosphere Network.

Mr. Speaker, it is evident that Dr. Lisa Micheli is a leader dedicated to preventing and mitigating wildfires as well as to combatting the climate crisis. Therefore, it is fitting that we honor her here today as Sonoma County's 2024 Climate Crisis Champion.

RECOGNIZING THE 2024 HERNDON-RESTON ROTARY CITIZEN OF THE YEAR

HON. GERALD E. CONNOLLY

OF VIRGINIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. CONNOLLY. Mr. Speaker, I rise to recognize the 2024 Herndon-Reston Rotary Citizen of the Year, Renee Gorman.

Every year, the Herndon-Reston Rotary Club selects an extraordinary individual who has made significant contributions to our community. This year marks Rotary's 55th year of celebrating incredible citizens in the Northern Virginia area. After decades of recipients, the Herndon-Reston Rotary has no shortage of deserving candidates, and this year's honoree is proof of that.

Renee Gorman, this year's Citizen of the Year, is someone who has made an incredible impact and difference in our community for decades. As the mother of three daughters, helping children feel confident and have healthy self-esteem has been Renee's job for the last 25 years. Renee was a School Counselor for over 20 years where she was able to advocate for children and help them feel socially and emotionally strong.

In her work with children in school, Renee realized that more could be done for the children and their families in our community. She began working with a non-profit, Code 3 Association, to forge positive relationships between the police department and local at-risk communities. The success of this program was featured in the Washington Post and Associated Press and helped inspire Renee to go further to address the emotional needs of young children in the community she witnessed daily through her work as a school counselor.

Renee, and a group of teachers and social workers in Herndon, recognized an urgent and growing need to provide support to young girls in the community, many of whom were suffering as a result of poverty and trauma. What started as an after-school program became She Believes in Me (SBIM), a non-profit organization dedicated to transforming our community and the lives of the children in Northern Virginia.

SBIM knows that every child can have the skills and resources to thrive. This primarily volunteer-run organization serves vulnerable children and their families who face a wide variety of challenges on a daily basis. When parents are focused on providing the very basic necessities for their children, they often need a little extra help. SBIM provides nutritious food and a healthy support system for the entire family. They teach children to handle conflict, manage emotions, overcome setbacks, and build meaningful relationships. Renee has spent decades focusing on not just the physical health of children, but their emotional and mental well-being, and that is at the core of SBIM's mission.

Mr. Speaker, I ask that my colleagues join me in congratulating Renee Gorman on this incredible award and thanking her for her committed and selfless service to our community. Renee has impacted countless lives in her time in the schools and now continues to expand that impact through She Believes in Me. Families in our community will have a brighter future because of dedicated individuals like Renee Gorman.

RECOGNIZING CONGRESSIONAL PATRIOT AWARD RECIPIENT KYLE FRAZER

HON. PAT FALLON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. FALLON. Mr. Speaker, I rise today to recognize Mr. Kyle Frazer and present him with the Congressional Patriot Award. Kyle is currently a Major in the United States Army and served as my Defense Fellow from January 2023 to December 2023. With his help, we were able to include numerous provisions in the FY '24 National Defense Authorization Act to support our warfighters and ensure the United States remains the greatest fighting force the world has ever seen.

Kyle has an extensive military background as an infantry officer to include service with the 82nd Airborne Division. True to his Ranger Creed, he has continuously risen to the occasion during his service to include the new challenges he faced as a defense fellow. During his time with my office, Kyle was an essential element of our defense team and set the bar high for all future fellows.

Kyle's efforts will be felt throughout my district and the country, as he delivered critical safety upgrades for Army vehicles and helped me introduce legislation to ensure veterans receive the quality mental health care they deserve. I commend Kyle for his dedication to taking care of our servicemembers and veterans. I have no doubt that he will continue to excel as a member of the Army's House Legislative Liaison Division. I wish him continued success for many years to come.

It is an honor to bestow Kyle with the Patriot Award for his exceptional service to our Nation and the people of North Texas.

RECOGNIZING CARTER ALTSTAETTER ON HIS OFFER OF APPOINTMENT TO ATTEND THE UNITED STATES NAVAL ACADEMY

HON. ROBERT E. LATTA

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. LATTA. Mr. Speaker, it is my great pleasure to pay special tribute to an outstanding student from Ohio's Fifth Congressional District. I am pleased to announce that Carter Altstaetter of Celina, Ohio, has been offered an appointment to the United States Naval Academy in Annapolis, Maryland.

Carter's offer of appointment permits him to attend the United States Naval Academy this fall with the incoming Class of 2028. Attending one of our Nation's military academies not only offers the opportunity to serve our country, but also guarantees a world-class education while undertaking one of the most challenging and rewarding experiences of their lives.

Carter brings a tremendous amount of leadership, service, and dedication to the incoming Class of 2028. While attending Celina High School, he participated in Fellowship of Christian Athletes, National Honor Society, and was on the honor role. Throughout high school, Carter was involved in football, basketball, and baseball, earning his varsity letter in all three. I am confident that he will carry the lessons of his student and athletic leadership to the Naval Academy.

Mr. Speaker, I ask my colleagues to join me in congratulating Carter Altstaetter on his offer of appointment to the United States Naval Academy. Our service academies offer the finest military training and education available, and I am positive that Carter will excel during his career at the Naval Academy. I ask my colleagues to join me in extending their best wishes to him as he begins his service to our Nation.

RECOGNIZING JUAN LUNA AVALOS

HON. BRITTANY PETTERSEN

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Ms. PETTERSEN. Mr. Speaker, I rise today to recognize Juan Luna Avalos for earning the Arvada Wheat Ridge Service Ambassadors for Youth Award.

Juan 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 Juan, develop crucial skills and a work ethic that will guide them for the rest of their lives. This award is a testament to Juan'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 Juan Luna Avalos on achieving the Arvada Wheat Ridge Service Ambassadors for Youth Award.

HONORING JILL ORR

HON. MIKE THOMPSON

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of California. Mr. Speaker, I rise today to honor Jill Orr, whom I have named the 2024 Woman of the Year for Solano County because of her excellent work in our community. Woman of the Year recognizes women who have made important contributions to California's 4th Congressional District in Arts and Culture, Professional Achievement, Entrepreneurship and Innovation or Community Service.

Ms. Orr was born and raised in Dixon, California, and still lives there with her husband Greg and their three sons. She is a fourth generation Dixon resident, having graduated from Dixon High School in 1974. She has held a real estate license since 1986.

Ms. Orr is a prominent leader in the business community. She is the immediate past president of the Dixon Chamber of Commerce and current president of the Downtown Dixon Business Association. She also owns her own business in Dixon, which employs 22 people. Additionally, she is the immediate past president of Native Daughters of the Golden West.

Notably, Ms. Orr has given back to our Solano County community as an elected official. She served as a Dixon City Councilwoman as well as a Dixon Planning Commissioner. She was also recently rewarded the Citizen of the Year award for her distinguished service to the Dixon community.

Ms. Orr has been very involved in our Dixon community in other ways as well. For example, she founded the very successful Annual Grillin' and Chillin' Dixon as well as Dixon Railroad Days. She has also chaired the yearly Wine and Art Stroll, as well as the Beer Stroll in Dixon. Further, she has chaired the Dixon Christmas Tree Lighting Festival for over 25 years. She also previously ran the Dixon Mayfair Parade. Her dedicated involvement in our community is commendable.

Ms. Orr's passion for service is evident through her life and work. She has always aspired to ensure that her memories of growing up in Dixon are maintained and are passed on to those who are now a part of our community. She also has a passion for supporting and uplifting businesses and ensuring that they are successful.

Mr. Speaker, we thank Ms. Jill Orr for her excellent service and passion for our community. Therefore, it is fitting that we honor her here today as Solano County's 2024 Woman of the Year.

HONORING MARKYEL PITTMAN

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise today to honor a remarkable servant, Markyel Pittman.

Markyel Pittman hails from the vibrant city of Grenada, MS, and boasts an impressive educational journey, having graduated from Grenada High School, Holmes Community College, and Jackson State University.

Throughout Mr. Pittman's undergraduate tenure, he epitomized the essence of a campus leader and community servant. His illustrious track record includes hold esteemed positions such as Mr. Junior, JSU and MS NAACP Youth & College State President, Fannie-Lou-Hammer Pre-Law Society President, Pre-Alumni Counsil President, Vice President of Men of Excellence, Intervarsity, and Collegiate 100.

Mr. Pittman is a proud Spring 2024 Initiate of the Rho Xi Lambda Chapter of Alpha Phi Alpha Fraternity, Inc. Additionally, Mr. Pittman's academic prowess has garnered his accolades such as the JSU Presidential & Dean's Scholar, the Political Science Fannie-Lou-Hammer Award, Golden Key Honor Society, Phi Kappa Phi Honor Society and Alpha Kappa Mu Honor Society. Mr. Pittman's commitment to community empowerment is further underscored by prestigious recognitions including the Mississippi Votes Emerging Trailblazer Award.

Mr. Pittman's dedication to public service is exemplified by his internships in my Greenwood District Office and his current role as the Youth Civic Engagement Coordinator for Mississippi Votes, where he focuses on central Mississippi. He has championed causes such as student debt relief, serving as a vocal advocate and engaging directly with policymakers such as Secretary of Education, Miguel Cardona.

Notably, Mr. Pittman has been a dynamic force in voter registration drives, successfully registering over 1,000 Mississippians. He has also delivered impactful speeches, including as the closing speaker at the NAACP's 114th National Convention for the youth and college division.

Mr. Pittman draws strength from his faith, firmly believing that his voice, connections, and knowledge are divine gifts bestowed upon him to champion the cause of the oppressed. His guiding scripture, Romans 8:31, encapsulates his unwavering resolve: "What then shall we say in response to these things, if God be for us, who can be against us?"

Markyel Pittman stands as a beacon of hope and a catalyst for change in his community and beyond.

Mr. Speaker, I ask my colleagues to join me in recognizing Mr. Markyel Pittman, for his dedication and tenacity to serving his community and desire to be an example for all.

COMMEMORATING THE 75TH ANNIVERSARY OF THE FORT LAUDERDALE DOG CLUB

HON. JARED MOSKOWITZ

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 1, 2024

Mr. MOSKOWITZ. Mr. Speaker, I rise today to commemorate a truly significant milestone—the 75th Anniversary of the Fort Lauderdale Dog Club. This occasion will be celebrated at its upcoming dog show at the South Florida Fairgrounds from April 26–28, 2024.

The Fort Lauderdale Dog Club, founded in 1949, has had a remarkable journey. From its inception as an obedience training club, it has evolved into a distinguished all-breed American Kennel Club (AKC) member club, earning its place in the hearts of dog lovers nationwide.

Mr. Speaker, as a dog owner and lover of dogs, I am honored to recognize the Fort Lauderdale Dog Club on its 75th anniversary.

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate of February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place and purpose of the meetings, when scheduled and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for printing in the Extensions of Remarks section of the CONGRESSIONAL RECORD on Monday and Wednesday of each week.

Meetings scheduled for Thursday, May 2, 2024 may be found in the Daily Digest of today's RECORD.

MEETINGS SCHEDULED

MAY 8

10 a.m.

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.

SD–124

Committee on Appropriations

Subcommittee on Defense

To hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of Defense.

SD–192

Committee on the Budget

To hold hearings to examine alleviating administrative burdens in health care, focusing on reducing paperwork and cutting costs.

SD–608

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.

SD–406

Committee on the Judiciary

To hold hearings to examine the urgent need to protect immigrant youth.

SD–106

10:30 a.m.

Committee on Appropriations

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.

SD–562

2:30 p.m.

Committee on Appropriations

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.

SD–124

Committee on Indian Affairs

To receive a briefing on the Alyce Spotted Bear and Walter Soboleff Commission's Report on Native Children.

SD–628

3 p.m.

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.

SD–G50

4 p.m.

Committee on Armed Services

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.

SR–232A

4:45 p.m.

Committee on Armed Services

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.

SR–222

MAY 16

9:30 a.m.

Committee on Armed Services

To hold hearings to examine the posture of the Department of the Navy in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program; to be immediately followed by a closed session in SVC–217.

SH–216

MAY 21

2:30 p.m.

Committee on Health, Education, Labor, and Pensions

Subcommittee on Primary Health and Retirement Security

To hold hearings to examine feeding a healthier America, focusing on current efforts and potential opportunities for Food is Medicine.

SD–430

Daily Digest

HIGHLIGHTS

See Résumé of Congressional Activity.

Senate

Chamber Action

Routine Proceedings, pages S3097–S3294

Measures Introduced: Nineteen bills and five resolutions were introduced, as follows: S. 4218–4236, S.J. Res. 74–75, and S. Res. 666–668.

Pages S3134–35

Measures Passed:

Honoring the Life of Former Senator Daniel Robert Graham: Senate agreed to S. Res. 668, honoring the life of Daniel Robert "Bob" Graham, former Senator for the State of Florida.

Pages S3293–94

Keeping Military Families Together Act: Committee on Veterans' Affairs was discharged from further consideration of S. 2181, to amend title 38, United States Code, to repeal the sunset on entitlement to memorial headstones and markers for commemoration of veterans and certain individuals and to repeal the sunset on authority to bury remains of certain spouses and children in national cemeteries, and the bill was then passed. **Page S3294**

Mark Our Place Act: Committee on Veterans' Affairs was discharged from further consideration of S. 3126, to amend title 38, United States Code, to authorize the Secretary of Veterans Affairs to furnish or replace a headstone, marker, or medallion for the grave of an eligible Medal of Honor recipient regardless of the recipient's dates of service in the Armed Forces, and the bill was then passed. **Page S3294**

Measures Considered:

Securing Growth and Robust Leadership in American Aviation Act—Agreement: Senate resumed consideration of the motion to proceed to 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. **Pages S3107–23**

During consideration of this measure today, Senate also took the following action:

By 89 yeas to 10 nays (Vote No. 157), three-fifths of those Senators duly chosen and sworn, having voted in the affirmative, Senate agreed to the motion to close further debate on the motion to proceed to consideration of the bill. **Page S3111**

A unanimous-consent agreement was reached providing for further consideration of the motion to proceed to consideration of the bill, post-cloture, at approximately 10 a.m., on Thursday, May 2, 2024; and that all time be considered expired at 1:45 p.m. **Page S3294**

Message from the President: Senate received the following message from the President of the United States:

Transmitting, pursuant to law, a report to advise that he is exercising his authority to designate an Acting Inspector General of the Department of Commerce; which was referred to the Committee on Commerce, Science, and Transportation. (PM–49)

Page S3129

Nominations Confirmed: Senate confirmed the following nominations:

By 54 yeas to 44 nays (Vote No. EX. 156), Georgia N. Alexakis, of Illinois, to be United States District Judge for the Northern District of Illinois.

Pages S3106–07, S3294

Gary D. Grimes, Sr., of Arkansas, to be United States Marshal for the Western District of Arkansas for the term of four years.

Clinton J. Fuchs, of Maryland, to be United States Marshal for the District of Maryland for the term of four years. **Page S3294**

Messages from the House: **Pages S3129–30**

Measures Referred: **Page S3130**

Enrolled Bills Presented: **Page S3130**

Executive Communications: **Pages S3130–32**

Executive Reports of Committees: **Pages S3132–34**

Additional Cosponsors: Pages S3135–37

Statements on Introduced Bills/Resolutions: Pages S3137–39

Additional Statements: Pages S3127–29

Amendments Submitted: Pages S3139–S3293

Authorities for Committees to Meet:

Privileges of the Floor: Page S3293

Record Votes: Two record votes were taken today. (Total—157) Pages S3106–07, S3111

Adjournment: Senate convened at 10:01 a.m. and adjourned, as a further mark of respect to the memory of the late Daniel Robert "Bob" Graham, former Senator for the State of Florida, in accordance with S. Res. 668, at 6:58 p.m., until 10 a.m. on Thursday, May 2, 2024. (For Senate's program, see the remarks of the Acting Majority Leader in today's Record on page S3294.)

Committee Meetings

(Committees not listed did not meet)

APPROPRIATIONS: MILITARY CONSTRUCTION AND FAMILY HOUSING

Committee on Appropriations: Subcommittee on Military Construction, Veterans Affairs, and Related Agencies concluded a hearing to examine proposed budget estimates and justification for fiscal year 2025 for military construction and family housing, after receiving testimony from Brendan Owens, Assistant Secretary for Energy, Installations, and Environment, Office of the Secretary, Vice Admiral Jeffrey T. Jablon, Deputy Chief of Naval Operations for Installations and Logistics, United States Navy, Lieutenant General Edward Banta, Deputy Commandant, Installations and Logistics, United States Marine Corps, Lieutenant General Kevin Vereen, Deputy Chief of Staff, G–9, United States Army, Lieutenant General Tom Miller, Deputy Chief of Staff for Logistics, Engineering, and Force Protection, United States Air Force, and Bruce Hollywood, Associate Chief Operations Officer, United States Space Force, all of the Department of Defense.

APPROPRIATIONS: EPA

Committee on Appropriations: Subcommittee on Interior, Environment, and Related Agencies concluded a hearing to examine proposed budget estimates and justification for fiscal year 2025 for the Environmental Protection Agency, after receiving testimony from Michael S. Regan, Administrator, Environmental Protection Agency.

BUSINESS MEETING

Committee on Armed Services: Committee ordered favorably reported 743 nominations in the Army, Navy, Air Force, Marine Corps, and Space Force.

JOINT FORCES READINESS

Committee on Armed Services: Subcommittee on Readiness and Management Support concluded a hearing to examine the current readiness of the Joint Force, after receiving testimony from General James J. Mingus, USA, Vice Chief of Staff of the Army, Department of the Army, Admiral James W. Kilby, USN, Vice Chief of Naval Operations, and General Christopher J. Mahoney, USMC, Assistant Commandant of the Marine Corps, both of the Department of the Navy, and General James C. Slife, USAF, Vice Chief of Staff of the Air Force, and General Michael A. Guetlein, USSF, Vice Chief of Space Operations, both of the Department of the Air Force, all of the Department of Defense; and Diana C. Maurer, Director, Defense Capabilities and Management, Government Accountability Office.

DEFENSE AUTHORIZATION REQUEST AND FUTURE YEARS DEFENSE PROGRAM

Committee on Armed Services: Subcommittee on Seapower concluded a hearing to examine Navy and Marine Corps investment programs in review of the Defense Authorization Request for Fiscal Year 2025 and the Future Years Defense Program, after receiving testimony from Nickolas H. Guertin, Assistant Secretary of the Navy for Research, Development, and Acquisition, Vice Admiral James E. Pitts, USN, Deputy Chief of Naval Operations for Warfighting Requirements and Capabilities, and Lieutenant General Karsten S. Heckl, USMC, Deputy Commandant for Combat Development and Integration, all of the Department of Defense.

CLIMATE CHANGE

Committee on the Budget: Committee concluded a hearing to examine Big Oil's evolving efforts to avoid accountability for climate change, after receiving testimony from Representative Raskin; Michael Ratner, Specialist in Energy Policy, Congressional Research Service, Library of Congress; Sharon Y. Eubanks, former Director, Tobacco Litigation Team, Department of Justice; Geoffrey Supran, University of Miami Rosenstiel School of Marine, Atmospheric, and Earth Science, Miami, Florida; and Ariel Cohen, International Tax and Investment Center, Washington, D.C.

BUSINESS MEETING

Committee on Commerce, Science, and Transportation: Committee ordered favorably reported the nominations of Daniel B. Maffei, of New York, and Rebecca

F. Dye, of North Carolina, both to be a Federal Maritime Commissioner, Jennifer L. Homendy, of Virginia, to be Chairman of the National Transportation Safety Board, and to be a Member of the National Transportation Safety Board, Patrick John Fuchs, of Wisconsin, to be a Member of the Surface Transportation Board, and routine lists in the Coast Guard.

BUSINESS MEETING

Committee on Environment and Public Works: Committee ordered favorably reported the following business items:

S. 3738, to reauthorize the Great Lakes Restoration Initiative;

A Committee Resolution to rescind approval of lease prospectus by the General Services Administration identified as POH–01–CL22; and

The nomination of Christopher T. Hanson, of Michigan, to be a Member of the Nuclear Regulatory Commission.

HACKING AMERICA'S HEALTH CARE

Committee on Finance: Committee concluded a hearing to examine hacking America's health care, focusing on assessing the Change Healthcare cyber attack and what's next, after receiving testimony from Andrew Witty, UnitedHealth Group, Minnetonka, Minnesota.

SUDAN

Committee on Foreign Relations: Committee concluded a hearing to examine conflict and humanitarian emergency in Sudan, focusing on an urgent call to action, after receiving testimony from Tom Perriello, Special Envoy for Sudan, Department of State.

BUSINESS MEETING

Committee on Homeland Security and Governmental Affairs: Committee ordered favorably reported the nominations of Colleen Duffy Kiko, of North Dakota, and Anne Marie Wagner, of Virginia, both to be a Member of the Federal Labor Relations Authority, and David Huitema, of Maryland, to be Director of the Office of Government Ethics.

BUSINESS MEETING

Committee on Indian Affairs: Committee ordered favorably reported the following bills:

S. 616, to amend the Leech Lake Band of Ojibwe Reservation Restoration Act to provide for the transfer of additional Federal land to the Leech Lake Band of Ojibwe, with an amendment;

S. 2796, to provide for the equitable settlement of certain Indian land disputes regarding land in Illinois;

S. 2868, to accept the request to revoke the charter of incorporation of the Lower Sioux Indian Community in the State of Minnesota at the request of that Community;

S. 3022, to amend the Indian Health Care Improvement Act to allow Indian Health Service scholarship and loan recipients to fulfill service obligations through half-time clinical practice, with an amendment in the nature of a substitute; and

H.R. 1240, to transfer administrative jurisdiction of certain Federal lands from the Army Corps of Engineers to the Bureau of Indian Affairs, to take such lands into trust for the Winnebago Tribe of Nebraska.

INDIAN AFFAIRS LEGISLATION

Committee on Indian Affairs: Committee concluded a hearing to examine S. 465, to require Federal law enforcement agencies to report on cases of missing or murdered Indians, and S. 2695, to amend the Indian Law Enforcement Reform Act to provide for advancements in public safety services to Indian communities, after receiving testimony from Bryan Newland, Assistant Secretary of the Interior for Indian Affairs; Chief Chris Sutter, Tulalip Tribal Police Department, Tulalip, Washington, on behalf of the Affiliated Tribes of Northwest Indians; and Mark Macarro, National Congress of American Indians, Washington, D.C.

BUSINESS MEETING

Committee on Veterans' Affairs: Committee ordered favorably reported the Major Medical Lease Committee Resolution.

VA BUDGET

Committee on Veterans' Affairs: Committee concluded a hearing to examine the President's proposed budget request for fiscal year 2025, and 2026 advance appropriations requests, for the Department of Veterans Affairs, after receiving testimony from Denis McDonough, Secretary of Veterans Affairs; and Roscoe Butler, Paralyzed Veterans of America, Shane Liermann, Disabled American Veterans, and Kristina Keenan, Veterans of Foreign Wars, all of Washington, D.C.

INTELLIGENCE

Select Committee on Intelligence: Committee met in closed session to receive a briefing on certain intelligence matters from officials of the intelligence community.

House of Representatives

Chamber Action

Public Bills and Resolutions Introduced: 29 public bills, H.R. 8193–8221; and 9 resolutions, H.J. Res. 133–136; H. Con. Res. 105; and H. Res. 1188–1191, were introduced. **Pages H2827–29**

Additional Cosponsors: **Page H2831**

Report Filed: A report was filed today as follows:

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'' (H. Rept. 118–480). **Page H2827**

Speaker: Read a letter from the Speaker wherein he appointed Representative Houchin to act as Speaker pro tempore for today. **Page H2773**

Recess: The House recessed at 11:13 a.m. and reconvened at 12 p.m. **Page H2781**

Antisemitism Awareness Act: The House passed H.R. 6090, to provide for the consideration of a definition of antisemitism set forth by the International Holocaust Remembrance Alliance for the enforcement of Federal antidiscrimination laws concerning education programs or activities, by a yea-and-nay vote of 320 yeas to 91 nays, Roll No. 172.

Pages H2790–97, H2814

H. Res. 1173, the rule providing for consideration of the bills (H.R. 615), (H.R. 2925), (H.R. 3195), (H.R. 764), (H.R. 3397), (H.R. 6285), and (H.R. 6090) was agreed to yesterday, April 30th.

Alaska's Right to Produce Act: The House passed H.R. 6285, to ratify and approve all authorizations, permits, verifications, extensions, biological opinions, incidental take statements, and any other approvals or orders issued pursuant to Federal law necessary for the establishment and administration of the Coastal Plain oil and gas leasing program, by a recorded vote of 214 ayes to 199 noes with two answering ''present'', Roll No. 174. **Pages H2804–13, H2814–16**

Rejected the Castor (FL) motion to recommit the bill to the Committee on Natural Resources by a yea-and-nay vote of 201 yeas to 211 nays, Roll No. 173. **Pages H2814–15**

Pursuant to the Rule, the amendment in the nature of a substitute recommended by the Committee on Natural Resources now printed in the bill, modified by the amendment printed in part A of H. Rept. 118–477, shall be considered as adopted.

Pages H2804–05

Agreed to:

Stauber amendment (No. 1 printed in part B of H. Rept. 118–477) that makes a technical change to the legislation, updating the correct Federal Register citation relating to the Biden Administration's rule titled ''Management and Protection of the National Petroleum Reserve in Alaska.''. **Page H2805**

H. Res. 1173, the rule providing for consideration of the bills (H.R. 615), (H.R. 2925), (H.R. 3195), (H.R. 764), (H.R. 3397), (H.R. 6285), and (H.R. 6090) was agreed to yesterday, April 30th.

Mining Regulatory Clarity Act: The House agreed to the Leger Fernandez motion to recommit 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, to the Committee on Natural Resources, by a yea-and-nay vote of 210 yeas to 204 nays, Roll No. 175. **Pages H2797–H2804, H2816**

Denouncing the Biden administration's immigration policies: The House agreed to H. Res. 1112, denouncing the Biden administration's immigration policies, by a yea-and-nay vote of 223 yeas to 191 nays, Roll No. 176. **Pages H2816–17**

Meeting Hour: Agreed by unanimous consent that when the House adjourns today, it adjourn to meet at 10 a.m. tomorrow, May 2nd, and further when the House adjourns on that day, it adjourn to meet at noon on Monday, May 6, 2024 for morning-hour debate. **Page H2817**

Presidential Message: Read a message from the President transmitting a notification that he is designating Jill Baisinger as Acting Inspector General of the Department of Commerce, effective 30 days from today—referred to the Committee on Oversight and Accountability and ordered to be printed (H. Doc. 118–134). **Page H2820**

Senate Referral: S. 2116 was held at the desk. **Page H2797**

Senate Message: Message received from the Senate today appears on page H2797.

Quorum Calls—Votes: Four yea-and-nay votes and one recorded vote developed during the proceedings of today and appear on pages H2814, H2814–15, H2815–16, H2816 and H2816–17.

Adjournment: The House met at 10 a.m. and adjourned at 6:40 p.m.

Committee Meetings

APPROPRIATIONS—U.S. DEPARTMENT OF AGRICULTURE'S FARM PRODUCTION AND CONSERVATION MISSION AREA

Committee on Appropriations: Subcommittee on Agriculture, Rural Development, Food and Drug Administration, and Related Agencies held a budget hearing on the U.S. Department of Agriculture's Farm Production and Conservation (FPAC) Mission Area. Testimony was heard from the following Department of Agriculture officials: Robert Bonnie, Under Secretary for Farm Production and Conservation; Marcia Bunger, Administrator, Risk Management Agency; Terry J. Cosby, Chief, Natural Resources Conservation Service; and Zach Ducheneaux, Administrator, Farm Service Agency.

APPROPRIATIONS—U.S. COAST GUARD

Committee on Appropriations: Subcommittee on Homeland Security held a budget hearing on the U.S. Coast Guard. Testimony was heard from Admiral Linda L. Fagan, Commandant, U.S. Coast Guard.

APPROPRIATIONS—INDIAN HEALTH SERVICE

Committee on Appropriations: Subcommittee on Interior, Environment, and Related Agencies held a budget hearing on the Indian Health Service, Department of Health and Human Services. Testimony was heard from Roselyn Tso, Director, Indian Health Service, Department of Health and Human Services; and Jillian Curtis, Director of the Office of Finance and Accounting, Indian Health Service, Department of Health and Human Services.

APPROPRIATIONS—DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Committee on Appropriations: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a budget hearing on the Department of Housing and Urban Development. Testimony was heard from Adrianne Todman, Acting Secretary, Department of Housing and Urban Development.

APPROPRIATIONS—ARTS AND HUMANITIES

Committee on Appropriations: Subcommittee on Interior, Environment, and Related Agencies held a budget hearing on the Arts and Humanities. Testimony was heard from Lonnie G. Bunch III, Secretary, Smithsonian Institution; Kaywin Feldman, Director, National Gallery of Art; Maria Rosario Jackson, Chair, National Endowment for the Arts; and Shelly C. Lowe, Chair, National Endowment for the Humanities.

APPROPRIATIONS—ARMY MILITARY CONSTRUCTION AND FAMILY HOUSING

Committee on Appropriations: Subcommittee on Military Construction, Veterans Affairs, and Related Agencies held a budget hearing on Army Military Construction and Family Housing. Testimony was heard from Rachel Jacobson, Assistant Secretary of the Army for Installations, Energy and Environment, Department of the Army; and Lieutenant General Kevin Vereen, Deputy Chief of Staff G9, Installation Management Command, U.S. Army.

DEPARTMENT OF THE NAVY FISCAL YEAR 2025 BUDGET REQUEST

Committee on Armed Services: Full Committee held a hearing entitled ''Department of the Navy Fiscal Year 2025 Budget Request''. Testimony was heard from Carlos Del Toro, Secretary of the Navy, Department of the Navy; Admiral Lisa M. Franchetti, Chief of Naval Operations, Department of the Navy; and General Eric M. Smith, Commandant, U.S. Marine Corps.

FY25 BUDGET REQUEST FOR NATIONAL SECURITY SPACE PROGRAMS

Committee on Armed Services: Subcommittee on Strategic Forces held a hearing entitled ''FY25 Budget Request for National Security Space Programs''. Testimony was heard from John Plumb, Assistant Secretary of Defense for Space Policy, Office of the Under Secretary of Defense for Policy, Department of Defense; Frank Calvelli, Assistant Secretary of the Air Force for Acquisition and Integration, Office of the Secretary of the Air Force; Troy Meink, Principal Deputy Director, National Reconnaissance Office, Department of Defense; and Tonya Wilkerson, Deputy Director, National Geospatial-Intelligence Agency, Department of Defense.

EXAMINING THE POLICIES AND PRIORITIES OF THE DEPARTMENT OF LABOR

Committee on Education and Workforce: Full Committee held a hearing entitled ''Examining the Policies and Priorities of the Department of Labor''. Testimony was heard from Julie A. Su, Acting Secretary, Department of Labor.

THE FISCAL YEAR 2025 DEPARTMENT OF ENERGY BUDGET

Committee on Energy and Commerce: Subcommittee on Energy, Climate, and Grid Security held a hearing entitled ''The Fiscal Year 2025 Department of Energy Budget''. Testimony was heard from Jennifer M. Granholm, Secretary, Department of Energy.

EXAMINING THE CHANGE HEALTHCARE CYBERATTACK

Committee on Energy and Commerce: Subcommittee on Oversight and Investigations held a hearing entitled "Examining the Change Healthcare Cyberattack". Testimony was heard from a public witness.

MERGER POLICIES OF THE FEDERAL BANKING AGENCIES

Committee on Financial Services: Subcommittee on Financial Institutions and Monetary Policy held a hearing entitled "Merger Policies of the Federal Banking Agencies". Testimony was heard from James L. Anderson, Deputy General Counsel, Federal Deposit Insurance Corporation; and Ted Dowd, Acting Senior Deputy Comptroller and Chief Counsel, Office of the Comptroller of the Currency, Department of the Treasury.

FROM 1979 TO 2024: EVALUATING THE TAIWAN RELATIONS ACT AND ASSESSING THE FUTURE OF U.S.-TAIWAN RELATIONS

Committee on Foreign Affairs: Subcommittee on the Indo-Pacific held a hearing entitled "From 1979 to 2024: Evaluating the Taiwan Relations Act and Assessing the Future of U.S.-Taiwan Relations". Testimony was heard from Daniel J. Kritenbrink, Assistant Secretary, Bureau of East Asian and Pacific Affairs, Department of State.

SURVEYING CIRCIA: SECTOR PERSPECTIVES ON THE NOTICE OF PROPOSED RULEMAKING

Committee on Homeland Security: Subcommittee on Cybersecurity and Infrastructure Protection held a hearing entitled "Surveying CIRCIA: Sector Perspectives on the Notice of Proposed Rulemaking". Testimony was heard from public witnesses.

HEARING ON THE WEAPONIZATION OF THE FEDERAL GOVERNMENT

Committee on the Judiciary: Select Subcommittee on the Weaponization of the Federal Government held a hearing entitled "Hearing on the Weaponization of the Federal Government". Testimony was heard from public witnesses.

MISCELLANEOUS MEASURES

Committee on the Judiciary: Full Committee held a markup on H.R. 3325, the "Recruit and Retain Act"; and H.R. 8146, the "Police Our Borders Act". H.R. 3325 and H.R. 8146 were ordered reported, as amended.

EXAMINING THE PRESIDENT'S FY 2025 BUDGET REQUEST FOR THE DEPARTMENT OF THE INTERIOR

Committee on Natural Resources: Full Committee held a hearing entitled "Examining the President's FY 2025 Budget Request for the Department of the Interior". Testimony was heard from Deb Haaland, Secretary, Department of the Interior.

A HEARING WITH THE PRESIDENT OF ECOHEALTH ALLIANCE, DR. PETER DASZAK

Committee on Oversight and Accountability: Select Subcommittee on the Coronavirus Pandemic held a hearing entitled "A Hearing with the President of EcoHealth Alliance, Dr. Peter Daszak". Testimony was heard from a public witness.

DISASTER MITIGATION: REVIEWING THE EFFECTIVENESS AND COSTS OF FEMA'S RESILIENCE PROGRAMS

Committee on Transportation and Infrastructure: Subcommittee on Economic Development, Public Buildings, and Emergency Management held a hearing entitled "Disaster Mitigation: Reviewing the Effectiveness and Costs of FEMA's Resilience Programs". Testimony was heard from Victoria Salinas, Senior Official Performing the Duties of Deputy Administrator, Office of Resilience, Federal Emergency Management Agency, Department of Homeland Security.

MISCELLANEOUS MEASURES

Committee on Veterans' Affairs: Full Committee held a markup on H.R. 705, the "Veterans 2nd Amendment Protection Act"; H.R. 2499, the "VA Supply Chain Management System Authorization Act"; H.R. 2911, the "Fairness for Servicemembers and their Families Act of 2023"; H.R. 4424, the "Vietnam Veterans Liver Fluke Cancer Study Act"; H.R. 5794, the "VA Peer Review Neutrality Act"; H.R. 5870, the "Veteran Appeals Transparency Act of 2024"; H.R. 6324, the "FY24 VA Major Medical Facility Authorization Act"; H.R. 6452, the "Veterans Scam and Fraud Evasion Act"; H.R. 6531, the "TRAIN VA Employees Act"; H.R. 6538, the "VA Correct Compensation Act"; H.R. 6874, the "VA WEB Act"; H.R. 7100, the "Prioritizing Veterans' Survivors Act"; H.R. 7150, the "Survivor Benefits Delivery Improvement Act of 2024"; H.R. 7323, the "Montgomery GI Bill Selected Reserves Tuition Fairness Act"; H.R. 7342, the "Veterans Accessibility Advisory Committee Act"; H.R. 7347, to amend title 38, United States Code, to direct the Secretary of Veterans Affairs to report on whether the Secretary will include certain psychedelic drugs in the formulary of the Department of Veterans Affairs; H.R. 7643, the "Veterans Congressional Work

Study Act of 2024''; H.R. 7653, the ''Veterans Employment Readiness Yield Act of 2024''; H.R. 7734, the ''Personnel Integrity in Veterans Affairs Act''; H.R. 7777, the ''Veterans' Compensation Cost-of-Living Adjustment Act of 2024''; H.R. 7816, the ''Clear Communications for Veterans Claims Act''; and Lease Resolutions. H.R. 7323, H.R. 7643, H.R. 705, H.R. 5870, H.R. 7816, H.R. 7150, H.R. 7734, H.R. 6452, H.R. 6874, H.R. 7342, H.R. 6531, H.R. 4424, H.R. 2499, and H.R. 6324 were ordered reported, as amended. H.R. 6538, H.R. 7653, H.R. 7100, H.R. 7777, H.R. 2911, H.R. 7347, H.R. 5794, and the Lease Resolutions were ordered reported, without amendment.

FY 2025 NATIONAL SECURITY AGENCY BUDGET REQUEST

Permanent Select Committee on Intelligence: Subcommittee on National Security Agency held a hearing entitled ''FY 2025 National Security Agency Budget Request''. Testimony was heard from General Timothy D. Haugh, Director, National Security Agency, Department of Defense. This hearing was closed.

Joint Meetings

No joint committee meetings were held.

COMMITTEE MEETINGS FOR THURSDAY, MAY 2, 2024

(Committee meetings are open unless otherwise indicated)

Senate

Committee on Appropriations: Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025 for the Department of Transportation, 10 a.m., SD–192.

Subcommittee on Military Construction, Veterans Affairs, and Related Agencies, to hold hearings to examine proposed budget estimates and justification for fiscal year 2025, and fiscal year 2026 advance appropriations requests, for the Department of Veterans Affairs, 10:30 a.m., SD–124.

Committee on Armed Services: to hold hearings to examine worldwide threats; to be immediately followed by a closed session in SVC–217, 9:30 a.m., SH–216.

Committee on Banking, Housing, and Urban Affairs: to hold hearings to examine how shrinkflation and technology impact consumers' finances, 10 a.m., SD–538.

Committee on Commerce, Science, and Transportation: Subcommittee on Communications, Media, and Broadband, to hold hearings to examine the future of broadband affordability, 10 a.m., SR–253.

Committee on Energy and Natural Resources: to hold hearings to examine the President's proposed budget request for fiscal year 2025 for the Department of the Interior, 10 a.m., SD–366.

Committee on Health, Education, Labor, and Pensions: to hold hearings to examine what Congress can do to address the severe shortage of minority health care professionals and the maternal health crisis, 10 a.m., SD–430.

House

No hearings are scheduled.

Résumé of Congressional Activity

SECOND SESSION OF THE ONE HUNDRED EIGHTEENTH CONGRESS

The first table gives a comprehensive résumé of all legislative business transacted by the Senate and House. The second table accounts for all nominations submitted to the Senate by the President for Senate confirmation.

DATA ON LEGISLATIVE ACTIVITY

January 3 through April 30, 2024

	Senate	*House*	*Total*
Days in session	65	59	..
Time in session	359 hrs, 34′	216 hrs, 60′	..
Congressional Record:			
Pages of proceedings	3,096	2,771	..
Extensions of Remarks	..	417	..
Public bills enacted into law	8	9	17
Private bills enacted into law	..	..	..
Bills in conference	..	..	..
Measures passed, total	141	200	341
Senate bills	33	9	..
House bills	16	145	..
Senate joint resolutions	2	1	..
House joint resolutions	1	1	..
Senate concurrent resolutions	4	3	..
House concurrent resolutions	5	8	..
Simple resolutions	80	33	..
Measures reported, total	*48	140	188
Senate bills	41	..	..
House bills	7	122	..
Senate joint resolutions	..	..	..
House joint resolutions	..	2	..
Senate concurrent resolutions	..	..	..
House concurrent resolutions	..	1	..
Simple resolutions	..	15	..
Special reports	3	2	..
Conference reports	..	..	..
Measures pending on calendar	262	56	..
Measures introduced, total	836	1,573	2,409
Bills	659	1,281	..
Joint resolutions	20	26	..
Concurrent resolutions	9	23	..
Simple resolutions	148	243	..
Quorum calls	5	1	..
Yea-and-nay votes	155	126	..
Recorded votes	..	44	..
Bills vetoed	1	..	..
Vetoes overridden	..	..	..

*These figures include all measures reported, even if there was no accompanying report. A total of 21 written reports have been filed in the Senate, 142 reports have been filed in the House.

DISPOSITION OF EXECUTIVE NOMINATIONS

January 3 through April 30, 2024

Civilian nominees, totaling 274 (including 95 nominees carried over from the First Session), disposed of as follows:	
Confirmed	64
Unconfirmed	208
Withdrawn	2
Other Civilian nominees, totaling 1,196 (including 745 nominees carried over from the First Session), disposed of as follows:	
Confirmed	135
Unconfirmed	981
Withdrawn	80
Air Force nominees, totaling 3,120 (including 111 nominees carried over from the First Session), disposed of as follows:	
Confirmed	769
Unconfirmed	2,351
Army nominees, totaling 3,995 (including 1,906 nominees carried over from the First Session), disposed of as follows:	
Confirmed	2,092
Unconfirmed	1,903
Navy nominees, totaling 608 (including 7 nominees carried over from the First Session), disposed of as follows:	
Confirmed	64
Unconfirmed	544
Marine Corps nominees, totaling 147 (including 6 nominees carried over from the First Session), disposed of as follows:	
Confirmed	96
Unconfirmed	51
Space Force nominees, totaling 13 (including 2 nominees carried over from the First Session), disposed of as follows:	
Confirmed	6
Unconfirmed	7

Summary

Total nominees carried over from the First Session	2,872
Total nominees received this Session	6,481
Total confirmed	3,226
Total unconfirmed	6,045
Total withdrawn	82
Total returned to the White House	0

Next Meeting of the **SENATE**

10 a.m., Thursday, May 2

Senate Chamber

Program for Thursday: Senate will continue consideration of the motion to proceed to consideration of H.R. 3935, Securing Growth and Robust Leadership in American Aviation Act, post-cloture.

At 1:45 p.m., Senate will vote on the motion to proceed to consideration of the bill.

Next Meeting of the **HOUSE OF REPRESENTATIVES**

10 a.m., Thursday, May 2

House Chamber

Program for Thursday: House will meet in Pro Forma session at 10 a.m.

Extensions of Remarks, as inserted in this issue

HOUSE

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