

One Hundred Eighteenth Congress of the United States of America

AT THE SECOND SESSION

*Began and held at the City of Washington on Wednesday,
the third day of January, two thousand and twenty-four*

An Act

To amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

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. 1. Short title; table of contents.
- Sec. 2. Definitions.

TITLE I—AUTHORIZATIONS

- Sec. 101. Airport planning and development and noise compatibility planning and programs.
- Sec. 102. Facilities and equipment.
- Sec. 103. Operations.
- Sec. 104. Extension of miscellaneous expiring authorities.

TITLE II—FAA OVERSIGHT AND ORGANIZATIONAL REFORM

- Sec. 201. FAA leadership.
- Sec. 202. Assistant Administrator for Rulemaking and Regulatory Improvement.
- Sec. 203. Prohibition on conflicting pecuniary interests.
- Sec. 204. Authority of Secretary and Administrator.
- Sec. 205. Regulatory materials improvement.
- Sec. 206. Future of NextGen.
- Sec. 207. Airspace Modernization Office.
- Sec. 208. Application dashboard and feedback portal.
- Sec. 209. Sense of Congress on FAA engagement during rulemaking activities.
- Sec. 210. Civil Aeromedical Institute.
- Sec. 211. Management Advisory Council.
- Sec. 212. Chief Operating Officer.
- Sec. 213. Report on unfunded capital investment needs of air traffic control system.
- Sec. 214. Chief Technology Officer.
- Sec. 215. Definition of air traffic control system.
- Sec. 216. Peer review of Office of Whistleblower Protection and Aviation Safety Investigations.
- Sec. 217. Cybersecurity lead.
- Sec. 218. Eliminating FAA reporting and unnecessary requirements.
- Sec. 219. Authority to use electronic service.
- Sec. 220. Safety and efficiency through digitization of FAA systems.
- Sec. 221. FAA telework.
- Sec. 222. Review of office space.
- Sec. 223. Restoration of authority.
- Sec. 224. FAA participation in industry standards organizations.
- Sec. 225. Sense of Congress on use of voluntary consensus standards.
- Sec. 226. Required designation.
- Sec. 227. Administrative Services Franchise Fund.
- Sec. 228. Commercial preference.
- Sec. 229. Advanced Aviation Technology and Innovation Steering Committee.
- Sec. 230. Review and updates of categorical exclusions.

H. R. 3935—2

Sec. 231. Implementation of anti-terrorist and narcotic air events programs.

TITLE III—AVIATION SAFETY IMPROVEMENTS

Subtitle A—General Provisions

- Sec. 301. Helicopter air ambulance operations.
- Sec. 302. Global aircraft maintenance safety improvements.
- Sec. 303. ODA best practice sharing.
- Sec. 304. Training of organization delegation authorization unit members.
- Sec. 305. Clarification on safety management system information disclosure.
- Sec. 306. Reauthorization of certain provisions of the Aircraft Certification, Safety, and Accountability Act.
- Sec. 307. Continued oversight of FAA compliance program.
- Sec. 308. Scalability of safety management systems.
- Sec. 309. Review of safety management system rulemaking.
- Sec. 310. Independent study on future state of type certification processes.
- Sec. 311. Use of advanced tools and high-risk flight testing in certifying aerospace products.
- Sec. 312. Transport airplane and propulsion certification modernization.
- Sec. 313. Fire protection standards.
- Sec. 314. Risk model for production facility inspections.
- Sec. 315. Review of FAA use of aviation safety data.
- Sec. 316. Weather reporting systems study.
- Sec. 317. GAO study on expansion of the FAA weather camera program.
- Sec. 318. Audit on aviation safety in era of wireless connectivity.
- Sec. 319. Safety data analysis for aircraft without transponders.
- Sec. 320. Crash-resistant fuel systems in rotorcraft.
- Sec. 321. Reducing turbulence-related injuries on part 121 aircraft operations.
- Sec. 322. Study on radiation exposure.
- Sec. 323. Study on impacts of temperature in aircraft cabins.
- Sec. 324. Lithium-ion powered wheelchairs.
- Sec. 325. National simulator program policies and guidance.
- Sec. 326. Briefing on agricultural application approval timing.
- Sec. 327. Sense of Congress regarding safety and security of aviation infrastructure.
- Sec. 328. Restricted category aircraft maintenance and operations.
- Sec. 329. Aircraft interchange agreement limitations.
- Sec. 330. Task Force on human factors in aviation safety.
- Sec. 331. Update of FAA standards to allow distribution and use of certain restricted routes and terminal procedures.
- Sec. 332. ASOS/AWOS service report dashboard.
- Sec. 333. Helicopter safety.
- Sec. 334. Review and incorporation of human readiness levels into agency guidance material.
- Sec. 335. Service difficulty reports.
- Sec. 336. Consistent and timely pilot checks for air carriers.
- Sec. 337. Flight service stations.
- Sec. 338. Tarmac operations monitoring study.
- Sec. 339. Improved safety in rural areas.
- Sec. 340. Study on FAA use of mandatory Equal Access to Justice Act waivers.
- Sec. 341. Airport air safety.
- Sec. 342. Don Young Alaska Aviation Safety Initiative.
- Sec. 343. Accountability and compliance.
- Sec. 344. Changed product rule reform.
- Sec. 345. Administrative authority for civil penalties.
- Sec. 346. Study on airworthiness standards compliance.
- Sec. 347. Zero tolerance for near misses, runway incursions, and surface safety risks.
- Sec. 348. Improvements to Aviation Safety Information Analysis and Sharing Program.
- Sec. 349. Instructions for continued airworthiness aviation rulemaking committee.
- Sec. 350. Secondary cockpit barriers.
- Sec. 351. Part 135 duty and rest.
- Sec. 352. Flight data recovery from overwater operations.
- Sec. 353. Ramp worker safety call to action.
- Sec. 354. Voluntary reporting protections.
- Sec. 355. Tower marking notice of proposed rulemaking.
- Sec. 356. Promotion of civil aeronautics and safety of air commerce.
- Sec. 357. Educational and professional development.
- Sec. 358. Global aviation safety.
- Sec. 359. Availability of personnel for inspections, site visits, and training.
- Sec. 360. Wildfire suppression.

H. R. 3935—3

- Sec. 361. Continuous aircraft tracking and transmission for high altitude balloons.
- Sec. 362. Cabin air safety.
- Sec. 363. Commercial air tour and sport parachuting safety.
- Sec. 364. Hawaii air noise and safety task force.
- Sec. 365. Modernization and improvements to aircraft evacuation.
- Sec. 366. 25-hour cockpit voice recorder.
- Sec. 367. Sense of Congress regarding mandated contents of onboard emergency medical kits.
- Sec. 368. Passenger aircraft first aid and emergency medical kit equipment and training.
- Sec. 369. International aviation safety assessment program.
- Sec. 370. Whistleblower protection enforcement.
- Sec. 371. Civil penalties for whistleblower protection program violations.
- Sec. 372. Enhanced qualification program for restricted airline transport pilot certificate.

Subtitle B—Aviation Cybersecurity

- Sec. 391. Findings.
- Sec. 392. Aerospace product safety.
- Sec. 393. Federal Aviation Administration regulations, policy, and guidance.
- Sec. 394. Securing aircraft avionics systems.
- Sec. 395. Civil aviation cybersecurity rulemaking committee.
- Sec. 396. GAO report on cybersecurity of commercial aviation avionics.

TITLE IV—AEROSPACE WORKFORCE

- Sec. 401. Repeal of duplicative or obsolete workforce programs.
- Sec. 402. Civil airmen statistics.
- Sec. 403. Bessie Coleman Women in Aviation Advisory Committee.
- Sec. 404. FAA engagement and collaboration with HBCUs and MSIs.
- Sec. 405. Airman knowledge testing working group.
- Sec. 406. Airman Certification Standards.
- Sec. 407. Airman's Medical Bill of Rights.
- Sec. 408. Improved designee misconduct reporting process.
- Sec. 409. Report on safe uniform options for certain aviation employees.
- Sec. 410. Human factors professionals.
- Sec. 411. Aeromedical innovation and modernization working group.
- Sec. 412. Frontline manager workload study.
- Sec. 413. Medical Portal Modernization Task Group.
- Sec. 414. Study of high school aviation maintenance training programs.
- Sec. 415. Improved access to air traffic control simulation training.
- Sec. 416. Air traffic controller instructor recruitment, hiring, and retention.
- Sec. 417. Ensuring hiring of air traffic control specialists is based on assessment of job-relevant aptitudes.
- Sec. 418. Pilot program to provide veterans with pilot training services.
- Sec. 419. Providing non-Federal weather observer training to airport personnel.
- Sec. 420. Prohibition of remote dispatching.
- Sec. 421. Crewmember pumping guidance.
- Sec. 422. GAO study and report on extent and effects of commercial aviation pilot shortage on regional/commuter carriers.
- Sec. 423. Report on implementation of recommendations of Federal Aviation Administration Youth Access to American Jobs in Aviation Task Force.
- Sec. 424. Sense of Congress on improving unmanned aircraft system staffing at FAA.
- Sec. 425. Joint aviation employment training working group.
- Sec. 426. Military aviation maintenance technicians rule.
- Sec. 427. Crewmember self-defense training.
- Sec. 428. Direct-hire authority utilization.
- Sec. 429. FAA Workforce review audit.
- Sec. 430. Staffing model for aviation safety inspectors.
- Sec. 431. Safety-critical staffing.
- Sec. 432. Deterring crewmember interference.
- Sec. 433. Use of biographical assessments.
- Sec. 434. Employee assault prevention and response plan standards and best practices.
- Sec. 435. Formal policy on sexual assault and harassment on air carriers.
- Sec. 436. Interference with security screening personnel.
- Sec. 437. Air traffic control workforce staffing.
- Sec. 438. Airport service workforce analysis.
- Sec. 439. Federal Aviation Administration Academy and facility expansion plan.
- Sec. 440. Improving Federal aviation workforce development programs.
- Sec. 441. National strategic plan for aviation workforce development.

(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

H. R. 3935—410

(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”.

Speaker of the House of Representatives.

*Vice President of the United States and
President of the Senate.*