

AMENDMENT NO. \_\_\_\_\_ Calendar No. \_\_\_\_\_

Purpose: In the nature of a substitute.

**IN THE SENATE OF THE UNITED STATES—117th Cong., 1st Sess.**

**S. 516**

To plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, 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 “Advanced Air Mobility

5 Coordination and Leadership Act”.

6 **SEC. 2. ADVANCED AIR MOBILITY WORKING GROUP.**

7 (a) IN GENERAL.—Not later than 120 days after the

8 date of enactment of this Act, the Secretary of Transpor-

9 tation shall establish an advanced air mobility interagency

10 working group (in this section referred to as the “working

11 group”).

1           (b) SENSE OF CONGRESS.—It is the sense of Con-  
2 gress that Advanced Air Mobility (AAM) represents a key  
3 area of sustainable transportation and economic growth  
4 for the United States and globally, and that it is impera-  
5 tive that the United States take a leadership role in the  
6 adoption and furtherance of this technology. Therefore,  
7 given the path to initial operations is taking place utilizing  
8 today’s regulatory framework, it is critical that govern-  
9 ment agencies collaborate and focus on taking this vital  
10 industry to the next level through policy and investment  
11 in energy, infrastructure, security and transportation. The  
12 focus of the working group is interagency coordination to  
13 enable the maturation and growth of AAM.

14           (c) PURPOSE.—The purpose of the working group es-  
15 tablished under this section is to plan for and coordinate  
16 efforts related to safety, infrastructure, physical security  
17 and cybersecurity, and Federal investment necessary for  
18 maturation of the AAM ecosystem, particularly passenger-  
19 carrying aircraft, in the United States in order to—

- 20           (1) further United States leadership;
- 21           (2) grow new transportation options;
- 22           (3) amplify economic activity and jobs;
- 23           (4) advance environmental sustainability and  
24           new technologies; and

1           (5) support emergency preparedness and com-  
2           petitiveness.

3           (d) MEMBERSHIP.—The working group shall be com-  
4           prised of at least 1 representative of each of the following  
5           Federal departments and agencies:

6           (1) Department of Transportation.

7           (2) Federal Aviation Administration.

8           (3) National Aeronautics and Space Adminis-  
9           tration.

10          (4) Department of Commerce

11          (5) Department of Defense.

12          (6) Department of Energy.

13          (7) Department of Homeland Security.

14          (8) Department of Agriculture.

15          (9) Department of Labor.

16          (10) Federal Communications Commission.

17          (11) Such other departments or agencies as the  
18          Secretary of Transportation determines appropriate.

19          (e) COORDINATION.—The working group shall en-  
20          gage with State, local, and Tribal governments, industry  
21          and labor stakeholders, stakeholder associations, and oth-  
22          ers determined appropriate by the Secretary of Transpor-  
23          tation, including—

- 1           (1) manufacturers of avionics, AAM use air-  
2           craft, propulsion systems, structures, and air traffic  
3           management systems;
- 4           (2) air carriers, commercial operators, general  
5           aviation operators and future AAM operators;
- 6           (3) airports;
- 7           (4) fixed-based operators, as defined in FAA  
8           Advisory Circular 150/5190-7;
- 9           (5) certified labor representatives for pilots as-  
10          sociations, air traffic control specialists employed by  
11          the Federal Aviation Administration, and aviation  
12          safety inspectors;
- 13          (6) State, local, and Tribal officials or public  
14          agencies, with representation from both urban and  
15          rural areas;
- 16          (7) first responders;
- 17          (8) groups representing environmental interests;
- 18          (9) electric utilities, energy providers and mar-  
19          ket operators of electricity;
- 20          (10) academia with experience working with in-  
21          dustry on new technology and commercialization;
- 22          (11) groups representing the telecommuni-  
23          cations industry; and
- 24          (12) aviation training and maintenance pro-  
25          viders.

1 (f) REVIEW AND EXAMINATION.—Not later than 1  
2 year after the working group is established under sub-  
3 section (a), the working group shall complete a review and  
4 examination of, at a minimum—

5 (1) the steps that will mature AAM past initial  
6 operations;

7 (2) the evaluation of air traffic control and  
8 management concepts that might be considered as  
9 part of evolving AAM to higher levels of traffic den-  
10 sity;

11 (3) current Federal programs and policies that  
12 could be leveraged to advance the maturation of the  
13 AAM industry;

14 (4) infrastructure, including aviation, surface,  
15 energy, and telecommunications infrastructure,  
16 physical security and cybersecurity, and utilities nec-  
17 essary to accommodate and support expanded oper-  
18 ations of AAM after initial implementation;

19 (5) steps needed to ensure a robust domestic  
20 supply chain;

21 (6) anticipated benefits associated with AAM  
22 aircraft operations, including economic, environ-  
23 mental, emergency response, and transportation ben-  
24 efits;

1           (7) the interests, roles, and responsibilities of  
2       Federal, State, local, and Tribal governments af-  
3       fected by AAM aircraft operations; and

4           (8) other factors that may limit the full poten-  
5       tial of the AAM industry, including community ac-  
6       ceptance or restrictions of such operations.

7       (g) AAM NATIONAL STRATEGY.—Based on the re-  
8       view and examination performed under subsection (f), the  
9       working group shall develop an AAM National Strategy  
10      that includes—

11           (1) recommendations regarding the safety, se-  
12      curity, infrastructure, air traffic concepts, and other  
13      Federal investment or actions necessary to support  
14      the evolution of early AAM to higher levels of activ-  
15      ity and societal benefit; and

16           (2) a comprehensive plan detailing the roles and  
17      responsibilities of each Federal department and  
18      agency, and of State, local, and Tribal governments,  
19      necessary to facilitate implementing the rec-  
20      ommendations developed under paragraph (1).

21       (h) REPORT.—Not later than 180 days after the com-  
22      pletion of the review and examination performed under  
23      subsection (f), the working group shall submit to the ap-  
24      propriate committees of Congress a report—

1           (1) detailing the review and examination per-  
2           formed under subsection (f); and

3           (2) providing the AAM National Strategy, in-  
4           cluding the plan and associated recommendations,  
5           developed under subsection (g).

6           (i) EVALUATION OF TERMINATION OF WORKING  
7           GROUP.—Not later than 30 days after the date on which  
8           the working group submits the report required under sub-  
9           section (h), the Secretary of Transportation shall evaluate  
10          and decide whether to terminate the working group and  
11          shall notify the appropriate committees of Congress of  
12          such decision.

13          (j) DEFINITIONS.—In this section:

14           (1) ADVANCED AIR MOBILITY; AAM.—The terms  
15           “advanced air mobility” and “AAM” mean an air  
16           transportation system that moves people and cargo  
17           between places using innovative aircraft designs  
18           (such as vertical take-off and landing (VTOL)) and  
19           new technologies (such as electric or hybrid (fuel  
20           and electric) driven propulsion), which are inte-  
21           grated into existing airspace operations as well as  
22           operated in local, regional, intraregional, rural, and  
23           urban environments, and which may include re-  
24           motely piloted or autonomous aircraft.

1           (2) APPROPRIATE COMMITTEES OF CON-  
2           GRESS.—The term “appropriate committees of Con-  
3           gress” means—

4                   (A) the Committee on Commerce, Science,  
5                   and Transportation of the Senate;

6                   (B) the Committee on Armed Services of  
7                   the Senate;

8                   (C) the Committee on Appropriations of  
9                   the Senate;

10                  (D) the Committee on Transportation and  
11                  Infrastructure of the House of Representatives;

12                  (E) the Committee on Armed Services of  
13                  the House of Representatives; and

14                  (F) the Committee on Appropriations of  
15                  the House of Representatives.

16           (3) VERTICAL TAKE-OFF AND LANDING;  
17           VTOL.—The terms “vertical take-off and landing”  
18           and “VTOL” mean an aircraft with lift/thrust units  
19           used to generate powered lift and control and with  
20           more than two lift/thrust units used to provide lift  
21           during vertical take-off or landing.

22 **SEC. 3. GAO STUDY AND REPORT.**

23           (a) IN GENERAL.—Not later than 180 days after the  
24           date of enactment of this Act, the Comptroller General  
25           of the United States shall—



1           (1) conduct a study on the interests, roles, and  
2           responsibilities of Federal, State, local, and Tribal  
3           governments affected by AAM aircraft and oper-  
4           ations; and

5           (2) submit to the appropriate committees of  
6           Congress a report on the study, including the Comp-  
7           troller General's findings and conclusions.

8           (b) REQUIREMENTS.—In conducting the study re-  
9           quired under subsection (a), the Comptroller General shall  
10          review the following:

11           (1) The state of the law as of the enactment of  
12           this Act with respect to Federal authority over oper-  
13           ations of AAM aircraft systems in the national air-  
14           space system.

15           (2) The state of the law as of the enactment of  
16           this Act with respect to State, local, and Tribal au-  
17           thority over operations of AAM aircraft in the na-  
18           tional airspace system.

19           (3) Potential gaps between authorities under  
20           paragraphs (1) and (2).

21           (4) Proposals to facilitate the safe and finan-  
22           cially viable growth and development of the AAM in-  
23           dustry and integration of AAM aircraft into the na-  
24           tional airspace system.