

117TH CONGRESS
2D SESSION

S. 516

AN ACT

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,*

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) IN GENERAL.—Not later than 120 days after the
6 date of enactment of this Act, the Secretary of Transpor-
7 tation shall establish an advanced air mobility interagency
8 working group (in this section referred to as the “working
9 group”).

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

23 (c) PURPOSE.—The purpose of the working group es-
24 tablished under this section is to plan for and coordinate
25 efforts related to safety, infrastructure, physical security
26 and cybersecurity, and Federal investment necessary for

1 maturation of the AAM ecosystem, particularly passenger-
 2 carrying aircraft, in the United States in order to—

- 3 (1) further United States leadership;
- 4 (2) grow new transportation options;
- 5 (3) amplify economic activity and jobs;
- 6 (4) advance environmental sustainability and
- 7 new technologies; and
- 8 (5) support emergency preparedness and com-
- 9 petitiveness.

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

- 13 (1) Department of Transportation.
- 14 (2) Federal Aviation Administration.
- 15 (3) National Aeronautics and Space Adminis-
- 16 tration.
- 17 (4) Department of Commerce
- 18 (5) Department of Defense.
- 19 (6) Department of Energy.
- 20 (7) Department of Homeland Security.
- 21 (8) Department of Agriculture.
- 22 (9) Department of Labor.
- 23 (10) Federal Communications Commission.
- 24 (11) Such other departments or agencies as the
- 25 Secretary of Transportation determines appropriate.

1 (e) COORDINATION.—The working group shall en-
2 gage with State, local, and Tribal governments, industry
3 and labor stakeholders, stakeholder associations, and oth-
4 ers determined appropriate by the Secretary of Transpor-
5 tation, including—

6 (1) manufacturers of avionics, AAM use air-
7 craft, propulsion systems, structures, and air traffic
8 management systems;

9 (2) air carriers, commercial operators, general
10 aviation operators and future AAM operators;

11 (3) airports;

12 (4) fixed-based operators, as defined in FAA
13 Advisory Circular 150/5190–7;

14 (5) certified labor representatives for pilots as-
15 sociations, air traffic control specialists employed by
16 the Federal Aviation Administration, and aviation
17 safety inspectors;

18 (6) State, local, and Tribal officials or public
19 agencies, with representation from both urban and
20 rural areas;

21 (7) first responders;

22 (8) groups representing environmental interests;

23 (9) electric utilities, energy providers and mar-
24 ket operators of electricity;

1 (10) academia with experience working with in-
2 dustry on new technology and commercialization;

3 (11) groups representing the telecommuni-
4 cations industry; and

5 (12) aviation training and maintenance pro-
6 viders.

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

11 (1) the steps that will mature AAM past initial
12 operations;

13 (2) the evaluation of air traffic control and
14 management concepts that might be considered as
15 part of evolving AAM to higher levels of traffic den-
16 sity;

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

20 (4) infrastructure, including aviation, surface,
21 energy, and telecommunications infrastructure,
22 physical security and cybersecurity, and utilities nec-
23 essary to accommodate and support expanded oper-
24 ations of AAM after initial implementation;

1 (5) steps needed to ensure a robust domestic
2 supply chain;

3 (6) anticipated benefits associated with AAM
4 aircraft operations, including economic, environ-
5 mental, emergency response, and transportation ben-
6 efits;

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

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

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

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

22 (2) a comprehensive plan detailing the roles and
23 responsibilities of each Federal department and
24 agency, and of State, local, and Tribal governments,

1 necessary to facilitate implementing the rec-
2 ommendations developed under paragraph (1).

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

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

9 (2) providing the AAM National Strategy, in-
10 including the plan and associated recommendations,
11 developed under subsection (g).

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

19 (j) DEFINITIONS.—In this section:

20 (1) ADVANCED AIR MOBILITY; AAM.—The terms
21 “advanced air mobility” and “AAM” mean an air
22 transportation system that moves people and cargo
23 between places using innovative aircraft designs
24 (such as vertical take-off and landing (VTOL)) and
25 new technologies (such as electric or hybrid (fuel

and electric) driven propulsion), which are integrated into existing airspace operations as well as operated in local, regional, intraregional, rural, and urban environments, and which may include remotely piloted or autonomous aircraft.

(2) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means—

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

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

(C) the Committee on Appropriations of the Senate;

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

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

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

(3) VERTICAL TAKE-OFF AND LANDING; VTOL.—The terms “vertical take-off and landing” and “VTOL” mean an aircraft with lift/thrust units 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.

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

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

7 (1) conduct a study on the interests, roles, and
8 responsibilities of Federal, State, local, and Tribal
9 governments affected by AAM aircraft and oper-
10 ations; and

11 (2) submit to the appropriate committees of
12 Congress a report on the study, including the Comp-
13 troller General’s findings and conclusions.

14 (b) REQUIREMENTS.—In conducting the study re-
15 quired under subsection (a), the Comptroller General shall
16 review the following:

17 (1) The state of the law as of the enactment of
18 this Act with respect to Federal authority over oper-
19 ations of AAM aircraft systems in the national air-
20 space system.

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

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

3 (4) Proposals to facilitate the safe and finan-
4 cially viable growth and development of the AAM in-
5 dustry and integration of AAM aircraft into the na-
6 tional airspace system.

Passed the Senate March 23, 2022.

Attest:

Secretary.

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