

117TH CONGRESS
1ST SESSION

S. 516

To plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes.

IN THE SENATE OF THE UNITED STATES

MARCH 1, 2021

Mr. MORAN (for himself and Ms. SINEMA) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, 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,*

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

1 working group (in this section referred to as the “working
2 group”).

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

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

- 19 (1) further United States leadership;
- 20 (2) grow new transportation options;
- 21 (3) amplify economic activity and jobs;
- 22 (4) advance environmental sustainability and
23 new technologies; and
- 24 (5) support emergency preparedness and com-
25 petitiveness.

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

4 (1) Department of Transportation.

5 (2) Federal Aviation Administration.

6 (3) National Aeronautics and Space Adminis-
7 tration.

8 (4) Department of Commerce

9 (5) Department of Defense.

10 (6) Department of Energy.

11 (7) Department of Homeland Security.

12 (8) Department of Agriculture.

13 (9) Department of Labor.

14 (10) Such other departments or agencies as the
15 Secretary of Transportation determines appropriate.

16 (e) COORDINATION.—The working group shall en-
17 gage with aviation industry and labor stakeholders, certi-
18 fying organizations, and others determined appropriate by
19 the Secretary of Transportation, including—

20 (1) manufacturers of avionics, AAM aircraft,
21 propulsion systems, structures, and air traffic man-
22 agement systems;

23 (2) operators of AAM aircraft;

24 (3) air carriers and general aviation operators;

25 (4) airports;

1 (5) fixed-based operators;

2 (6) labor representatives of pilots, air traffic
3 controllers, and aviation safety inspectors;

4 (7) State, local, and Tribal officials or public
5 agencies, with representation of both urban and
6 rural areas;

7 (8) first responders;

8 (9) groups representing environmental interests;

9 (10) electric utilities, energy providers and mar-
10 ket operators;

11 (11) academia with experience working with in-
12 dustry on new technology and commercialization;
13 and

14 (12) training and maintenance providers.

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

19 (1) the steps which will mature AAM past ini-
20 tial operations;

21 (2) the evaluation of physical and digital secu-
22 rity and safety requirements involved with future air
23 traffic control concepts which might be considered as
24 part of evolving AAM to higher levels of traffic den-
25 sity;

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

4 (4) infrastructure, including aviation, surface
5 and energy infrastructure, physical and digital secu-
6 rity, and utilities necessary to accommodate and
7 support expanded operations of AAM after initial
8 implementation;

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

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

16 (g) AAM NATIONAL STRATEGY.—Based on the re-
17 view and examination performed under subsection (f), the
18 working group shall develop an AAM National Strategy
19 that includes—

20 (1) recommendations regarding the safety, se-
21 curity, infrastructure, air traffic concepts, and other
22 Federal investment or actions necessary to support
23 the evolution of early AAM to higher levels of activ-
24 ity and societal benefit; and

1 (2) a comprehensive plan detailing the roles and
2 responsibilities of each Federal department and
3 agency necessary to facilitate implementing the rec-
4 ommendations developed under paragraph (1).

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

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

11 (2) providing the AAM National Strategy, in-
12 cluding the plan and associated recommendations,
13 developed under subsection (g).

14 (i) DEFINITIONS.—In this section:

15 (1) ADVANCED AIR MOBILITY; AAM.—The terms
16 “advanced air mobility” and “AAM” mean an air
17 transportation system that moves people and cargo
18 between places using new aircraft designs including
19 electric aircraft and electric vertical take-off and
20 landing aircraft (eVTOL), which are integrated into
21 existing airspace operations as well as operated in
22 local, regional, intraregional, rural, and urban envi-
23 ronments, and which may include unmanned or re-
24 motely piloted vehicles.

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) ELECTRIC AIRCRAFT.—The term “electric
17 aircraft” means any fixed-wing airplane, rotorcraft,
18 or VTOL aircraft with a fully electric or hybrid (fuel
19 and electric) driven propulsion system used for
20 flight.

21 (4) VERTICAL TAKE-OFF AND LANDING;
22 VTOL.—The terms “vertical take-off and landing”
23 and “VTOL” mean an aircraft with lift/thrust units
24 used to generate powered lift and control and with

- 1 more than two lift/thrust units used to provide lift
- 2 during vertical take-off or landing.

