

**SA 1912.** Mr. GRASSLEY (for himself and Mr. WHITEHOUSE) submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

**SEC. \_\_\_\_ . IMPLEMENTATION OF ANTI-TERRORIST AND NARCOTIC AIR EVENTS PROGRAMS.**

(a) IMPLEMENTATION.—

(1) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Administrator shall implement the anti-fraud and abuse recommendations described in paragraph (2).

(2) RECOMMENDATIONS DESCRIBED.—For purposes of this section, the term “anti-fraud and abuse recommendations” means the recommendations set forth in the Government Accountability Office report entitled “Aviation: FAA Needs to Better Prevent, Detect, and Respond to Fraud and Abuse Risks in Aircraft Registration,” (dated March 25, 2020).

(b) REPORT.—Not later than 60 days after the date on which the Administrator implements the recommendations under subsection (a), the Administrator shall submit to the Committees on the Judiciary and Commerce, Science, and Transportation of the Senate, the Committees on the Judiciary and Energy and Commerce of the House of Representatives, and the Caucus on International Narcotics Control of the Senate a report on such implementation, including a description of any steps taken by the Administrator to complete such implementation.

**SA 1913.** Mr. SCHMITT submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

**SEC. \_\_\_\_ . SPACE COOPERATION WITH TAIWAN.**

(a) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator of the National Aeronautics and Space Administration, in coordination with the Secretary of Commerce, acting through the Administrator of the National Oceanic and Atmospheric Administration, and the Secretary of State, may seek to engage the authorities of Taiwan with respect to expanding cooperation between the United States and such authorities on civilian space activities.

(b) COOPERATION EFFORTS.—

(1) IN GENERAL.—In seeking to expand cooperation under subsection (a), the Administrator of the National Aeronautics and Space Administration and the Administrator of the National Oceanic and Atmospheric Administration may carry out efforts to identify and pursue space exploration, space applications, and science initiatives in areas of mutual benefit to the United States and the authori-

ties of Taiwan, consistent with the Taiwan Relations Act (22 U.S.C. 3301 et seq.) and applicable export regulations, including by—

(A) cooperating on satellite programs, space exploration programs, and atmospheric and weather programs; and

(B) conducting—

(i) personnel exchanges of employees of the National Aeronautics and Space Administration and the National Oceanic and Atmospheric Administration with employees of the Taiwan Space Agency; and

(ii) activities of mutual benefit relating to commercial space and atmospheric and weather technology and services.

(2) PROTECTION OF SENSITIVE AND PROPRIETARY INFORMATION AND ECONOMIC INTERESTS OF THE UNITED STATES.—In carrying out efforts and activities under paragraph (1), the Administrator of the National Aeronautics and Space Administration and the Administrator of the National Oceanic and Atmospheric Administration shall take all appropriate measures to protect sensitive information, intellectual property, trade secrets, and the economic interests of the United States.

(c) REPORT.—

(1) REQUIREMENT.—Not later than 270 days after the date of the enactment of this Act, and annually thereafter for five years, the Administrator of the National Aeronautics and Space Administration, the Administrator of the National Oceanic and Atmospheric Administration, and the Secretary of State shall jointly submit to the appropriate committees of Congress a report on the implementation of this section.

(2) ELEMENTS.—Each report required by paragraph (1) shall include the following:

(A) A description of the cooperation efforts and activities carried out under subsection (b)(1).

(B) An identification of any challenge or resource gap that needs to be addressed to expand cooperation between the United States and the authorities of Taiwan on civilian space activities.

(C) Any other matter the Administrator of the National Aeronautics and Space Administration, the Administrator of the National Oceanic and Atmospheric Administration, and the Secretary of State consider relevant.

(d) APPROPRIATE COMMITTEES OF CONGRESS DEFINED.—In this section, the term “appropriate committees of Congress” means—

(1) the Committee on Commerce, Science, and Transportation and the Committee on Foreign Relations of the Senate; and

(2) the Committee on Science, Space, and Technology and the Committee on Foreign Affairs of the House of Representatives.

**SA 1914.** Mr. KENNEDY submitted an amendment intended to be proposed to amendment SA 1911 submitted by Ms. CANTWELL (for herself, Mr. CRUZ, Ms. DUCKWORTH, and Mr. MORAN) and intended to be proposed to the bill H.R. 3935, to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

**SEC. \_\_\_\_ . AUTHORIZATION OF CERTAIN FLIGHTS BY STAGE 2 AIRCRAFT.**

Section 172(a) of the FAA Reauthorization Act of 2018 (49 U.S.C. 4752i note) is amended—

(1) in the matter preceding paragraph (1), by striking “in nonrevenue service into not more than 4 medium hub airports or nonhub airports” and inserting “into not more than 4 medium hub airports or nonhub airports, or

airports that have a maintenance facility with a maintenance certificate issued under part 145 of title 14, Code of Federal Regulations,”; and

(2) in paragraph (1)—

(A) in subparagraph (A), by inserting “and” after the semicolon; and

(B) by striking subparagraph (C).

**SA 1915.** Mr. BROWN submitted an amendment intended to be proposed by him to the bill H.R. 3935, to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil aviation programs, and for other purposes; which was ordered to lie on the table; as follows:

At the appropriate place, insert the following:

**SEC. \_\_\_\_ . ECONOMIC NON-DISCRIMINATION.**

(a) IN GENERAL.—Each entity that provides commercial ground transportation to users of an airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other such users (including entities controlled by the airport) making the same or similar physical use of such airport and using similar facilities.

(b) ESSENTIAL NEXUS TO LEGITIMATE PUBLIC PURPOSE.—All rates, fees, rentals, and other charges described in subsection (a) shall—

(1) have an essential nexus to a legitimate public purpose;

(2) be roughly proportionate to the impact the physical use has on airport facilities; and

(3) be no greater than necessary to cover the costs of such impact of the physical use.

(c) BURDEN OF PROOF.—An airport shall have the burden of proving the instituting rates, fees, rentals, and other charges described under subsection (a).

(d) NONDISCRIMINATORY AND SUBSTANTIALLY COMPARABLE RULES, REGULATIONS, AND CONDITIONS.—Each entity described in subsection (a) shall be subject to such non-discriminatory and substantially comparable rules, regulations, and conditions and provided equivalent access rights to the airport as are applicable or provided to all such other entities which make the same or similar physical use of such airport and use similar facilities.

(e) REASONABLE CLASSIFICATIONS.—An airport shall be permitted to make reasonable classifications between entities described in subsection (a), except any classifications not rationally related to the safe operation of the airport, such as those classifications based on presumed benefits derived, degree of economic harm to the airport, or anti-competitive motives.

(f) REASONABLE JUSTIFICATION.—Neither the rules, regulations, and conditions applicable, nor the access rights provided to, an entity described in subsection (a) shall prevent, restrict, or distort such entity's ability to compete with any other such entities, including the entities controlled by the airport, without a reasonable justification that benefits the public interest.

(g) CLASSIFICATION.—Classification or status as a specific type of entity described in subsection (a) shall not be unreasonably withheld by any airport provided a commercial ground transportation user assumes obligations substantially similar to those already imposed on other such entities in such classification or status.

**SA 1916.** Ms. CORTEZ MASTO (for herself and Mr. GRASSLEY) submitted an amendment intended to be proposed by her to the bill H.R. 3935, to amend title 49, United States Code, to reauthorize and improve the Federal Aviation Administration and other civil