

AMENDMENT NO. _____ Calendar No. _____

Purpose: To improve the bill.

IN THE SENATE OF THE UNITED STATES—118th Cong., 1st Sess.

S. 1939

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.

Referred to the Committee on _____ and
ordered to be printed

Ordered to lie on the table and to be printed

AMENDMENT intended to be proposed by Mrs. FISCHER (for
herself and Mr. SULLIVAN)

Viz:

- 1 Beginning on page 252, strike line 6 and all that fol-
- 2 lows through page 253, line 17, and insert the following:
- 3 (3) in paragraph (21), by striking the period at
- 4 the end and inserting “; and”; and
- 5 (4) by inserting after paragraph (21), the fol-
- 6 lowing:
- 7 “(22) the airport owner or operator may not re-
- 8 strict or prohibit the sale or self-fueling of any 100-
- 9 octane low lead aviation gasoline for purchase or use
- 10 by operators of general aviation aircraft if such avia-
- 11 tion gasoline was available at that airport at any

1 time during calendar year 2022, until the earlier
2 of—

3 “(A) December 31, 2030; or

4 “(B) the date on which the airport or any
5 retail fuel seller at such airport can make avail-
6 able an unleaded aviation gas that—

7 “(i) has been authorized for use by
8 the Administrator of the Federal Aviation
9 Administration as a replacement for 100-
10 octane low lead aviation gas for use in
11 nearly all spark ignition aircraft and en-
12 gine models; and

13 “(ii) meets either an industry con-
14 sensus standard or other standard that fa-
15 cilitates the safe use, production, and dis-
16 tribution of such unleaded aviation gaso-
17 line.”.

18 **SEC. 620A. GAO STUDY ON FEE TRANSPARENCY BY FIXED**
19 **BASED OPERATORS.**

20 (a) IN GENERAL.—The Comptroller General shall
21 conduct a study reviewing the efforts of fixed based opera-
22 tors (in this section referred to as “FBOs”) to meet their
23 commitments to improve the online transparency of prices
24 and fees for all aircraft and enhancing the customer expe-
25 rience for general and business aviation users.

1 (b) CONTENTS.—In conducting the study described
2 in subsection (a), the Comptroller General, at a minimum,
3 should evaluate the FBO industry commitment to “Know
4 Before You Go” best business practices including—

5 (1) FBO provisions for all general aviation and
6 business aircraft types regarding a description of
7 available services and a listing of applicable retail
8 fuel prices, fees, and charges;

9 (2) the accessibility of these fees and charges to
10 aircraft operators on-line and in a user-friendly
11 manner and with sufficient clarity that a pilot oper-
12 ating a particular aircraft type can determine what
13 will be charged;

14 (3) efforts by FBOs to invite and encourage
15 customers to contact them so that operators can ask
16 questions, know their options, and make informed
17 decisions; and

18 (4) any practices imposed by an airport oper-
19 ator that prevent an FBO from fully disclosing fees
20 and charges.

21 (c) REPORT REQUIRED.—Not later than 18 months
22 after the date of enactment of this section, the Comp-
23 troller shall submit a report to the appropriate committees
24 of Congress containing the results of the review required
25 by this section.

1 **SEC. 620B. AVIATION FUEL IN ALASKA.**

2 (a) IN GENERAL.—The Administrator and the Ad-
3 ministrator of the Environmental Protection Agency shall
4 not restrict the continued use and availability of 100-oc-
5 tane low lead aviation gas in the State of Alaska through
6 December 31, 2034.

7 (b) GAO REPORT ON TRANSITIONING TO UNLEADED
8 AVIATION GAS IN THE STATE OF ALASKA.—

9 (1) EVALUATION.—The Comptroller General of
10 the United States shall conduct an evaluation of the
11 following:

12 (A) The aircraft, routes, and supply chains
13 in the State of Alaska utilizing leaded aviation
14 gasoline, including identification of remote and
15 rural communities that rely upon leaded avia-
16 tion gasoline.

17 (B) The estimated costs and benefits of
18 transitioning aircraft and the supply chain in
19 the State of Alaska to aviation fuel that meets
20 the requirements described in clauses (i) and
21 (ii) of section 47107(a)(22)(B) of title 49,
22 United States Code, as added by section 620,
23 including direct costs of new aircraft and equip-
24 ment and indirect costs, including transpor-
25 tation from refineries to markets, foreign im-

1 ports, and changes in leaded aviation gasoline
2 prices as a result of reduced supply.

3 (C) The programs of the Environmental
4 Protection Agency, the FAA, and other govern-
5 ment agencies that can be utilized to assist in-
6 dividuals, communities, industries, and the
7 State of Alaska with the costs described in sub-
8 paragraph (B).

9 (D) A reasonable timeframe to permit any
10 limitation on 100-octane low-lead aviation gaso-
11 line in the State of Alaska.

12 (E) Other logistical considerations associ-
13 ated with transition described in subparagraph
14 (B).

15 (2) REPORT.—Not later than 3 years after the
16 date of enactment of this section, the Comptroller
17 General shall submit a report containing the results
18 of the evaluation conducted under paragraph (1)
19 to—

20 (A) the Committee on Commerce, Science,
21 and Transportation of the Senate;

22 (B) the Committee on Environment and
23 Public Works of the Senate;

1 (C) the Committee on Transportation and
2 Infrastructure of the House of Representatives;
3 and

4 (D) the Committee on Energy and Com-
5 merce of the House of Representatives.