

117TH CONGRESS
1ST SESSION

H. R. 1339

AN ACT

To require the Secretary of Transportation to establish an advanced air mobility interagency working group, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Advanced Air Mobility
3 Coordination and Leadership Act”.

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

5 (a) WORKING GROUP.—Not later than 120 days after
6 the date of enactment of this Act, the Secretary of Trans-
7 portation shall establish an advanced air mobility inter-
8 agency working group (in this section referred to as the
9 “working group”).

10 (b) PURPOSE.—The purpose of the working group es-
11 tablished under subsection (a) shall be to plan and coordi-
12 nate efforts related to the safety, operations, infrastruc-
13 ture, physical security, cybersecurity, and Federal invest-
14 ment necessary for maturation of the AAM ecosystem in
15 the United States. It is critical that Government agencies
16 collaborate in order to enhance United States leadership,
17 develop new transportation options, amplify economic ac-
18 tivity and jobs, advance environmental sustainability and
19 new technologies, and support emergency preparedness
20 and competitiveness.

21 (c) MEMBERSHIP.—Not later than 60 days after the
22 establishment of the working group under subsection (a),
23 the Secretary of Transportation shall—

24 (1) appoint the Under Secretary of Transpor-
25 tation for Policy to chair the working group;

(2) designate not less than one additional representative to participate on the working group from each of—

(A) the Department of Transportation;

and

(B) the Federal Aviation Administration;

and

(3) invite the heads of each of the following departments or agencies to designate not less than 1 representative to participate on the working group, including—

(A) the National Aeronautics and Space Administration;

(B) the Department of Defense;

(C) the Department of Energy;

(D) the Department of Homeland Security;

(E) the Department of Commerce;

(F) the Federal Communications Commission; and

(G) such other departments or agencies as the Secretary of Transportation determines appropriate.

(d) COORDINATION.—

(1) IN GENERAL.—The Secretary of Transportation and Administrator of the Federal Aviation

1 Administration shall coordinate with aviation indus-
2 try and labor stakeholders, stakeholder associations,
3 and others determined appropriate by the Secretary
4 of Transportation and the Administrator of the Fed-
5 eral Aviation Administration, including the following:

6 (A) Manufacturers of aircraft, avionics,
7 propulsion systems, and air traffic management
8 systems.

9 (B) Intended operators of AAM aircraft.

10 (C) Commercial air carriers, commercial
11 operators, and general aviation operators, in-
12 cluding helicopter operators.

13 (D) Airports, heliports, and fixed-base op-
14 erators.

15 (E) Aviation training and maintenance
16 providers.

17 (F) Certified labor representatives of pi-
18 lots, air traffic control specialists employed by
19 the Federal Aviation Administration, aircraft
20 mechanics, and aviation safety inspectors.

21 (G) State, local, and Tribal officials or
22 public agencies.

23 (H) First responders.

24 (I) Groups representing environmental in-
25 terests.

1 (J) Electric utilities, energy providers, en-
2 ergy market operators, and wireless providers.

3 (K) Unmanned aircraft system operators
4 and service suppliers.

5 (L) Groups representing consumer inter-
6 ests.

7 (M) Groups representing the interests of
8 taxpayers.

9 (2) ADVISORY COMMITTEES.—The Secretary of
10 Transportation and Administrator of the Federal
11 Aviation Administration may use such Federal advi-
12 sory committees as may be appropriate to coordinate
13 with the entities listed in paragraph (1).

14 (e) REVIEW AND EXAMINATION.—Not later than 1
15 year after the establishment of the working group under
16 subsection (a), the working group shall complete a review
17 and examination of, at a minimum—

18 (1) steps that will mature AAM aircraft oper-
19 ations, concepts, and regulatory frameworks beyond
20 initial operations;

21 (2) safety requirements and physical and cyber-
22 security involved with future air traffic management
23 concepts which may be considered as part of the evo-
24 lution of AAM to higher levels of traffic density;

1 (3) current Federal programs and policies that
2 may be leveraged to advance the maturation of the
3 AAM industry;

4 (4) infrastructure, including aviation,
5 multimodal, cybersecurity, and utility infrastructure,
6 necessary to accommodate and support expanded op-
7 erations of AAM after initial implementation;

8 (5) anticipated benefits associated with AAM
9 aircraft operations, including economic, environ-
10 mental, emergency and natural disaster response,
11 and transportation benefits; and

12 (6) other factors that may limit the full poten-
13 tial of the AAM industry, including community ac-
14 ceptance of AAM operations.

15 (f) PLAN AND RECOMMENDATIONS.—Based on the
16 review and examination performed under subsection (e),
17 the working group shall develop—

18 (1) recommendations regarding the safety, op-
19 erations, security, cybersecurity, infrastructure, and
20 other Federal investment or actions necessary to
21 support the evolution of early AAM to higher levels
22 of activity and societal benefit; and

23 (2) a comprehensive plan detailing the roles and
24 responsibilities of each Federal department or agen-

1 cy to facilitate or implement the recommendations in
2 paragraph (1).

3 (g) REPORT.—Not later than 180 days after the com-
4 pletion of the review and examination completed under
5 subsection (e), the working group shall submit to the Com-
6 mittee on Transportation and Infrastructure of the House
7 of Representatives and the Committee on Commerce,
8 Science, and Transportation of the Senate a report that—

9 (1) details the review and examination per-
10 formed under subsection (e); and

11 (2) provides the plan and recommendations de-
12 veloped under subsection (f).

13 (h) DEFINITIONS.—In this Act:

14 (1) ADVANCED AIR MOBILITY; AAM.—The terms
15 “advanced air mobility” and “AAM” mean a trans-
16 portation system that transports people and property
17 by air between two points in the United States using
18 aircraft, including electric aircraft or electric vertical
19 take-off and landing aircraft, in both controlled and
20 uncontrolled airspace.

21 (2) ELECTRIC AIRCRAFT.—The term “electric
22 aircraft” means an aircraft with a fully electric or
23 hybrid (fuel and electric) driven propulsion system
24 used for flight.

1 (3) FIXED-BASE OPERATOR.—The term “fixed-
2 base operator” means a business granted the right
3 by an airport sponsor or heliport sponsor to operate
4 on an airport or heliport and provide aeronautical
5 services, including fueling and charging, aircraft
6 hanging, tiedown and parking, aircraft rental, air-
7 craft maintenance, and flight instruction.

8 (4) STATE.—The term “State” has the mean-
9 ing given such term in section 47102 of title 49,
10 United States Code.

11 (5) VERTICAL TAKE-OFF AND LANDING.—The
12 term “vertical take-off and landing” means an air-
13 craft with lift/thrust units used to generate powered
14 lift and control and with two or more lift/thrust
15 units used to provide lift during vertical take-off or
16 landing.

Passed the House of Representatives November 4,
2021.

Attest:

Clerk.

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