TITLE I — SHORT TITLE; FINDINGS; PURPOSE

SEC. 101. SHORT TITLE.

This Act may be cited as the "National Public Drone Infrastructure & First-Responder Pilot Act" or "NP-DIRPA."

SEC. 102. FINDINGS.

Congress finds the following:

(1) More than 42 percent of National Bridge Inventory structures are over 50 years old, and manual inspections expose workers to fall hazards and cost up to $5,000 per span.

(2) In fiscal year 2024 the median processing time for public-safety Part 107 waivers exceeded 60 days, and beyond-visual-line-of-sight (BVLOS) missions require case-by-case exemptions.

(3) Rural counties have fewer than one-quarter of the licensed remote pilots per capita found in metropolitan areas, limiting access to drone-enabled emergency response.

(4) Mass-casualty incidents, wildfires, and other disasters repeatedly demonstrate a need for rapid, large-scale drone mobilization, yet mutual-aid for more than 25 public-safety drones remains slow and fragmented.

(5) Customs and Border Protection operates fewer than a dozen persistent unmanned-aircraft orbits along the Southwest border, leaving wide nighttime coverage gaps that hinder both search-and-rescue and interdiction.

(6) National Park Service search-and-rescue activations increased 29 percent between 2018 and 2024; drone-assisted searches cut average locate time by more than half in pilot programs.

(7) Patchwork State and local rules impose conflicting altitude, privacy, and Remote-ID restrictions that clash with Federal Aviation Administration regulations and create legal uncertainty for first responders.

(8) A majority of public-safety unmanned aircraft systems rely on components subject to section 848 of the National Defense Authorization Act for Fiscal Year 2020, complicating procurement and cybersecurity compliance.

(9) Surveys by privacy-rights organizations show that most citizens support emergency and infrastructure uses of drones when footage retention is limited and flight data are transparent.

(10) Section 912 of the FAA Reauthorization Act of 2024 authorized a grant program for drone-based infrastructure inspection, yet no standardized Federal pipeline for imagery and telemetry has been adopted.

(11) Incidents of radio-frequency jamming, GPS spoofing, and air-traffic conflicts highlight the need for robust cybersecurity, redundant navigation, and integrated traffic management.

(12) Independent watchdogs report that every dollar spent on effective Federal program oversight yields multiple dollars in measurable taxpayer savings.

(13) The United States must harmonize remote-operations capability, future autonomy, and workforce development to maximize public value while minimizing job disruption.

SEC. 103. PURPOSES.

The purposes of this Act are to—

(1) establish a two-tier Federal drone sandbox that enables near-term visual-line-of-sight operations and scalable BVLOS surge deployments for mass-casualty, border-security, and search-and-rescue missions;

(2) create a 30-day fast-lane waiver bundle that reduces redundant paperwork and review periods for qualifying public-sector flights;

(3) fund pilot programs, surge pools, and workforce training for State, Tribal, and local agencies—prioritizing rural and underserved communities and permitting in-kind matches;

(4) protect civil liberties through data minimization, a 30-day automatic footage purge, warrant-only biometric analysis, and a public flight-log dashboard with delayed disclosure;

(5) strengthen national security and supply-chain integrity by requiring signed software bills of materials, firmware attestation, and escrow of decryption keys;

(6) improve transparency and accountability through a Blue-Team/Red-Team Air-Safety Board, biennial GAO scorecards, spot audits, and open public-complaint mechanisms; and

(7) harmonize Remote-ID, spectrum use, and emergency air-space coordination across the FAA, Federal Communications Commission, and National Telecommunications and Information Administration.

TITLE II — DEFINITIONS

SEC. 201. DEFINITIONS.

For purposes of this Act:

(1) **Administrator.**—The term "Administrator" means the Administrator of the Federal Aviation Administration.

(2) **Beyond-Visual-Line-of-Sight; BVLOS.**—The term "Beyond-Visual-Line-of-Sight" or "BVLOS" means the operation of an unmanned aircraft system in which the remote pilot cannot maintain direct, unaided visual contact with the unmanned aircraft throughout the flight, as defined by FAA Advisory Circular 91-57C, or any successor regulation, including all supporting communications and navigation links necessary for safe control of the aircraft.

(3) **Blue-Team / Red-Team Air-Safety Board.**—The term "Blue-Team / Red-Team Air-Safety Board" means the body established under section 401, responsible for conducting safety audits, cybersecurity drills, rapid-response interventions, and public reporting for operations authorized by this Act.

(4) **Covered Infrastructure Asset.**—The term "Covered Infrastructure Asset" means any bridge, roadway, dam, levee, utility-transmission facility, pipeline, railway, or other critical asset designated by the Secretary of Transportation in consultation with the Secretary of Homeland Security as essential to national or regional security or the delivery of public services.

(5) **Flight Log.**—The term "Flight Log" means a digitally recorded file containing telemetry, position, altitude, command inputs, communications link data, mission metadata, and status messages generated by an unmanned aircraft system operating under this Act, which must be retained and made available in accordance with Title VI.

(6) **Mass-Casualty Incident; MCI.**—The term "Mass-Casualty Incident" or "MCI" means any emergency event, so declared by a competent federal, State, Tribal, or local authority, in which the number or severity of casualties exceeds the immediate capabilities of local medical or public-safety resources, including but not limited to natural disasters, large-scale transportation accidents, and terrorist attacks.

(7) **Surge Operation.**—The term "Surge Operation" means a coordinated deployment of 25 or more unmanned aircraft systems under this Act in response to an MCI, a border-security event, or a federally declared disaster, for the duration and within the operational limits set forth in section 306.

(8) **Remote Operations Endorsement; ROE.**—The term "Remote Operations Endorsement" or "ROE" means the certification required by section 307 for a remote pilot who operates an unmanned aircraft system from a location more than 3 nautical miles from the aircraft's takeoff site, or who exercises multi-aircraft control privileges as permitted under section 307.

(9) **Remote Pilot.**—The term "Remote Pilot" means an individual who holds a valid FAA remote-pilot certificate issued under part 107 of title 14, Code of Federal Regulations, or any successor regulation, and who is authorized to serve as pilot-in-command of unmanned aircraft under this Act.

(10) **Remote-ID.**—The term "Remote-ID" means the broadcast and network identification system required by part 89 of title 14, Code of Federal Regulations, or any successor regulation, providing real-time positional and operator identification data during all phases of flight.

(11) **Unmanned Aircraft System; UAS.**—The term "Unmanned Aircraft System" or "UAS" means an unmanned aircraft and associated elements, including communication links and the components that control the unmanned aircraft, that are required for the pilot in command to operate safely and efficiently in the national airspace system, as defined in section 44801 of title 49, United States Code.

(12) **Visual-Line-of-Sight; VLOS.**—The term "Visual-Line-of-Sight" or "VLOS" means an operation in which the remote pilot maintains direct, unaided visual contact with the unmanned aircraft throughout the entire flight for the purpose of controlling the aircraft's flight path and ensuring its safe operation, as defined by FAA regulation.

(13) **Border-Security Mission.**—The term "Border-Security Mission" means an unmanned aircraft system operation conducted at or within 25 miles of a United States land or maritime

border, which is authorized by the Secretary of Homeland Security and complies with all requirements of section 465 of title 6, United States Code.

(14) **Search-and-Rescue; SAR.**—The term "Search-and-Rescue" or "SAR" means the location, stabilization, and extraction of missing or endangered persons in wilderness, maritime, disaster, or urban environments using unmanned aircraft, ground personnel, and supporting technology.

(15) **Open-API Standard.**—The term "Open-API Standard" means a publicly documented, machine-readable interface specification that establishes mandatory data fields, update intervals, authentication, and encryption requirements for all data supplied to or exported from the Dashboard, as published by the National Institute of Standards and Technology pursuant to section 601(c).

(16) **Public Agency.**—The term "Public Agency" means any Federal, State, Tribal, or local government, or political subdivision thereof, that is legally authorized to conduct public-safety, emergency response, or infrastructure-inspection missions under the authority of this Act.

TITLE III — FEDERAL DRONE SANDBOX AUTHORITY

SEC. 301. ESTABLISHMENT OF FEDERAL DRONE SANDBOX.
(a) **Establishment.**— The Administrator shall establish a Federal Drone Sandbox (hereinafter, "Sandbox") to facilitate, evaluate, and scale public-sector unmanned aircraft system (UAS) operations as authorized by this Act.
(b) **Scope.**— The Sandbox shall include two operational tiers, streamlined waiver procedures, surge-deployment authority, remote-operations certification, infrastructure-grant programs, and attendant liability and pre-emption provisions as set forth in this title.

SUBCHAPTER A — TIER STRUCTURE

SEC. 302. TIER 1 OPERATIONS: VISUAL-LINE-OF-SIGHT.
(a) **Authorization.**— A public agency may conduct Visual-Line-of-Sight (VLOS) operations at or below 400 feet above ground level if the operator holds a valid FAA Part 107 certificate and the UAS complies with the Remote-ID requirements of part 89 of title 14, Code of Federal Regulations.
(b) **Limitations.**— Tier 1 operations require the remote pilot to maintain unaided visual contact with the UAS at all times. No UAS may exceed a groundspeed of 87 knots in Tier 1 operations.

SEC. 303. TIER 2 OPERATIONS: BEYOND-VISUAL-LINE-OF-SIGHT.
(a) **Risk Classes.**— Tier 2 operations may be conducted in accordance with risk classes B, C, or D, as described in the Federal Aviation Administration Beyond Visual Line of Sight (BVLOS) Aviation Rulemaking Committee (ARC) final report issued in 2022, meaning:
(1) **Class B:** Medium-density airspace and rural operations where UAS must have redundant navigation and communications systems.

(2) **Class C:** Low-density, higher-risk operations (e.g., near critical infrastructure) requiring all Class B measures plus a recovery system meeting or exceeding ASTM F3322 (Standard Specification for UAS Parachute Recovery Systems) or an equivalent standard.

(3) **Class D:** Urban or complex airspace where all Class C requirements apply and flight operations must be pre-approved by the Administrator with additional geofencing and detect-and-avoid capabilities.

(b) **Certification.—** All Tier 2 operations require the remote pilot to hold a Remote Operations Endorsement (ROE) under section 307.

SUBCHAPTER B — FAST-LANE WAIVER BUNDLE

SEC. 304. 30-DAY SANDBOX WAIVER APPROVAL CLOCK.

(a) The Administrator shall approve or deny a complete Sandbox waiver application not later than 30 days after its receipt.

(b) Failure to act within 30 days shall constitute provisional approval, subject to post-award audit by the Blue-Team / Red-Team Air-Safety Board and the Government Accountability Office.

SEC. 305. NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) CATEGORICAL EXCLUSION.

(a) UAS flights authorized under this Act are categorically excluded from further NEPA review if—

(1) they occur at or below 400 feet above ground level,

(2) involve aircraft weighing less than 25 pounds at take-off, and

(3) remain within operational corridors previously surveyed for environmental, wildlife, and cultural resources and certified as having no extraordinary environmental impacts.

(b) Any UAS operation outside these limits is subject to standard NEPA procedures under 42 U.S.C. § 4321 et seq.

(c) Data collections required solely for compliance with this Act are deemed approved for a term of five years under the Paperwork Reduction Act, 44 U.S.C. § 3501 et seq.

SUBCHAPTER C — SURGE OPERATIONS AND NATIONAL RESERVE

SEC. 306. AUTOMATIC SURGE ACTIVATION.

(a) The National Public Safety Drone Reserve may deploy up to 300 unmanned aircraft systems for a period not to exceed 21 consecutive days upon—

(1) a declaration under the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. § 5121 et seq.),

(2) designation by the Secretary of Homeland Security of a Level I or II National Special Security Event,

(3) declaration by the National Interagency Fire Center of Preparedness Level 4 or 5, or

(4) a FEMA-validated Mass-Casualty Incident affecting at least 100 casualties or 100 square miles.

(b) Incident command shall remain with the requesting jurisdiction; surge aircraft may be remotely piloted from any ROE-certified command center.

(c) The Administrator shall notify the Department of Defense, the Federal Communications Commission, and the National Telecommunications and Information Administration within two hours of activation.

(d) Surge deployment authority under this section terminates automatically on the 22nd day unless renewed by the Administrator upon written request of the incident commander.

(e) Each reserve aircraft shall complete a 10-minute autonomous self-check flight at least once every 30 days. Any failed self-check shall be reported to the Government Accountability Office and shall suspend vendor payment until the aircraft passes a subsequent check.

(f) For any contract, task order, or purchase exceeding $1,000,000 executed under emergency authority of this section, the Administrator shall conduct a price-reasonableness review within 90 days after award and shall publish the findings on the Dashboard established under Title VI.

SUBCHAPTER D — REMOTE OPERATIONS AND INFRASTRUCTURE

SEC. 307. REMOTE OPERATIONS ENDORSEMENT (ROE).

(a) **Certification Required.—** No individual may serve as Remote Pilot-in-Command from a location more than 3 nautical miles from the take-off site, or exercise multi-aircraft control as permitted in section 308, unless that individual holds a Remote Operations Endorsement issued by the Administrator.

(b) **Eligibility.—** Applicants for a Remote Operations Endorsement must—

(1) hold a valid FAA Part 107 Remote Pilot certificate,

(2) complete not fewer than 400 hours of FAA-approved UAS simulator training and 40 hours of supervised live BVLOS flight, and

(3) pass an oral and practical examination administered by the Administrator or an accredited entity.

(c) **Privileges and Limitations.—**

(1) An ROE holder may operate up to five UAS simultaneously, provided each aircraft is connected to command and control links meeting the requirements of section 308.

(2) Duty-time limits for ROE holders shall mirror the maximum flight and duty time limits prescribed in subpart Q of part 117 of title 14, Code of Federal Regulations, including not more than 8 hours of remote operations in a 24-hour period.

(3) All duty-time logs must be automatically generated and stored by the remote-operations console and made available for quarterly GAO spot checks.

SEC. 308. NETWORK-INTEGRITY STANDARD.

(a) **Performance Requirements.—** Command-and-control links for remote operations must—

(1) maintain a minimum of 99.9 percent availability, and

(2) ensure a maximum round-trip data latency not exceeding 300 milliseconds.

(b) **Security Standards.**— All data links shall employ FIPS-validated AES-256 encryption, with automatic failover to a physically separate backup path utilizing FirstNet or satellite communications.

(c) **Failsafe Protocols.**— If network latency exceeds 300 milliseconds for more than five consecutive seconds, the affected UAS shall autonomously enter a loiter or return-to-launch mode unless a backup ROE pilot assumes control within three seconds.

(d) **Console Hardening.**— Remote-operations consoles must employ secure boot, multi-factor authentication, endpoint detection and response, and may not be exposed to the public internet.

SEC. 309. DRONE-IN-BOX SITE GRANTS.

(a) The Secretary of Transportation may award grants covering up to 80 percent of the capital costs for drone-docking stations, environmental sensors, tamper alarms, and redundant backhaul in counties with fewer than 25 licensed remote pilots per 100,000 residents.

(b) All grant-funded drone-in-box stations must include UL-rated locks and real-time tamper sensors whose logs are streamed to the Dashboard as defined in Title VI.

SUBCHAPTER E — LIABILITY AND PRE-EMPTION

SEC. 310. UNIFORM LIABILITY.

Civil actions arising out of Sandbox operations shall be governed by the law of the State, territory, or Tribal land over which the incident occurs. The Attorney General shall defend, at no cost to the operator, any Remote Pilot acting within the scope of this Act and operating from outside the incident jurisdiction.

SEC. 311. LOCAL PRE-EMPTION SAFE-HARBOR.

(a) Any jurisdiction that opts into the Sandbox under Title V is pre-empted from imposing additional altitude, Remote-ID, or air-navigation restrictions on Covered Infrastructure flights authorized by this Act.

(b) Property-based take-off and landing rules are preserved, provided at least one launch site within 10 miles of any Covered Infrastructure Asset is made available for missions under this Act.

SUBCHAPTER F — AUTONOMY READINESS

SEC. 312. AUTONOMY READINESS LADDER.

(a) **Level Definitions.**—

(1) **Level 0:** Human pilot in full control of all UAS functions.

(2) **Level 1:** Artificial intelligence (AI) provides real-time advisory to human pilot, who retains

command.

(3) **Level 2:** AI performs navigation; human monitors up to five UAS and intervenes as needed.

(4) **Level 3:** AI executes all routine operations and safety checks; human intervenes only on system alerts.

(5) **Level 4:** AI serves as pilot-in-command; one ROE-licensed fleet supervisor monitors up to ten UAS and can assume control within three seconds.

(b) **Safety Threshold.—** Advancement from any level to the next requires demonstration, as certified by the Board and Administrator, of a safety record at least 25 percent better than the prior level across not fewer than 50,000 aggregate flight-hours conducted in the Sandbox.

(c) **Human Oversight Floor.—** Even at Level 4, at least one ROE-licensed fleet supervisor must monitor no more than ten UAS and be able to assume manual command of any unit within three seconds.

(d) **Automation Adjustment Fund.—** Two percent of all success dividends collected under Title VIII shall be reserved for reskilling stipends and skills-maintenance bonuses for ROE certificate holders, as specified in section 807.

TITLE IV — BLUE-TEAM / RED-TEAM AIR-SAFETY BOARD

SEC. 401. ESTABLISHMENT OF BOARD.

(a) There is established the Blue-Team / Red-Team Air-Safety Board ("Board") within the Federal Aviation Administration to oversee the safety, privacy, cybersecurity, and operational integrity of public-sector unmanned aircraft operations authorized by this Act.

(b) The Board shall consist of eleven voting members as follows:

(1) One representative of the Federal Aviation Administration, appointed by the Administrator.

(2) One representative of the Department of Transportation, appointed by the Secretary of Transportation.

(3) One representative of the Department of Homeland Security, appointed by the Secretary of Homeland Security.

(4) One representative of the National Institute of Standards and Technology, appointed by the Secretary of Commerce.

(5) Two representatives of nationally recognized civil-liberties or privacy-rights organizations, appointed jointly by the Chair and Ranking Member of the Committee on Homeland Security of the House of Representatives.

(6) One representative of a labor organization representing bridge-inspection or public-safety personnel, appointed by the Secretary of Labor.

(7) One representative of Tribal governments, appointed by the Secretary of the Interior after consultation with Tribal leadership organizations.

(8) One representative of a State or local fire or emergency-medical services agency actively operating unmanned aircraft systems, appointed by the Secretary of Health and Human Services.

(9) One liaison officer of the Government Accountability Office, designated by the Comptroller General.

SEC. 402. BOARD PROCEDURES AND TERMS.

(a) Members shall serve three-year terms and may be reappointed.

(b) Vacancies shall be filled in the same manner as the original appointment.

(c) The Board shall elect a Chair from among its members for a term of one year.

(d) Members shall receive travel expenses and a per-diem allowance but no additional pay unless otherwise compensated by their home agency.

SEC. 403. DUTIES AND AUTHORITIES.

(a) The Board shall:

(1) Design and execute red-team penetration tests, cybersecurity assessments, and operational drills of Sandbox operations at intervals not to exceed 90 days.

(2) Maintain a rapid-response blue-team capability to assist public agencies in mitigating in-progress or imminent safety or cybersecurity threats.

(3) Triage and log all public complaints received under section 605 and issue preliminary findings or referrals within seven days.

(4) Issue non-binding recommendations to the Administrator, State or local agencies, or vendors, to which the Administrator must respond within 60 days, indicating acceptance, partial acceptance, or rejection and rationale.

(5) Supervise annual mass-casualty BVLOS swarm drills, involving not fewer than 50 unmanned aircraft systems from at least three jurisdictions, and publish de-identified after-action reports not later than 60 days after each drill.

(6) Publish quarterly plain-language bulletins summarizing incidents, red-team findings, privacy-compliance statistics, and Board recommendations.

(7) Maintain real-time access to flight logs, firmware-hash attestations, tamper-sensor logs, and incident reports.

(8) Conduct quarterly audits of escrow key access logs for compliance with section 805(b)(3).

SEC. 404. POWERS AND ADMINISTRATIVE SUPPORT.

(a) The Board may appoint and fix the compensation of such personnel as necessary to carry out its functions, in accordance with Federal personnel law.

(b) The head of any Federal agency may detail employees to the Board to assist in carrying out its duties.

(c) The Board shall promulgate rules of procedure, including quorum requirements, within 90 days of enactment.

SEC. 405. PROTECTION OF SENSITIVE INFORMATION.

(a) The Board may withhold from public disclosure for up to 180 days any information related to security vulnerabilities, red-team technical details, or findings that, if released, could endanger safety or security, provided mitigation is actively underway.

(b) Upon expiration of the period in subsection (a), the Board shall publish the information with redactions as necessary to prevent endangerment of persons or critical infrastructure.

SEC. 406. RULE OF CONSTRUCTION.

Nothing in this title shall be construed to diminish or modify the authority of the National Transportation Safety Board under chapter 11 of title 49, United States Code, or to limit or supersede any obligation to comply with other Federal or State aviation safety standards.

TITLE V — STATE, TRIBAL, AND MUNICIPAL OPT-IN LANES

SEC. 501. AUTHORIZATION TO ADOPT THE SANDBOX FRAMEWORK.

Any State, Tribal government, county, municipality, or other political subdivision ("jurisdiction") may elect to conduct public-sector unmanned aircraft missions under the Federal Drone Sandbox established by this Act.

SEC. 502. OPT-IN PROCEDURE.

(a) A jurisdiction may opt in by enacting a resolution or ordinance, adopted by its principal elected body, that:
(1) Accepts the operational tiers and waiver procedures set forth in Title III;
(2) Incorporates the privacy-protection standards of Title VI; and
(3) Designates a lead public agency responsible for compliance.
(b) Before the vote required in subsection (a), the jurisdiction shall publish for public comment, for not fewer than 30 days, a Privacy Impact Assessment (PIA) that describes anticipated mission types, data flows, retention periods, public-complaint processes, and mitigation measures to satisfy the data-minimization and purge requirements of section 604.
(c) Within 10 days after enactment of the resolution or ordinance, the jurisdiction's chief executive officer shall certify the opt-in decision and transmit the PIA to the Administrator.

SEC. 503. EFFECT OF OPT-IN; FEDERAL PRE-EMPTION.

(a) Upon certification under section 502(c), the jurisdiction shall be deemed to operate exclusively under Federal air-navigation rules for Covered Infrastructure and public-safety missions conducted under this Act.
(b) Nothing in this section pre-empts local authority over land use, zoning, noise, or licensing of take-off and landing sites, provided the jurisdiction makes at least one launch-and-recovery location available within 10 miles of any Covered Infrastructure Asset for missions under this Act.

SEC. 504. LIFE-SAFETY EASEMENT OVER TRIBAL LANDS; RECIPROCITY.

(a) During a declared Mass-Casualty Incident or Surge Operation, a public agency may overfly Tribal land without prior opt-in solely for life-saving search-and-rescue, wildfire, or evacuation support.
(b) The operating agency shall provide written or electronic notice to the affected Tribal government not later than 48 hours after commencement of such emergency overflight.
(c) Emergency authority under subsection (a) shall terminate when life-safety operations cease,

and data collected shall be purged under section 604 unless the Tribal government requests retention.

(d) A Tribal government may enter into a written reciprocity agreement with the Administrator to:

(1) Pre-authorize defined search-and-rescue or wildfire-suppression corridors across Tribal lands;

(2) Receive real-time or near-real-time access (subject to the disclosure delay in section 603) to flight logs for operations within those corridors; and

(3) Share in any documented cost savings generated by such operations at a rate not to exceed 10 percent of the success-dividend amount attributable to missions on Tribal lands.

SEC. 505. REVOCATION OR SUSPENSION OF OPT-IN.

(a) A jurisdiction may revoke its opt-in status by ordinance or resolution after a public hearing and 30-day notice to the Administrator.

(b) The Administrator may suspend a jurisdiction's opt-in status for material non-compliance, effective 30 days after notice unless compliance is restored.

SEC. 506. ELIGIBILITY FOR FEDERAL FUNDING.

A jurisdiction shall be eligible to receive grants, equipment, or technical assistance under Titles III, VIII, and XI only after its opt-in certification is accepted by the Administrator and posted on the Dashboard established under Title VI.

SEC. 507. RULE OF CONSTRUCTION.

Nothing in this title shall be construed to limit or repeal any treaty or statutory right of a Tribal government or to diminish the trust responsibility of the United States to Indian Tribes.

TITLE VI — TRANSPARENCY AND PRIVACY DASHBOARD

SEC. 601. ESTABLISHMENT OF FEDERAL DRONE OPERATIONS DASHBOARD.

(a) Not later than 12 months after the date of enactment, the Administrator, in consultation with the National Institute of Standards and Technology, shall deploy a public-facing, internet-accessible Federal Drone Operations Dashboard ("Dashboard").

(b) The Dashboard shall provide near-real-time transparency into all unmanned-aircraft missions conducted under this Act, enable public accountability, and enforce the privacy protections required by this title.

(c) The Dashboard, including its user-interface and data-ingest code, shall be released under an open-source license approved by the Office of Management and Budget.

SEC. 602. OPEN-API STANDARD.

(a) Not later than 12 months after the date of enactment, the National Institute of Standards and Technology shall publish and maintain a machine-readable Open-API Standard establishing mandatory data fields, update intervals, authentication, and encryption requirements for all data supplied to or exported from the Dashboard.

(b) Every public agency, vendor, or contractor operating under this Act shall transmit required data to the Dashboard in conformity with the Open-API Standard.

SEC. 603. FLIGHT-LOG DISCLOSURE; DELAY PARAMETERS.

(a) Flight logs shall be published to the Dashboard not later than 72 hours after mission completion.

(b) During a Surge Operation under section 306, the disclosure delay shall not exceed 6 hours unless a court of competent jurisdiction orders a longer seal for public-safety or investigative reasons.

(c) Each published flight log shall include—

(1) mission start and end times in Coordinated Universal Time;

(2) a geospatial bounding box rounded to the nearest 500 feet;

(3) mission category as defined in section 302 or 303;

(4) aircraft make and model;

(5) the most recent firmware SBOM hash truncated to the first eight hexadecimal characters;

(6) incident classification, if any; and

(7) a unique complaint-tracking number, if applicable.

SEC. 604. PRIVACY AND DATA-RETENTION SAFEGUARDS.

(a) Except as provided in subsection (b), all imagery, telemetry, and associated data collected under this Act shall be irreversibly purged not later than 30 days after collection.

(b) Data specifically tagged as evidence for an active administrative, civil, or criminal proceeding may be retained until final disposition of such proceeding, but not more than 180 days absent a new court order; extensions must be re-certified.

(c) No biometric analysis, including facial or gait recognition, shall be performed on any data collected under this Act absent a warrant issued by a court of competent jurisdiction.

(d) Any vendor or agency granted access to non-aggregated data shall execute a business-use agreement prohibiting secondary sale or non-Sandbox use of such data.

SEC. 605. PUBLIC TOOLS AND INCIDENT COMPLAINT PORTAL.

(a) The Dashboard shall include a "Check-Your-Drone" lookup function enabling any person to query a Remote-ID string and receive, after the applicable disclosure delay, the operator-of-record and stated mission purpose.

(b) The Dashboard shall host a portal allowing members of the public to submit evidence or reports of suspected violations of this Act.

(c) The Blue-Team / Red-Team Air-Safety Board shall review each complaint within 7 days and update the complaint's status on the Dashboard until resolution.

SEC. 606. DASHBOARD SECURITY AND INTEGRITY.

(a) All transmission links and storage systems for the Dashboard shall employ FIPS-validated cryptographic modules and endpoint detection and response.

(b) Automated tamper logs from drone-in-box stations funded under section 309 shall be

streamed to the Dashboard in real time.

(c) Aggregated statistics on link-loss events and autonomous failsafe activations required under section 308(c) shall be published quarterly on the Dashboard.

(d) The Administrator shall implement authentication and rate-limiting controls on the Dashboard API to mitigate denial-of-service or spam injection.

SEC. 607. PERFORMANCE METRICS AND REPORTS.

(a) Not later than 30 days after the end of each fiscal quarter, the Administrator shall publish on the Dashboard—

(1) the total number of flights conducted under each mission category;

(2) incident and near-miss counts by severity class;

(3) privacy-purge statistics, including volume of data deleted under section 604(a); and

(4) compliance status of each participating jurisdiction.

(b) All quarterly datasets shall be downloadable in a machine-readable, non-proprietary format to facilitate independent analysis.

SEC. 608. RULE OF CONSTRUCTION.

Nothing in this title shall be construed to limit disclosure otherwise required under section 552 of title 5, United States Code (Freedom of Information Act).

TITLE VII — OVERSIGHT, GAO SPOT AUDITS, AND PUBLIC-TRUST MONITOR

SEC. 701. GOVERNMENT ACCOUNTABILITY OFFICE SURGE CORPS.

(a) The Comptroller General shall establish and maintain a surge corps of not fewer than 200 auditors, data scientists, and technical specialists dedicated to programs authorized under this Act.

(b) Surge-corps personnel shall be appointed for terms not to exceed five years and may be reappointed.

(c) The surge corps shall—

(1) conduct spot audits of grantees, vendors, Remote-Pilot training programs, and Sandbox operations;

(2) certify cost-savings, safety metrics, and success-dividend calculations under Title VIII; and

(3) support the Board in red-team and blue-team exercises upon request.

SEC. 702. ACCESS TO RECORDS, DATA, AND SITES.

(a) Each agency, grantee, contractor, or subcontractor receiving assistance under this Act shall provide the Comptroller General and surge-corps personnel with timely access to all records, datasets, facilities, and personnel necessary to carry out an audit or evaluation.

(b) The Administrator shall ensure that the Dashboard established under Title VI provides an application-programming interface through which the Comptroller General may obtain real-time or batch data feeds for oversight purposes.

SEC. 703. ANNUAL PERFORMANCE AND RETURN-ON-INVESTMENT REPORT.

(a) Not later than 180 days after the end of each fiscal year, the Comptroller General shall submit to Congress and publish on the Dashboard a report that—

(1) states total Federal outlays and success-dividend inflows for the fiscal year;

(2) calculates the aggregate and program-level return on investment achieved under this Act;

(3) summarizes safety outcomes, incident rates, and compliance findings; and

(4) identifies any material weakness, fraud, or misuse of funds and recommendations for corrective action.

(b) Return on investment shall be calculated as net verified cost savings and safety-related cost avoidance divided by total Federal outlays, expressed as a ratio.

SEC. 704. PUBLIC-TRUST MONITOR AND SURVEY.

(a) The Comptroller General shall conduct, or contract for, an annual nationally representative survey measuring public confidence in and perceived usefulness of operations conducted under this Act.

(b) Survey instruments, response data (with personally identifying information removed), and analytic methods shall be published on the Dashboard within 30 days of survey completion.

SEC. 705. ADAPTIVE SAFEGUARDS.

(a) If the net public-confidence score measured under section 704 declines by more than 15 percentage points relative to the preceding year, the Blue-Team / Red-Team Air-Safety Board shall, within 60 days, transmit to the Administrator recommended modifications to rules, privacy practices, or operational protocols.

(b) The Administrator shall, not later than 30 days after receiving the recommendations, approve, modify, or reject each recommendation and publish the rationale on the Dashboard.

(c) If two or more Class-A incidents, as defined by FAA regulation in effect on the date of incident, occur within a single fiscal year in any jurisdiction, Sandbox operations in that jurisdiction shall be paused, and the Board and surge corps shall conduct a root-cause analysis and certify corrective action before operations resume.

SEC. 706. RAPID-AUDIT TRIGGERS.

(a) The Comptroller General shall select at least five percent of all grants, contracts, and Remote-Pilot training programs each fiscal year for unannounced audit.

(b) Any complaint submitted under section 605 that the Board determines to present credible evidence of fraud or safety risk shall trigger a surge-corps audit within 14 days.

SEC. 707. PROCUREMENT AND PERFORMANCE TRANSPARENCY.

(a) Not later than 45 days after the end of each fiscal quarter, the Administrator shall publish on the Dashboard—

(1) all contract awards and modifications funded in whole or in part under this Act, including vendor identity, award value, and milestone status;

(2) the balance and transaction history of all performance-escrow accounts established under

section 805; and

(3) a list of vendors or grantees subject to claw-back or suspension.

(b) All data released under subsection (a) shall be provided in a non-proprietary, machine-readable format.

SEC. 708. COORDINATION WITH OVERSIGHT CAPACITY EXPANSION ACT.

Audits and surge-corps activities conducted pursuant to this title are eligible for financial and technical support from the Independent Oversight Surge mechanisms authorized by the Oversight Capacity Expansion Act, if such Act is enacted into law.

SEC. 709. REGULATIONS.

Not later than 180 days after the date of enactment, the Comptroller General shall promulgate, after public notice and comment, such regulations as may be necessary to carry out the duties and authorities granted under this title.

TITLE VIII — APPROPRIATIONS AND REVOLVING PILOT FUND

SEC. 801. ESTABLISHMENT OF THE REVOLVING PILOT FUND.

(a) There is established in the Treasury a separate account, to be known as the "Revolving Pilot Fund" (RPF), which shall remain available without fiscal-year limitation.

(b) Amounts in the RPF shall be used to—

(1) award grants and cooperative agreements authorized by this Act;

(2) procure and sustain unmanned-aircraft systems, software, cybersecurity, and related infrastructure;

(3) fund workforce scholarships, stipends, and skills-bridge vouchers under Title XI;

(4) defray oversight expenses of the Blue-Team / Red-Team Air-Safety Board and the GAO surge corps; and

(5) carry out any other activity expressly authorized by this Act.

(c) Amounts in the RPF shall earn interest pursuant to section 9702 of title 31, United States Code, and such interest shall be credited to the RPF.

SEC. 802. AUTHORIZATION OF APPROPRIATIONS.

Fiscal Year	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Amount (millions)	372	343	335	343	347

Amounts appropriated under this section remain available until expended.

SEC. 803. SUCCESS-DIVIDEND PROGRAM.

(a) Any grantee or contracting agency that achieves verifiable cost savings of at least 25 percent, as certified by the Comptroller General, shall remit to the RPF a success dividend equal to—

(1) 10 percent of net savings where savings are not less than 25 percent but less than 40 percent; or

(2) 15 percent of net savings where savings are 40 percent or greater.

(b) Dividends owed under subsection (a) shall be transferred to the RPF not later than 90 days after certification.

(c) Interest, forfeited performance bonds, claw-back recoveries, civil penalties, and any other monetary returns under this Act shall be deposited in the RPF.

(d) An additional five percent of any dividend calculated under subsection (a) shall be withheld in escrow until the Comptroller General verifies, at the close of the third fiscal year following certification, that the net-present cost savings remain equal to or greater than the threshold that triggered the original dividend. Upon verification, the withheld amount shall be released to the RPF; if the threshold is not met, the amount shall revert to the Treasury and the originating program shall be flagged for GAO review.

SEC. 804. PAY-FOR-SUCCESS CONTRACTS.

(a) A public agency assisted under this Act may enter into a pay-for-success contract under which private capital finances eligible activities and is repaid solely from certified savings above 20 percent.

(b) The Comptroller General shall certify net savings before any repayment is made under subsection (a).

SEC. 805. VENDOR MILESTONE PAYMENTS AND PERFORMANCE ESCROW.

(a) Contracts financed in whole or in part by the RPF shall provide for payments of—

(1) 40 percent upon award;

(2) 40 percent upon provisional acceptance of goods or services; and

(3) 20 percent deposited into a performance-escrow account for 24 months.

(b)

(1) Escrowed funds may be released only upon a written determination by the Administrator, after consultation with the Board, that all safety, reliability, and service-level requirements have been met.

(2) If the Board identifies a material deficiency during the escrow period, release shall be suspended until corrective action is verified.

(3) Escrow decryption keys, firmware-signing keys, or other escrowed cyber artefacts shall be stored in hardware-security modules meeting FedRAMP High or equivalent controls; access logs shall be audited quarterly by the Board and provided to the Comptroller General upon request.

(c) Bonuses or other incentive payments shall be based solely on documented improvements in safety metrics or lifecycle-cost reductions and may not be tied to workforce reductions.

SEC. 806. CLAW-BACK AND BUDGET CONTROL.

(a) Unobligated or mis-used grant, contract, or scholarship funds exceeding 20 percent of the original award shall revert to the Treasury not later than 180 days after the end of the award period.

(b) An entity subject to a claw-back under subsection (a) shall be ineligible for new assistance under this Act for one grant cycle.

(c) Obligations from the RPF in any fiscal year shall not exceed—

(1) the amount appropriated for that fiscal year under section 802; plus

(2) the unobligated balance carried forward from the preceding fiscal year.

SEC. 807. AUTOMATION ADJUSTMENT FUND.

(a) There is established within the RPF an Automation Adjustment sub-account consisting of two percent of each success dividend collected under section 803.

(b) Amounts in the sub-account may be used only to—

(1) provide reskilling stipends, not to exceed $5,000 per individual, to workers displaced by automation of tasks previously performed by human pilots or inspectors; and

(2) pay an annual skills-maintenance bonus of $1,000 to ROE certificate holders who complete Administrator-approved AI-oversight modules.

(c) Funds in the sub-account may not be transferred or re-programmed for any other purpose.

SEC. 808. REPORTING AND SUNSET.

(a) Not later than 180 days after the end of each fiscal year, the Secretary of Transportation shall publish on the Dashboard—

(1) all deposits to and disbursements from the RPF, including sub-account activity;

(2) all success dividends and five-percent holdbacks under section 803;

(3) the status of all performance-escrow accounts; and

(4) all claw-backs and suspensions under section 806.

(b) Sections 801 through 807 shall cease to have effect on September 30, 2031, unless reauthorized by an Act of Congress.

SEC. 809. BUDGET NEUTRALITY CERTIFICATION.

Not later than 60 days after the date of enactment, the Comptroller General shall certify whether projected inflows to the RPF under sections 803 and 806 are sufficient to offset total outlays authorized by this title for fiscal years 2026 through 2030. If the Comptroller General certifies insufficiency, the amounts authorized under section 802(b)-(e) shall each be reduced by an equal percentage sufficient to achieve budget neutrality.

TITLE IX — MISCELLANEOUS; SEVERABILITY; EFFECTIVE DATES

SEC. 901. SAVINGS CLAUSE.

Nothing in this Act, or any amendment made by this Act, shall be construed to—

(1) diminish or otherwise affect the authority of the National Transportation Safety Board under chapter 11 of title 49, United States Code;

(2) alter or impair any treaty or statutory right of a Tribal government; or

(3) supersede or limit any requirement under the National Environmental Policy Act of 1969 except as expressly provided in section 305 of this Act.

SEC. 902. CONFORMING AMENDMENTS.

(a) Section 44801 of title 49, United States Code, is amended by adding at the end the following:

"(11) the term 'Federal Drone Sandbox' has the meaning given in section 301 of the National Public Drone Infrastructure & First-Responder Pilot Act."

(b) The analysis for chapter 448 of title 49, United States Code, is amended by inserting after the item relating to section 44812 the following:

"44813. Federal Drone Sandbox."

SEC. 903. RULEMAKING DEADLINES.

(a) Except as otherwise provided in this Act, any regulation, guideline, standard, or other agency rule required to carry out this Act shall be issued not later than 12 months after the date of enactment.

(b) The Administrator and the Secretary of Transportation may issue interim final rules as necessary to meet the deadline under subsection (a). Interim final rules shall have the force and effect of law until superseded by a final rule.

SEC. 904. REPORT TO CONGRESS ON INTERNATIONAL COORDINATION.

Not later than 24 months after the date of enactment, the Secretary of Transportation, in consultation with the Secretary of State and the Administrator, shall submit to the Committees on Transportation and Infrastructure, Homeland Security, and Foreign Affairs of the House of Representatives and the Committees on Commerce, Science, and Transportation and Homeland Security and Governmental Affairs of the Senate a report describing—

(1) efforts undertaken to harmonize the Sandbox framework with international unmanned-aircraft standards; and

(2) any legislative or regulatory recommendations for further alignment.

SEC. 905. SEVERABILITY.

If any provision of this Act, or the application of such provision to any person or circumstance, is held invalid, the remainder of this Act, and the application of the remaining provisions to any person or circumstance, shall not be affected.

SEC. 906. EFFECTIVE DATE.

Except as expressly provided, this Act shall take effect on the date of enactment.

TITLE X — REMOTE-ID AND SPECTRUM COORDINATION

SEC. 1001. FAA–NTIA–FCC JOINT CORRIDOR PLAN.

(a) Not later than 12 months after the date of enactment, the Administrator, the Assistant Secretary of Commerce for Communications and Information, and the Chair of the Federal Communications Commission ("Joint Team") shall jointly develop and publish a National Unmanned-Aircraft Spectrum and Airspace Corridor Plan ("Corridor Plan").

(b) The Corridor Plan shall—

(1) designate priority spectrum bands and protected flight corridors for public-sector unmanned-aircraft operations conducted under this Act;

(2) define technical parameters for command-and-control and payload links, including maximum permissible emissions, interference-mitigation techniques, and coexistence with manned-aircraft systems;

(3) establish procedures for dynamic spectrum sharing with commercial 5G, public-safety broadband, and satellite services;

(4) identify locations where additional ground-based infrastructure is needed to ensure compliance with the Network-Integrity Standard in section 308; and

(5) provide a timeline for phased implementation and periodic review of corridor assignments.

(c) A draft Corridor Plan shall be published in the Federal Register and open for public comment for not fewer than 60 days before the plan is finalized.

SEC. 1002. ADS-B IN/OUT ALIGNMENT AND INTEGRATION.

(a) The Administrator shall ensure that all unmanned-aircraft systems operating under this Act and above 400 feet above ground level are equipped with Automatic Dependent Surveillance–Broadcast (ADS-B) Out functionality, or an alternative cooperative surveillance technology approved by the Administrator that provides equivalent or better situational awareness.

(b) The Joint Team shall establish, within the Corridor Plan, technical guidelines for interoperability between Remote-ID broadcast messages required by part 89 of title 14, Code of Federal Regulations, and ADS-B signals transmitted by unmanned-aircraft systems.

(c) The guidelines under subsection (b) shall include measures to protect aeromedical evacuation, wildfire airtanker, and other high-priority manned-aircraft operations from interference or signal saturation.

SEC. 1003. SPECTRUM-INTERFERENCE MITIGATION.

(a) Subject to the availability of appropriations, the Administrator may, in coordination with the National Telecommunications and Information Administration, award grants for the deployment of spectrum-monitoring nodes in counties that host Drone-in-Box stations funded under section 309.

(b) Not later than 18 months after the date of enactment of this Act, the Joint Team shall publish a protocol for detection, reporting, and rapid mitigation of radio-frequency jamming or GPS-spoofing incidents affecting unmanned-aircraft systems operating under this Act.

SEC. 1004. RULEMAKING.

(a) Not later than 18 months after the date of enactment, the Administrator shall issue such regulations as are necessary to implement the requirements of this title, including any amendments to parts 89 and 91 of title 14, Code of Federal Regulations.

(b) The Administrator may waive specific technical requirements of subsection 1002(a) for operations that demonstrate an equivalent level of safety and interoperability, as determined through risk assessment and public notice.

SEC. 1005. CONSULTATION WITH THE DEPARTMENT OF DEFENSE.

The Joint Team shall consult with the Secretary of Defense to ensure that spectrum allocations,

corridor assignments, and surveillance-equipment mandates under this title do not adversely affect national-security or military-training requirements.

SEC. 1006. PERIODIC REVIEW.
Not later than 48 months after the publication of the final Corridor Plan, and every four years thereafter, the Joint Team shall review and, as necessary, revise the Corridor Plan to reflect technological advances, spectrum-usage trends, and operational experience.

TITLE XI — WORKFORCE AND TRAINING GRANTS

SEC. 1101. GROW-YOUR-OWN REMOTE-PILOT SCHOLARSHIP PROGRAM.
(a) The Secretary of Transportation shall establish a competitive grant program to expand the pipeline of qualified Remote Pilots and Remote Operations Endorsement (ROE) holders in rural, Tribal, and underserved communities.
(b) Eligible grantees include—
(1) community colleges;
(2) Tribal colleges and universities;
(3) land-grant universities; and
(4) State or locally accredited vocational-technical institutions offering FAA Part 107 or ROE curricula approved by the Administrator.
(c) Grants shall fund tuition, fees, and instructional materials for not more than 2,000 students per fiscal year.
(d) Each scholarship recipient may receive a living-stipend not to exceed $3,000 for documented simulator or field-training hours.
(e) In awarding grants, priority shall be given to institutions located in counties with fewer than 25 licensed Remote Pilots per 100,000 population or serving majority-Tribal lands.

SEC. 1102. TRAINING STANDARDS AND PASS-RATE REQUIREMENT.
(a) All programs funded under section 1101 shall include—
(1) classroom instruction sufficient to prepare students for the Part 107 Remote-Pilot knowledge test;
(2) not fewer than 20 hours of hands-on VLOS flight;
(3) a Remote-Operations track consisting of at least 400 hours of FAA-approved simulator time and 40 hours of supervised live BVLOS operations for ROE candidates; and
(4) coursework in cybersecurity, link-loss mitigation, and privacy compliance.
(b) To remain eligible for funding, a program shall maintain a first-time pass rate of at least 70 percent on—
(1) the Part 107 knowledge test for Remote-Pilot scholarship students; and
(2) the ROE oral and practical examination for ROE candidates.
(c) An institution that falls below the threshold in subsection (b) for two consecutive years shall be suspended from the program for one grant cycle or until the pass rate is restored, whichever is later.

SEC. 1103. SKILLS-BRIDGE VOUCHERS FOR DISPLACED WORKERS.

(a) A worker displaced from manual bridge inspection, rope-access, or similar infrastructure-inspection employment due to adoption of unmanned-aircraft technology may receive a voucher of up to $5,000, payable from the Automation Adjustment sub-account of the Revolving Pilot Fund, to cover the cost of ROE training or related up-skilling.

(b) The Secretary shall establish documentation requirements to verify displacement, which may include employer certification, unemployment-insurance records, or other evidence deemed acceptable.

SEC. 1104. CONTINUING-EDUCATION BONUS FOR ROE HOLDERS.

(a) Holders of a valid Remote Operations Endorsement who complete annual continuing-education modules on artificial-intelligence oversight and autonomous-system safety, as approved by the Administrator, shall be eligible for a $1,000 skills-maintenance bonus paid from the Automation Adjustment sub-account.

(b) No individual may receive more than one bonus under this section in a single fiscal year.

SEC. 1105. APPLICATION AND SELECTION PROCESS.

(a) Grantees shall submit an application at such time, in such manner, and containing such information as the Secretary may require, including—

(1) proposed curriculum and training facilities;

(2) anticipated enrollment and demographic reach;

(3) plans for mentorship, job placement, or apprenticeship; and

(4) measures for tracking alumni employment outcomes.

(b) The Secretary shall evaluate applications based on—

(1) potential to improve geographic or demographic equity;

(2) instructional quality and industry alignment;

(3) institutional capacity and partnerships with public-safety agencies; and

(4) sustainability beyond the grant period.

SEC. 1106. REPORTING AND ACCOUNTABILITY.

(a) Each grantee shall submit to the Secretary, not later than 60 days after the end of each academic year, a report detailing—

(1) enrollment, completion, and certification statistics;

(2) first-time pass rates on relevant FAA examinations;

(3) placement rates in public-sector or Sandbox-authorized roles; and

(4) expenditure of grant funds.

(b) The Secretary shall publish an annual summary of program performance on the Dashboard established under Title VI.

(c) The GAO surge corps established under section 701 shall include scholarship programs in its random-audit pool and may recommend suspension or claw-back for material non-compliance.

SEC. 1107. AUTHORIZATION OF APPROPRIATIONS.

From the amounts made available in the Revolving Pilot Fund under section 802, not more than $50 million in each of fiscal years 2026 through 2030 shall be available to carry out this title.

TITLE XII — INDEPENDENT OVERSIGHT SURGE

SEC. 1201. PURPOSE.

The purpose of this title is to ensure that the audit, investigative, and rapid-response capabilities required to oversee programs authorized by this Act are fully integrated with the resources and authorities established under the Oversight Capacity Expansion Act ("OCEA").

SEC. 1202. INCORPORATION BY REFERENCE.

(a) All grants, contracts, cooperative agreements, and pilot projects funded in whole or in part under this Act shall be deemed "covered Federal programs" for purposes of section 4(a) of the OCEA.

(b) The occurrence of any Class-A incident, claw-back under section 806, or public-confidence drop described in section 705(a) shall constitute a "rapid-audit trigger" under section 5(b) of the OCEA.

(c) The Administrator shall provide the Independent Audit Platform established by the OCEA with real-time program-metric feeds via the Dashboard API required under section 602.

SEC. 1203. FUNDING AND REIMBURSEMENT.

(a) Notwithstanding any limitation in the OCEA, amounts appropriated to the Revolving Pilot Fund under section 802 shall be available to reimburse the Government Accountability Office, Council of the Inspectors General on Integrity and Efficiency, or any third-party audit contractor for rapid-audit expenses incurred under the OCEA with respect to this Act.

(b) The reimbursable share under subsection (a) shall not exceed 80 percent of total rapid-audit cost, with the remainder borne by the requesting Federal entity.

SEC. 1204. COORDINATION MECHANISM.

(a) Within 60 days after the date of enactment, the Administrator, the Secretary of Transportation, and the Comptroller General shall each designate a senior official to serve as liaison to the Independent Oversight Surge mechanisms of the OCEA.

(b) Not later than 120 days after the date of enactment, the designated liaisons shall execute a memorandum of understanding that—

(1) establishes protocols for data sharing, site access, and deconfliction of audit schedules;

(2) sets maximum response times for rapid-audit tasking; and

(3) aligns cybersecurity and privacy safeguards between this Act and the OCEA.

SEC. 1205. RULE OF CONSTRUCTION.

Nothing in this title shall be construed to limit the independent authority of the Comptroller General or any Inspector General under any other provision of law.

TITLE XIII — AUTO-REAUTHORIZATION TEST

SEC. 1301. AUTOMATIC EXTENSION OF OVERSIGHT AUTHORITIES.

(a) Not later than 180 days after the close of fiscal year 2029, the Comptroller General shall calculate and certify to Congress the aggregate return-on-investment (ROI) ratio achieved by all programs authorized under this Act for the period encompassing fiscal years 2026 through 2029.

(b) For purposes of this section, the ROI ratio shall be deemed to meet the threshold if the Comptroller General certifies that the average ROI equals or exceeds 40 dollars of verified cost savings or cost avoidance for every 1 dollar of Federal outlay under this Act.

SEC. 1302. EFFECT OF CERTIFICATION.

(a) If the ROI threshold described in section 1301(b) is met, then—

(1) Title IV (Blue-Team / Red-Team Air-Safety Board); and

(2) Title VII (Oversight, GAO Spot Audits, and Public-Trust Monitor),

are hereby extended and shall remain in effect through fiscal year 2036 without further legislative action.

(b) Upon issuance of a certification meeting the threshold, the Comptroller General shall cause notice of the automatic extension to be published in the Federal Register and on the Dashboard established under Title VI.

SEC. 1303. FAILURE TO MEET THRESHOLD.

If the Comptroller General certifies that the ROI threshold set forth in section 1301(b) has not been met—

(1) Titles IV and VII shall terminate on September 30, 2031, unless reauthorized by Act of Congress; and

(2) the Comptroller General shall transmit to the Committees of jurisdiction in the House of Representatives and the Senate a report identifying factors contributing to the shortfall and legislative or administrative remedies to improve program performance.

SEC. 1304. CONGRESSIONAL REVIEW.

Nothing in this title shall be construed to limit the authority of Congress to amend, supersede, or repeal any provision of this Act at any time.