

S.5224 Moran-Substitute (as modified)

Jerry Moran

AMENDMENT NO. _____ Calendar No. _____

Purpose: In the nature of a substitute.

IN THE SENATE OF THE UNITED STATES—119th Cong., 2d Sess.

S. 5224

To improve training for airport drivers in the movement area at commercial service airports through the establishment of a task force and the use of technology, and for other purposes.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT IN THE NATURE OF A SUBSTITUTE intended
to be proposed by Mr. MORAN

Viz:

1 Strike all after the enacting clause and insert the fol-
2 lowing:

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Runway Surface
5 Awareness and Focused, Effective Training and Tech-
6 nology Act” or the “Runway SAFE-T Act”.

7 **SEC. 2. TASK FORCE ON AIRPORT DRIVER TRAINING.**

8 (a) IN GENERAL.—Not later than 6 months after the
9 date of enactment of this section, the Administrator shall
10 convene a task force on airport driver training programs
11 (in this section referred to as the “Task Force”).

1 (b) COMPOSITION.—The Task Force shall be com-
2 posed of members appointed by the Administrator, which
3 shall include—

4 (1) representatives of national organizations
5 representing airport sponsors and airport executives;

6 (2) representatives of commercial service air-
7 ports, including at least 1 representative of—

8 (A) large-hub airports;

9 (B) medium-hub airports;

10 (C) small-hub airports; and

11 (D) nonhub primary airports;

12 (3) three representatives of air carriers, 2 of
13 which shall provide scheduled passenger air trans-
14 portation;

15 (4) representatives of airline and cargo ground
16 handling companies (including fixed- based opera-
17 tors) who service air carriers;

18 (5) individuals with demonstrated experience in
19 aviation training, including classroom instructor led
20 training, and training technologies and systems;

21 (6) designees from the Office of Airports and
22 Air Traffic Organization of the FAA;

23 (7) representatives from an organization that
24 represents aircraft rescue and firefighting (ARFF)
25 personnel;

1 (8) a career representative from the National
2 Transportation Safety Board with subject matter ex-
3 pertise as an observer;

4 (9) at least 3 representatives from labor organi-
5 zations that operate vehicles in the airport move-
6 ment area or work the air traffic in the airport
7 movement area;

8 (10) the exclusive bargaining representative of
9 air traffic controllers of the FAA certified under sec-
10 tion 7511 of title 5, United States Code;

11 (11) organizations representing certified collec-
12 tive bargaining representatives of airline pilots;

13 (12) representatives of air medical operators;

14 (13) original equipment manufacturers, includ-
15 ing industry representatives with expertise in tech-
16 nologies that provide airport surface detection or
17 surveillance or otherwise provide greater situational
18 awareness for drivers of airport ground vehicles and
19 air traffic controllers;

20 (14) a representative designated by the Sec-
21 retary of Defense with expertise in military aviation
22 operations conducted at joint-use or commercial
23 service airports; and

24 (15) other individuals the Administrator deems
25 appropriate.

1 (c) DEVELOPMENT OF RECOMMENDATIONS.—The
2 Task Force shall develop recommendations for the Admin-
3 istrator to consider for implementation to enhance and
4 modernize technology and training programs for personnel
5 authorized to operate vehicles in the movement area at
6 part 139 airports. In developing such recommendations
7 for the Administrator, the Task Force shall consider the
8 following:

9 (1) Improving the consistency and effectiveness
10 of movement area driver safety training across part
11 139 airports nationwide.

12 (2) Enhancing initial and recurrent training re-
13 quirements for personnel authorized to operate vehi-
14 cles in the movement area.

15 (3) Requirements for a part 139 airport, or its
16 contractors, to attest annually to the Administrator
17 that personnel authorized to operate vehicles in the
18 movement area are in compliance with FAA-ap-
19 proved certification standards.

20 (4) Existing training technologies including
21 classroom instructor led training and systems that
22 may be utilized to improve movement area driver
23 training programs.

24 (5) Other technology, measures, and training
25 enhancements that could reduce the frequency and

1 severity of vehicle-involved surface events, vehicle
2 and pedestrian deviations, and other surface safety
3 incidents.

4 (6) Barriers, including cost, accessibility, and
5 workforce availability, that may limit part 139 air-
6 ports from adopting emerging training technologies.

7 (7) The feasibility and value of enhancing train-
8 ing for personnel authorized to operate vehicles on
9 paved surfaces immediately adjacent to or inter-
10 secting movement areas.

11 (8) Other items determined appropriate by the
12 Administrator.

13 (d) FINAL REPORT.—

14 (1) IN GENERAL.—Not later than 1 year after
15 the date on which the Task Force is established
16 under subsection (a), the Task Force shall submit to
17 the Administrator, the Committee on Commerce,
18 Science, and Transportation of the Senate, and the
19 Committee on Transportation and Infrastructure of
20 the House of Representatives a report on the rec-
21 ommendations developed under subsection (c).

22 (2) CONGRESSIONAL BRIEFING.—Not later than
23 180 days after the date on which the report required
24 by paragraph (1) is submitted, the Administrator
25 shall—

1 (A) review the recommendations of the
2 Task Force and, at the Administrator's discre-
3 tion, implement such recommendations, as the
4 Administrator deems appropriate; and

5 (B) brief the Committee on Commerce,
6 Science, and Transportation of the Senate, and
7 the Committee on Transportation and Infra-
8 structure of the House of Representatives on
9 how the Administrator plans to implement rec-
10 ommendations contained in the report, and for
11 each recommendation that the Administrator
12 does not plan to implement, the Administrator's
13 reason for not implementing the recommenda-
14 tion.

15 (e) DEFINITIONS.—In this section:

16 (1) ADMINISTRATOR.—The term “Adminis-
17 trator” means the Administrator of the FAA.

18 (2) FAA.—The term “FAA” means the Fed-
19 eral Aviation Administration.

20 (3) MOVEMENT AREA.—The term “movement
21 area” means the runways, taxiways, and other areas
22 of an airport that are used for taxiing, takeoff, and
23 landing of aircraft, exclusive of loading ramps and
24 aircraft parking areas.

1 (4) PART 139 AIRPORT.—The term “part 139
2 airport” means an airport certified under part 139
3 of title 14, Code of Federal Regulations (or any suc-
4 cessor regulation).

5 (5) SURFACE EVENT AND VEHICLE.—The
6 terms “surface event” and “vehicle” have the re-
7 spective meanings specified for such terms in Fed-
8 eral Aviation Administration order 7050.1B (or any
9 successor document).

10 (6) VEHICLE-INVOLVED SURFACE EVENT.—The
11 term “vehicle-involved surface event” means a sur-
12 face event that involves—

13 (A) operation of any vehicle (including an
14 aircraft tow vehicle or towing tractor); or

15 (B) operation of an aircraft under its own
16 power by an individual other than a flightcrew
17 member (as defined in section 1.1 of title 14,
18 Code of Federal Regulations, or any successor
19 provision) for such aircraft.

20 **SEC. 3. FUNDING FOR VEHICLE MOVEMENT AREA TRAIN-**
21 **ING AND TECHNOLOGY.**

22 (a) AIRPORT DEVELOPMENT.—Section 47102(3) of
23 title 49, United States Code, is amended—

24 (1) by redesignating subparagraph (Y) as sub-
25 paragraph (Z); and

1 (2) by inserting after subparagraph (X) the fol-
2 lowing:

3 “(Y) acquiring, installing, or deploying ve-
4 hicle movement area technology or technology-
5 enabled training systems, software, or services
6 for personnel authorized to operate vehicles in
7 the movement area of a public-use airport, in-
8 cluding—

9 “(i) hardware, software, sensors, on-
10 board vehicle equipment, displays, commu-
11 nications equipment, positioning or
12 geolocation equipment, mapping systems,
13 situational awareness systems, simulation
14 systems, or other related technology that is
15 designed to improve the safe operation of
16 vehicles in the movement area of an air-
17 port; and

18 “(ii) the acquisition, operation, and
19 maintenance of licensing and initial sub-
20 scription of technology-enabled training
21 systems, software, and services for vehicle
22 operators in the movement area, including
23 any associated costs for such acquisition,
24 operation, and maintenance incurred dur-

1 ing the period of performance of the
2 project.”.

(b) AIRPORT SAFETY AND RESILIENT INFRASTRUCTURE DISCRETIONARY PROGRAM.—Section 47115(j)(3) of title 49, United States Code, is amended—

6 (1) in subparagraph (D)—

7 (A) in clause (ii), by striking “or” at the
8 end;

9 (B) in clause (iii), by striking the period at
10 the end and inserting “; or”; and

11 (C) by adding at the end the following:

12 “(iv) meet the definition of ‘airport
13 development’ under section 47102(3)(Y).”;
14 and

15 (2) by adding at the end the following:

“(E) PRIORITY FOR VEHICLE MOVEMENT
AREA TRAINING AND TECHNOLOGY.—In making
grants for projects eligible under subparagraph
(D)(iv), the Secretary shall give priority to
projects that—

“(i) are designed to reduce vehicle-in-
volved surface events or other vehicle-re-
lated surface safety incidents;

1 “(ii) improve situational awareness for
2 vehicle operators and radio communica-
3 tions in the movement area;

4 “(iii) can be tailored to the specific
5 airfield shape, signage, markings, lighting,
6 communications, and operating procedures
7 of the airport at which the technology will
8 be used; or

9 “(iv) address cost, accessibility, and
10 workforce availability issues associated
11 with purchasing or deploying vehicle move-
12 ment area technology.”.

13 (c) RULE OF CONSTRUCTION.—Nothing in the
14 amendments made by this section shall be construed to
15 limit the eligibility of a project described in subparagraph
16 (Y) of section 47102(3) of title 49, United States Code,
17 as added by subsection (a), for funding under any other
18 provision of chapter 471 of such title.