

Managers Package Amendment Summaries

1. Baldwin 1 as modified.

- This amendment would amend the Higher Education Act of 1965 to allow the use of Federal direct student loans to be used to finance flight training at accredited Part 141 flight schools and raise the maximum borrowing limits for Federal direct student loans up to \$107,500 to help finance the cost of accredited flight training required to obtain a commercial pilot license from certificate, 2-year, and 4-year degree programs. Additionally, the amendment requires a GAO report on the implementation of the program within 2 years of enactment.

2. Baldwin 2 as modified.

- This amendment would set up a pilot program at DOT to award flight training schools, with established pathways for employment with airlines, to recruit and provide training to veterans. This would help veterans, who are not already military aviators, to become commercial pilots and certified flight instructors, cover costs beyond existing veteran education benefits, and help grow the supply of qualified pilots to provide air service to rural airports across the country. To carry out this amendment, there is authorized to be appropriated \$5M for each fiscal year FY 2024 through FY 2028.

3. Baldwin 3 as modified.

- This amendment would strengthen Air Carrier Access Act (ACAA) enforcement to include protections of the rights of passengers with disabilities. It also ensures airplanes are designed to accommodate people with disabilities and airlines meet accessibility standards, including safe/effective boarding and deplaning, in-cabin wheelchair restraint systems, visually accessible announcements, among other improvements.

4. Baldwin 4 as modified.

- This amendment would require DOT to investigate any complaint alleging a violation of terms under the Air Carrier Access Amendments Act no later than 120 days after receipt of the complaint. Additionally, it requires that DOT provide in writing, both to the individual who filed complaint and the relevant air carrier or foreign air carrier, the facts underlying the complaint and any action the Secretary's taking in response to the complaint.

5. Blackburn 1.

- This amendment would prohibit the FAA from providing federal funds to certain foreign drone companies, prohibit the FAA from procuring or operating certain foreign drone companies, require the FAA to replace any such drones with a U.S. or allied drone within 1 year, and require the FAA submit a report to Congress detailing the cost and how many FAA drones violate this section. Foreign countries include China, Russia, Iran, North Korea, Venezuela, Cuba, and any other country the Administrator deems necessary.

6. Blackburn 2.

- This amendment would require the FAA submit a report to Congress 1 year after enactment of this bill on foreign regulators who fail to comply with the spirit of Bilateral Aviation Safety Agreements (BASAs), together with an analysis of the effects of such noncompliance on supply chains, and recommendations for legislation that address the issue.

7. Blackburn 3 as modified.

- This amendment would require the FAA submit semiannual reports to Congress that evaluates the use of designated pilot examiners for testing, including both written and practical tests. The reports must include analysis of effectiveness of designated pilot examiner deployments as well as recommendations to make improvements.

8. Blackburn 5.

- This amendment strikes section 702 provision on unrealistic or deceptive scheduling.

9. Blackburn-Lujan 6 as modified.

- This amendment would direct the FAA, in coordination with the National Telecommunications and Information Administration (NTIA), Federal Communications Commission (FCC) and aviation and commercial wireless industries to establish an R&D program to assist with development, testing, and certification of next generation radio altimeters across all necessary aircraft by 2028. The amendment would also enable FAA to award grants for radio altimeter R&D, including through public-private partnership grants, to enable accelerated technology development and support future production and installation of radio altimeters. This amendment also directs the Administrator to submit a report to Congress within 180 days of the enactment on the steps taken to date to carry out this program.

10. Budd 4, as modified.

- This amendment would permit the Administrator to amend regulations to allow a properly qualified pilot to conduct certain actions without regard to minimum altitudes and requires the Administrator to brief Congress if the regulations are not revised.

11. Budd 7.

- This amendment would require a GAO study, within 1 year after enactment, of FAA's use of Equal Access to Justice waivers as a condition of settlement under an enforcement action, together with legislative and administrative recommendations.

12. Budd 10 as modified.

- This amendment directs FAA to submit a plan to Congress to decrease operational impacts and improve general aviation access to airports with the Washington DC special flight rules area and flight restricted zone, within 1 year of enactment. The amendment also directs FAA to brief Congress within 180 days on the feasibility and associate costs of the plan.

13. Budd-Blackburn 15.

- This amendment would require FAA to retain certain responsibilities unless a state participating in the State Block Grant program expressly agrees to assume those responsibilities. The responsibilities include grant compliance investigations, determinations, and enforcement among other things.

14. Budd 16 as modified.

- This amendment would deconflict FAA and Senate rules regarding the authorization of carriage.

15. Budd 23 as modified.

- This amendment would add requirements to the rulemaking for powered lift (section 825) for FAA to provide a practical pathway for pilot qualification and operations.

16. Budd 25.

- This amendment would shorten the time for FAA to issue a proposed rule on Beyond Visual Line of Sight Operations (section 803) from 6 to 4 months and to issue a final rule from 2 years to 16 months.

17. Cantwell 5, as modified.

- This amendment would require the Controller General to complete an analysis of the airport service workforce and its impact and importance to the aviation economy not later than 180 days after enactment.

18. Cantwell-Cruz 6 as modified.

- This amendment adds various technical amendments throughout the bill.

19. Capito 1 as modified.

- This amendment would include a Sense of Congress that airline emergency medical kits be regularly examined and updated and should include overdose reversal medication such as Naloxone.

20. Cruz 8 as modified.

- This amendment would establish a process for enhanced security at commercial service airports for covered persons, including Presidential Cabinet members, federal judges, and Members of Congress, who are determined to be subject to threats.

21. Duckworth 4.

- This amendment would require the FAA to issue a proposed rule related to first aid and emergency medical kit equipment and training required for crew members on part 121 carriers. FAA would then be required, no later than 5 years after the final rule is issued, to review required contents of passenger aircraft emergency medical kits and relevant training for crew members once at least every five years.

22. Duckworth 5 as modified.

- This amendment would provide technical edits to the consumer protection title to improve accessibility for individuals with a disability. The modifications include requiring the authorized refund portal, ancillary fee disclosures, passenger rights information, voucher notifications, and consumer service dashboards to be accessible to people with disabilities.

23. Duckworth 8 as modified.

- This amendment would allow the use of PFC revenue to pay for costs incurred when an airport has to relocate a federal agency that works on airport grounds to another location at the airport due to terminal construction or renovation. The amendment states that such costs shall be limited to the replacement of existing workspace elements.

24. Fischer-Hickenlooper 1.

- This amendment would require a GAO study, within 1 year of enactment, on the extent of the commercial aviation pilot shortage and specific effects on regional and commuter carriers, together with recommendations for legislation and administrative actions.

25. Fischer-Duckworth 2.

- This amendment would amend Sec. 801, which establishes the Office of Advanced Aviation Technology and Innovation. The change to the provision adds to the duties of the Office to include the implementation of an online capability that allows stakeholders to review the status of their certification or approval applications, receive notice of deadlines and certification milestones, and other relevant information.

26. Fischer-Sullivan 3 as modified.

- This amendment would strike portions of Sec. 620, specifically two of the new grant assurances: 1) requiring a fixed based operator (FBO) to publicly disclose its prices and fees for the use of its services, products, and facilities at the airport and 2) requiring that an airport owner or operator will not impose unreasonable fees for transient aircraft parking that exceed the airport's cost to operate and maintain the transient parking area. The amendment instead includes a GAO study on fee transparency by fixed based operators. This amendment would revise a grant assurance established in Sec. 620 for airports receiving federal funding to continue providing 100 low-lead aviation gas until such time as a FAA-certified unleaded aviation gas replacement can be made available for purchase or use by general aviation aircraft operators at airports subject to certain conditions. The amendment also requires FAA and the EPA to not restrict the availability of 100 low-lead aviation gas in the State of Alaska through 2034 and requires GAO to issue a report to inform Alaska's transition to unleaded aviation gas.

27. Klobuchar 4 as modified.

- This amendment would require the Aviation Rulemaking Committee to review and recommend whether transport aircraft should be equipped with runway traffic alerting technology in order to reduce the risk of collision on runways, within 1 year of enactment.

28. Klobuchar 5 as modified.

- This amendment would require the Aviation Rulemaking Committee to review and recommend whether transport aircraft should be equipped with runway landing safety technology, within 1 year of enactment. These systems are meant to assist flight crew in making the land/go around decision and warn when more deceleration is required to avoid a runway overrun or if the pre-landing calculated stopping distance exceeds the available runway.

29. Lujan 1 as modified.

- This amendment would include the consideration of certain aircraft, including hot air balloons, when the FAA conducting its rulemaking on beyond visual line of sight (BVLOS) in low level airspace. The considerations are specific to the maneuverability or technology limitations of such aircraft.

30. Lujan-Markey-Warnock 2 as modified.

- This amendment codifies FAA’s operation of the Educational Partnership Initiative for the length of the bill through fiscal year 2028. The program was started by the FAA as their national outreach program for diversity and inclusion and focuses on building relationships with Minority Serving Institutions, Collegiate Training institutions, and other schools representing underserved and diverse populations.

31. Lujan-Markey-Warnock 3 as modified.

- This amendment would formally codify and expand FAA’s Minority Serving Institutions internship program, enhance outreach to recruit new interns, and provide direct hire authority for students who have completed an internship and have graduated with an undergraduate or post-graduate degree. The amendment also directs FAA to submit annual reports to Congress on the program.

32. Lujan 5 as modified.

- This amendment authorizes appropriations for the NTSB for the length of the bill. The amendment authorizes \$140,000,000 for fiscal year 2024, and \$145,000,000 for each of fiscal years 2025 through 2028.

33. Lummis 8 as modified.

- This amendment clarifies that rehabilitation be included in AIP eligibility construction of new sponsor owned aircraft hangar facilities at nonhub airports and reconstructing or rehabilitating a taxiway or taxilane that serves aeronautical use facilities.

34. Markey 4 as modified.

- This amendment amends Sec. 703, which covers refunds. In particular, the changes to the provision are related to alternatives to a refund so that airlines can only offer credits/vouchers in lieu of a cash refund if the credit/voucher does not expire for 5 years.

35. Markey 6 as modified.

- This amendment would raise the threshold of civil penalties the Department of Transportation can levy against airlines for violating certain consumer protection regulations from \$50,000 to \$75,000.

36. Markey-Warnock 8.

- This amendment would extend the requirement for the aviation consumer advocate to report to Congress for the length of the bill through 2028.

37. Markey 11.

- This amendment would direct DOT to provide technical assistance for public-use airports to consider implementing electrochromic glass to improve airport energy efficiency.

38. Markey 14.

- This amendment establishes an airport infrastructure resilience pilot program, providing grants to eligible airport sponsors for the planning, design, and construction of projects that reduce the vulnerability of airport infrastructure due to weather events, natural disasters, sea level rise, permafrost thaw, higher air temperature, etc. The amendment requires that not less than 25 percent of the funds authorized for each fiscal year 2024 through 2028 are used for small hub airports, nonhub airports, airports that are not a primary airport, and reliever airports.

39. Markey 15 as modified.

- This amendment requires that, when DOT establishes a risk-based approach for the safe transportation of hazardous materials by unmanned aircraft systems, it consider the risk profile unique to unmanned aircraft systems and mitigations to that risk. It also requires unmanned aircraft operators to submit a safety risk assessment to the FAA. Additionally, this amendment requires DOT to obtain stakeholder input necessary to implement this section and address identified changes in risk.

40. Markey 28.

- This amendment amends title 49, United States Code by updating the AIP handbook to reflect the energy light emitting diode system as a replacement for any existing halogen system.

41. Moran 1.

- This amendment amends Sec. 501, which covers aviation workforce development grants. The change to the provision is to clarify in the definition of eligible projects for an aviation workforce development grant that term “students” refers to high school students and students at institutions of higher education.

42. Moran 3 as modified.

- This amendment would amend Sec. 909, which covers high speed flights in high altitude Class E airspace. It would require FAA to consult the EPA and other stakeholders on continued compliance with NEPA as well as to enter into an agreement with FFRDC to ensure compliance with NEPA for overland or near-land hypersonic and supersonic test areas.

43. Moran 4.

- This amendment would amend Sec. 907, which requires FAA to issue flight procedures to allow for overland and overwater manned high-speed test flights. The amendment requires FAA to issue flight procedures for supersonic flights 1 year after enactment and flight procedures for hypersonic flights 2 years after enactment.

44. Peters-Wicker 1 as modified.

- This amendment would establish that is the sense of Congress that the U.S. should maintain leadership in advanced aviation and requires FAA to create a comprehensive strategy to safely integrate Unmanned Aircraft Systems into U.S. National Airspace and to report to Congress regularly on implementation beginning 270 days after enactment.

45. Peters-Young 2 as modified.

- This amendment would prohibit AIP funds to be used to enter contracts for procurement of infrastructure or equipment for a passenger boarding bridge with entities that are owned, directed by, or subsidized by China; or have misappropriated intellectual property or trade secrets from a U.S. entity.

46. Peters 3.

- This amendment would amend the FAA Workforce Development Grant Program by allowing up to 2 percent of funds to be used to provide technical assistance to schools and postsecondary vocational institutions that apply for grants.
 - **Warnock 1 to Peters 3 as modified:** This amendment would permit DOT to give consideration to applicants from underrepresented populations, including those that support rural and regional airports, and from MSIs.

47. Rosen 1 as modified.

- This amendment would require the FAA to analyze cumulative safety, security and capacity impacts when making a determination of hazard or no hazard for airspace reviews. The amendment allows the administrator to develop a single set of One Engine Inoperative (OEI) surface criteria that is specific to an airport and requires that within 6 months of enactment the Administrator brief Congress regarding the status of FAA's efforts to protect OEI surfaces from encroachment.

48. Rosen 2 as modified.

- This amendment would establish within DOT a drone infrastructure inspection grant program. The grants would be awarded to government entities to facilitate the use of drones to meet priorities related to critical infrastructure projects. Applications that carry out critical infrastructure projects in historically disadvantaged communities, or address safety risks in critical infrastructure are weighed favorable in the selection process. The amendment authorizes \$2M for FY 2024, and \$12M for each year for FY 2025 through FY 2028.

49. Rosen 3.

- This amendment would add ticket agents onto the Aviation Consumer Protection Advisory Committee.

50. Rosen-Blackburn-Peters-Wicker 4 as modified.

- This amendment would amend Sec. 603, which covers apportionments for transitioning airports. The change to the provision would allow airports transitioning from small hub to medium hub status to not be subject to reduced apportionments based on PFC collections for five years following the transition as opposed to three. The effective period begins in 2024.

51. Rosen 5.

- This amendment would authorize appropriations for UAS test ranges including \$14M for each year FY24 through FY28.

52. Schatz 1 as modified.

- This amendment would direct the FAA to participate as a technical advisor in the air noise and safety task force and subsequently develop an air tour management plan for the state of Hawaii to address noise impacts of these flights.

53. Schatz-Budd 2.

- This amendment would ensure airport projects related to natural hazards, disaster preparedness, and emergency management are eligible for funding under the FAA's Airport Improvement Program.

54. Schmitt 2.

- This amendment would prohibit common carriers, who provide interstate transportation of passengers and are regulated by either the Department of Transportation or the Surface Transportation Board, from denying service to an individual based on their COVID-19 vaccination status.

55. Sinema-Capito 1 as modified.

- This amendment would amend Sec. 304, which covers cockpit recording devices. This change to the provision directs the FAA to enact rulemaking to require all applicable aircraft operating under Part 121 and manufactured after January 1, 2027, to be fitted with means to ensure the recovery of mandatory flight data from overwater operations that does not require the underwater retrieval of the cockpit voice recorder or flight data recorder.

56. Sinema-Tester 2 as modified.

- This amendment would make several changes to the FAA's Contract Tower Program: 1) establishes a pilot program to convert high activity control towers under the Contract Tower Program to FAA staffed VFR towers, 2) mandates minimum ATC staffing levels for contract towers at small and medium hub airports, 3) a review and update of ATC wages at contract towers conducted jointly by the FAA and Department of Labor, 4) adds mixed military use and projected growth as factors for the FAA to consider when assessing potential facilities for the Contract Tower Program, and 5) increases prioritization for contract tower projects in the small airport fund.

57. Sullivan 3.

- This amendment would allow for the use of any size UAS as opposed to only small UAS for research purposes in the Arctic.

58. Sullivan 4.

- This amendment would update FAA standards to allow distribution and use of the Capstone Restricted Routes and Terminal Procedures by modern navigation equipment and provide means for allowing modifications and continued development of new routes and procedures.

59. Sullivan 6.

- This amendment would direct the FAA to finalize research of visual weather observation systems and develop standard operation specifications. This amendment also directs the FAA to begin deploying visual weather observation systems at locations in noncontiguous states with instrument flight rules operations where automated weather observing systems or automated surface observing systems do not exist.

60. Sullivan 7.

- This amendment would permit the transfer to FAA of a medium intensity approach lighting system with runway indicator lights acquired with Federal funding.

61. Sullivan 8.

- This amendment would require a study on replacement of aging automated surface observation systems and automated weather observing systems. The amendment also requires report to Congress on the study within 18 months of enactment.

62. Sullivan 9.

- This amendment would permit Part 135 operators to fly under instrument flight rules in Alaska or Hawaii if that area has published instrument approaches without a Meteorological Aerodrome Report subject to conditions. The amendment requires that the FAA respond to an application by 30 days after receipt, and inform carriers of specific criteria that cause rejections for applications.

63. Sullivan 10.

- This amendment would require an annual report through 2028 on the FAA Alaska Aviation Safety Initiative and requires a GAO study on the effectiveness of the FAA Alaska Aviation Safety Initiative and the challenges within the FAA to accomplishing safety improvements.

64. Sullivan 14.

- This amendment would amend Sec. 813, which covers UAS test ranges, to include solutions for counter-UAS testing when facilitating the development of standards for the safe integration of UAS.

65. Thune-Sinema-Duckworth 1 as modified.

- This amendment requires the FAA to establish requirements for the Enhanced Qualification Program (EQP) under which air carriers are certified to provide enhanced training for pilots seeking to obtain restricted airline transport certificates, either directly by the air carrier or by certified training institutions. Under this program, the FAA must also establish curriculum for qualified instructors and evaluators to use to provide such enhanced training, and establish guidelines for an assessment that prospective pilots are required to pass in order to participate in the training under the program. The FAA must also establish a process for air carriers to apply for training program certification. The provisions of this section have no effect on the total number of flight hours required under part 61.159 of title 14, nor on the Administrator's authority as established under section 217(d) of the Airline Safety and Federal Aviation Administration Extension Act of 2010.

66. Thune 2 as modified.

- This amendment would establish an Office of UAS Integration headed by an Associate Administrator.

67. Thune 3.

- This amendment would require the FAA to prioritize replacing towers at small hub airports that are at least 50 years old with Facilities and Equipment funds under Infrastructure Investment and Jobs Act.

68. Thune 4.

- This amendment would permit a representative of a community to submit a petition expressing no confidence in the air carrier providing essential air service. The amendment requires the FAA to review petitions within 2 months of receipt and make a determination of compliance. If non-compliance is determined, the Secretary may terminate an order issued to the air carrier, but the Secretary must ensure continuity in air service to the affected community.

69. Vance 2.

- This amendment would extend through fiscal year 2028 primary status for an airport that was a primary airport in 2017 and was used by an air reserve station in the previous calendar year (section 605).

70. Warnock 1.

- This amendment would codify the existing FAA policy on disputed changes of airport sponsorship at Federally obligated, publicly owned airports.

71. Warnock-Lummis 2 as modified.

- This amendment provides an increase of 10 within and beyond perimeter slot exemptions for 5 additional roundtrip flights between Ronald Reagan Washington National Airport and domestic airports.

72. Warnock 3 as modified.

- This amendment requires the FAA, acting jointly with the Department of Energy, to exercise leadership in creating policies and conducting research to inform the safe and use of hydrogen propulsion in commercial aircraft. The amendment would also require the FAA to exercise leadership in the creation of regulations, standards, and guidance relating to the safe certification hydrogen-propelled commercial aircraft.

73. Warnock-Lujan-Markey 4 as modified.

- This amendment would amend Sec. 501 to increase the authorization for the FAA's Aviation Workforce Development grants from \$10M per subprogram to \$20M per subprogram. The amendment also supports outreach about eligible careers under this program to students, underrepresented populations, and economically disadvantaged areas and rural communities. The amendment also requires recommendations to be issued as part of the national strategic plan relating to outreach to historically underserved communities in the development of the aviation talent pipeline.

74. Welch 1 as modified.

- This amendment would strike Sec. 636, which expands airport energy requirement assessments to include power distribution capacity and location. This amendment replaces that provision with language establishing a program that encourages airport sponsors to assess the airport's current and future electrical power demand and establishing a pilot program for airports to be able to purchase multi-modal electric charging equipment to support electric aircraft and ground vehicles.

75. Welch 2 as modified.

- This amendment would prohibit the FAA from restricting funding for revenue-producing facilities at rural public use general aviation airports.

76. Welch 5 as modified.

- This amendment would direct the FAA to review and implement as needed the NTSB's recommendations related to turbulence-related injuries in air carrier operations conducted under Part 121.

77. Young 1.

- This amendment would require the FAA to review and report to Congress on whether drone manufacturers and operators can meet the intent of FAA's remote identification rule through network-based remote identification within 1 year of enactment.

78. Young-Sullivan 2 as modified.

- This amendment would permit recreational drone operators to operate the drone at any altitude in uncontrolled airspace and permit the operator to seek FAA authorization to operate in controlled airspace when operating under the safety programming of a recognized community-based organization. It also would allow community-based organizations to self-declare fixed sites and permits community-based organization to be an FAA Trust Administrator.

79. Young 3.

- This amendment would prohibit the Department of Transportation from entering into a contract or awarding a grant to support the operation, procurement, or contracting action of foreign-made unmanned aircraft systems (UAS) and provides certain exemptions for counter-UAS testing and testing for the purposes of aviation safety testing. This amendment authorizes \$5 million to replace any UAS manufactured or assembled by a covered foreign entity that is owned or operated by the Department within 1 year of enactment.

80. Young 5 as modified.

- This amendment requires the DOT/FAA to study, plan and offer recommendations with respect to coordination and implementation issues relating to aircraft powered by new aviation fuels and fuel systems. The amendment requires consultation with the Department of Energy (DOE), National Aeronautics and Space Administration (NASA), and Department of the Air Force in this effort.

81. Young 6.

- This amendment would require FAA to establish a comprehensive plan on unmanned aircraft systems automation. The amendment requires that the Administrator consult with NASA, DOD, and manufacturers and operators of autonomous unmanned aircraft systems in this effort.