

117TH CONGRESS
1ST SESSION

H. R. 1339

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

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 25, 2021

Ms. DAVIDS of Kansas (for herself and Mr. GRAVES of Louisiana) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

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,*

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) WORKING GROUP.—Not later than 120 days after
8 the date of enactment of this Act, the Secretary of Trans-
9 portation shall establish an advanced air mobility (AAM)

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

3 (b) PURPOSE.—The purpose of the working group es-
4 tablished under subsection (a) shall be to plan and coordi-
5 nate efforts related to the safety, infrastructure, physical
6 security, cybersecurity, and Federal investment necessary
7 for maturation of the AAM ecosystem in the United
8 States. It is critical that Government agencies collaborate
9 in order to enhance United States leadership, develop new
10 transportation options, amplify economic activity and jobs,
11 advance environmental sustainability and new tech-
12 nologies, and support emergency preparedness and com-
13 petitiveness.

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

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

19 (2) designate not less than one additional rep-
20 resentative to participate on the working group from
21 each of—

22 (A) the Department of Transportation;

23 and

24 (B) the Federal Aviation Administration;

25 and

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

5 (A) the National Aeronautics and Space
6 Administration;

7 (B) the Department of Defense;

8 (C) the Department of Energy;

9 (D) the Department of Homeland Security;

10 (E) the Department of Commerce; and

11 (F) such other departments or agencies as
12 the Secretary determines appropriate.

13 (d) COORDINATION.—The working group shall co-
14 ordinate with aviation industry and labor stakeholders,
15 and others determined appropriate by the Secretary of
16 Transportation, including the following:

17 (1) Manufacturers of AAM aircraft, avionics,
18 propulsion systems, and traffic management sys-
19 tems.

20 (2) Operators of AAM aircraft.

21 (3) Air carriers and general aviation operators.

22 (4) Airports and fixed-based operators.

23 (5) Training and maintenance providers.

24 (6) Labor representatives of pilots, air traffic
25 controllers, and aviation safety inspectors.

1 (7) State, local, and Tribal officials or public
2 agencies.

3 (8) First responders.

4 (9) Groups representing environmental inter-
5 ests.

6 (10) Electric utilities, energy providers and
7 market operators.

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

12 (1) steps that will mature AAM aircraft oper-
13 ations and concepts beyond initial operations;

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

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

21 (4) infrastructure, including aviation,
22 multimodal, and utility infrastructure, necessary to
23 accommodate and support expanded operations of
24 AAM after initial implementation;

1 (5) anticipated benefits associated with AAM
2 aircraft operations, including economic, environ-
3 mental, emergency and natural disaster response,
4 and transportation benefits; and

5 (6) other factors that may limit the full poten-
6 tial of the AAM industry including community ac-
7 ceptance of AAM operations.

8 (f) PLAN AND RECOMMENDATIONS.—Based on the
9 review and examination performed under subsection (e),
10 the working group shall develop—

11 (1) recommendations regarding the safety, se-
12 curity, infrastructure, and other Federal investment
13 or actions necessary to support the evolution of early
14 AAM to higher levels of activity and societal benefit;
15 and

16 (2) a comprehensive plan detailing the roles and
17 responsibilities of each Federal department or agen-
18 cy to facilitate or implement the recommendations in
19 paragraph (1).

20 (g) REPORT.—Not later than 180 days after the com-
21 pletion of the review and examination completed under
22 subsection (e), the Chair of the working group shall sub-
23 mit to the Committee on Transportation and Infrastruc-
24 ture of the House of Representatives and the Committee

1 on Commerce, Science, and Transportation of the Senate
2 a report that—

3 (1) details the review and examination per-
4 formed under subsection (e); and

5 (2) provides the plan and recommendations de-
6 veloped under subsection (f).

7 (h) DEFINITIONS.—In this Act, the following defini-
8 tions apply:

9 (1) ADVANCED AIR MOBILITY; AAM.—The term
10 “Advanced Air Mobility” or “AAM” means an air
11 transportation system that moves people and cargo
12 between places using new aircraft designs including
13 electric aircraft and electric vertical take-off and
14 landing aircraft (eVTOL), which are integrated into
15 existing airspace operations as well as operated in
16 local, regional, intraregional, rural, and urban envi-
17 ronments.

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

23 (3) FIXED-BASED OPERATOR.—The term
24 “fixed-based operator” means an aircraft service or-
25 ganization which operates under a lease or use

1 agreement with an airport sponsor or operator for
2 the specific purpose of providing fueling, ground
3 handling, and recharging services as well as aircraft
4 maintenance and storage.

5 (4) VERTICAL TAKE-OFF AND LANDING.—The
6 term “Vertical Take-off and Landing” (VTOL)
7 means an aircraft with lift/thrust units used to gen-
8 erate powered lift and control and with more than
9 two lift/thrust units used to provide lift during
10 vertical take-off or landing.

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