

118TH CONGRESS  
1ST SESSION

# H. R. 6850

To improve technology and address human factors in aviation safety, and  
for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

DECEMBER 19, 2023

Mr. DESAULNIER (for himself, Ms. NORTON, and Ms. TITUS) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Science, Space, and Technology, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

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## A BILL

To improve technology and address human factors in aviation  
safety, 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 “Safe Landings Act”.

5 **SEC. 2. FINDINGS.**

6 Congress finds the following:

7 (1) Given that the United States enjoys an ex-  
8 ceptionally safe aviation system with an exceedingly

1 low frequency of airline accidents, efforts to improve  
2 aviation safety should examine nonaccident safety  
3 incidents for all possible insights.

4 (2) Aviation safety should not be taken for  
5 granted, and even with so few accidents, the U.S.  
6 Aerospace System should proactively address safety  
7 concerns that emerge from our dynamic and evolving  
8 economic conditions, technology, aviation industry,  
9 and other factors.

10 (3) Preventing accidents from occurring in the  
11 airport runway environment remains an objective re-  
12 quiring continued effort, and incidents of runway  
13 confusion, defined as the subset of runway incur-  
14 sions in which an aircraft unintentionally takes off  
15 or lands on a taxiway or incorrect runway, should be  
16 carefully monitored, reviewed, and studied for in-  
17 sights to improve safety.

18 (4) While technology continues to advance and  
19 new opportunities to use technology to address safe-  
20 ty risks in aviation are examined and pursued, the  
21 evolving role of technology and the expanding use of  
22 automation should not be used as justification to di-  
23 minish attention to and prioritization of the human  
24 contribution to aviation safety. The aviation industry  
25 and the Government must ensure that training pro-

1       grams for flight crews and other personnel are ap-  
2       propriately evolving, that training standards and ex-  
3       pectations remain rigorous, and that risks and con-  
4       cerns associated with the interaction between hu-  
5       mans, technology, and automated systems are identi-  
6       fied, studied, and addressed in a timely manner.

7       **SEC. 3. IMPLEMENTATION OF NTSB RECOMMENDATIONS.**

8       (a) NTSB RECOMMENDATION.—

9               (1) IN GENERAL.—The Administrator shall im-  
10       plement the recommendation of the National Trans-  
11       portation Safety Board numbered as A–18–25 and  
12       issued on October 11, 2018, and, not later than 1  
13       year after the enactment of this Act, the Adminis-  
14       trator shall issue to Congress a report on the status  
15       of the implementation.

16              (2) CONSIDERATION.—In implementing this  
17       recommendation, the Administrator shall consider  
18       any relevant findings identified pursuant to section  
19       334 of the FAA Reauthorization Act of 2018 (Pub-  
20       lic Law 115–254).

21       (b) PILOT ALERTS.—The Administrator shall—

22              (1) collaborate with aircraft and avionics manu-  
23       facturers, labor organizations representing pilots op-  
24       erating under part 121 of title 14, Code of Federal  
25       Regulations, and software developers to develop the

1 technology for a cockpit system that provides an  
2 alert to pilots when an airplane is not aligned with  
3 the intended runway surface;

4 (2) once such technology described in para-  
5 graph (1) is available, establish a requirement for  
6 the technology to be installed on aircraft operating  
7 under part 121 of title 14, Code of Federal Regula-  
8 tions, landing at airports within Class B and Class  
9 C airspace and certified under part 139 of title 14,  
10 Code of Federal Regulations;

11 (3) in establishing the requirement as described  
12 in paragraph (2), consider any relevant findings  
13 identified pursuant to section 334 of the FAA Reau-  
14 thorization Act of 2018 (Public Law 115–254); and

15 (4) not later than 1 year after the date of en-  
16 actment of this Act, issue to Congress a report on  
17 the progress of the work described in paragraph (1).

18 **SEC. 4. INVESTIGATIONS FOR COVERED EVENTS.**

19 (a) IN GENERAL.—Once implementation of section  
20 3(a) of this Act is complete, the National Transportation  
21 Safety Board may initiate investigations of covered events  
22 to determine risk factors specific to the airport at which  
23 such an event occurred and other elements of the National  
24 Airspace System that may contribute to the cause of the  
25 event. The National Transportation Safety Board may

1 also elect to consider multiple events in a single report  
2 as part of a special investigation or study to examine safe-  
3 ty factors contributing to these events.

4 (b) CONTENT.—The review and analysis shall exam-  
5 ine factors present at the time of any covered event at  
6 such airport, including—

7 (1) challenges pilots perceive when flying into  
8 and out of the airport;

9 (2) challenges that air traffic controllers face  
10 when working at the airport;

11 (3) characteristics of the communications  
12 among and between groups of personnel whose work  
13 relates to the movement of aircraft into and out of  
14 the airport including pilots, air traffic controllers,  
15 maintenance workers, dispatchers, and airline air-  
16 port operations personnel; and

17 (4) physical characteristics of the airport and  
18 its facilities, such as the configuration of runways,  
19 taxiways, runway lighting, and construction activity.

20 (c) PROTECTION OF INFORMATION.—Individuals in-  
21 volved in any manner in an investigation described in this  
22 section may request that the Board take such action as  
23 appropriate to protect from public disclosure any informa-  
24 tion that readily identifies such individual. The Board may  
25 withhold the information if the Board determines that the

1 information may be withheld under an exemption under  
2 section 552 of title 5, United States Code, and the publica-  
3 tion of such information is not in the public interest.

4 **SEC. 5. STUDY ON HUMAN FACTORS AND AVIATION SAFETY.**

5 (a) IN GENERAL.—The National Academies of  
6 Science, Engineering, and Medicine shall, in collaboration  
7 with other relevant Federal institutions and agencies, con-  
8 duct a study on the role of human factors in high-risk  
9 professions, including aviation.

10 (b) REPORT.—Not later than 1 year after the date  
11 of enactment of this Act, the National Academies shall  
12 submit to the Committee on Transportation and Infra-  
13 structure and Committee on Education and Workforce of  
14 the House of Representatives and the Committee on Com-  
15 merce, Science, and Transportation and the Committee on  
16 Health, Education, Labor and Pensions of the Senate a  
17 report on the results of the study required under sub-  
18 section (a), including best practices that can be imple-  
19 mented across all high-risk professions, including within  
20 the aviation industry, to reduce risk involved with human  
21 factors.

22 **SEC. 6. TASK FORCE ON HUMAN FACTORS IN AVIATION**  
23 **SAFETY.**

24 (a) IN GENERAL.—Not later than 6 months after the  
25 date of enactment of this Act, the Administrator of the

1 Federal Aviation Administration shall convene a task force  
2 on human factors in aviation safety (in this section re-  
3 ferred to as the “Task Force”).

4 (b) COMPOSITION.—The Task Force shall consist of  
5 members appointed by the Administrator and having ex-  
6 pertise in an operational or academic discipline that is rel-  
7 evant to the analysis of human errors in aviation. The  
8 number of members shall be determined by the Adminis-  
9 trator to ensure sufficient representation of relevant oper-  
10 ational and academic disciplines.

11 (c) DURATION.—

12 (1) IN GENERAL.—Members of the Task Force  
13 shall be appointed for the length of the existence of  
14 the Task Force.

15 (2) LENGTH OF EXISTENCE.—

16 (A) IN GENERAL.—The Task Force shall  
17 have an initial length of existence of 2 years.

18 (B) OPTION.—The Administrator may ex-  
19 ercise an option to lengthen the duration of the  
20 existence of the Task Force for a period of 2  
21 years.

22 (d) DISCIPLINES.—For purposes of subsection (b),  
23 disciplines may include air carrier operations, line pilot ex-  
24 pertise, air traffic control, technical operations, aero-  
25 nautical information, aircraft maintenance and mechanics

1 psychology, linguistics, human-machine integration, gen-  
2 eral aviation operations, and organizational behavior and  
3 culture.

4 (e) EXPERTISE.—

5 (1) IN GENERAL.—No less than half of the  
6 members shall have expertise in aviation.

7 (2) ADDITIONAL EXPERTISE.—The Task Force  
8 shall include members with expertise on human fac-  
9 tors but whose experience and training are not in  
10 aviation specifically and who have not previously  
11 been engaged in work related to the Federal Avia-  
12 tion Administration or the aviation industry. The  
13 Task Force shall also include pilot labor organiza-  
14 tions, certificated mechanic labor organizations, and  
15 the exclusive bargaining representative of the air  
16 traffic controllers certified under section 7111 of  
17 title 5, United States Code.

18 (f) FEDERAL AVIATION ADMINISTRATION MEM-  
19 BERS.—

20 (1) IN GENERAL.—Not more than 4 members  
21 may be employees of the Federal Aviation Adminis-  
22 tration and National Transportation Safety Board,  
23 excluding representatives of the labor representatives  
24 of employees of the air traffic control system. Not  
25 more than 2 members may be employees of the Na-



1 tional Transportation Safety Board. The Federal  
2 Aviation Administration and the National Transpor-  
3 tation Safety Board members shall be non-voting.

4 (2) FEDERAL AVIATION ADMINISTRATION EM-  
5 PLOYEES.—Any member who is an Federal Aviation  
6 Administration employee shall have expertise in safe-  
7 ty.

8 (g) DUTIES.—In coordination with the Research, En-  
9 gineering, and Development Advisory Committee estab-  
10 lished under section 44508 of title 49, United States Code,  
11 the Task Force shall—

12 (1) not later than the date on which the Task  
13 Force is no longer in existence, produce a written re-  
14 port that—

15 (A) to the greatest extent possible, identi-  
16 fies the most significant human factors and the  
17 relative contribution of such factors to aviation  
18 safety risk;

19 (B) identifies new research priorities for  
20 research in human factors in aviation safety;

21 (C) reviews existing products by other  
22 working groups related to human factors in  
23 aviation safety including the Commercial Avia-  
24 tion Safety Team (CAST)'s work pertaining to  
25 flight crew responses to abnormal events;

1 (D) provides recommendations on potential  
2 revisions to any Federal Aviation Administra-  
3 tion regulations and guidance pertaining to the  
4 certification of aircraft under part 25 of title  
5 14, Code of Federal Regulations, including sec-  
6 tions related to presumed pilot response times  
7 and assumptions about the reliability of pilot  
8 performance during unexpected, stressful  
9 events;

10 (E) reviews rules, regulations, or standards  
11 regarding flight crew rest and fatigue, as well  
12 as maintenance personnel rest and fatigue, that  
13 are used by a sample of international air car-  
14 riers, including those deemed to be more strin-  
15 gent and less stringent than the current stand-  
16 ards pertaining to United States air carriers,  
17 and identify risks to the National Airspace Sys-  
18 tem from any such variation in standards  
19 across countries;

20 (F) reviews pilot training requirements and  
21 recommend any revisions necessary to ensure  
22 adequate understanding of automated systems  
23 on aircraft;

1 (G) reviews approach and landing mis-  
2 alignment and make any recommendations for  
3 improving these events;

4 (H) identifies ways to enhance instrument  
5 landing system maintenance schedules as well  
6 as other relevant technology systems that facili-  
7 tate safe landings that are jointly used by air  
8 traffic controllers, pilots, and Federal Aviation  
9 Administration technicians, determines how a  
10 real-time smart system should be developed that  
11 informs the Air Traffic Control System, Air-  
12 lines, and Airports about any changes in the  
13 state of runway and taxiway lights, and identi-  
14 fies how this system could be connected to the  
15 Federal Aviation Administration’s maintenance  
16 system;

17 (I) analyzes, with respect to human errors  
18 related to aviation safety of part 121 air car-  
19 riers—

20 (i) fatigue and distraction during crit-  
21 ical phases of work among pilots or other  
22 aviation personnel;

23 (ii) tasks and workload;

24 (iii) organizational culture;

25 (iv) communication among personnel;

1 (v) adherence to safety procedures;  
2 (vi) mental fitness of personnel; and  
3 (vii) any other relevant factors that  
4 affect human performance or are the cause  
5 or potential cause of human error related  
6 to aviation safety;

7 (J) includes a tabulation of the number of  
8 accidents, incidents, or aviation safety database  
9 entries received in which an item identified  
10 under subparagraph (I) was a cause or poten-  
11 tial cause of human error related to aviation  
12 safety; and

13 (K) includes a list of causes or potential  
14 causes of human error related to aviation safety  
15 about which the Administrator believes addi-  
16 tional information is needed; and

17 (2) if the Secretary exercises the option de-  
18 scribed in subsection (c)(2)(B), not later than the  
19 date that is 2 years after the date of establishment  
20 of the Task Force, produce an interim report con-  
21 taining the information described in paragraph (1).

22 (h) METHODOLOGY.—

23 (1) IN GENERAL.—To complete the report  
24 under subparagraphs (I) through (K) of subsection  
25 (g)(1), the Task Force shall consult with the Na-

1 tional Transportation Safety Board and use all  
2 available data compiled and analysis conducted on  
3 safety incidents and irregularities collected during  
4 the relevant fiscal years from the following:

5 (A) Flight Operations Quality Assurance.

6 (B) Aviation Safety Action Program.

7 (C) Aviation Safety Information Analysis  
8 and Sharing.

9 (D) The Aviation Safety Reporting Sys-  
10 tem.

11 (E) Aviation safety recommendations and  
12 investigation findings of the National Transpor-  
13 tation Safety Board.

14 (F) Other relevant programs or sources.

15 (2) PROTECTION OF INFORMATION.—The Task  
16 Force shall ensure that any data described in para-  
17 graph (1) has strong protections to protect employ-  
18 ees from data being used to undertake punitive  
19 measures against the employee or personal liability.

20 (i) APPLICABLE LAW.—Section 1013 of title 5,  
21 United States Code, shall not apply to the Task Force.

1 **SEC. 7. RESEARCH AND DEVELOPMENT PROGRAM ON NEW**  
2 **APPROACHES TO DATA ANALYSIS FOR AVIA-**  
3 **TION SAFETY.**

4 (a) IN GENERAL.—The Secretary shall establish a  
5 new research and development program to be undertaken  
6 by the FAA’s Consortium in Aviation Operations Research  
7 (NEXTOR III) to investigate and develop new approaches  
8 to data analysis for understanding the factors in aviation  
9 safety incidents and identifying emerging risks of future  
10 safety incidents.

11 (b) APPROACHES.—The approaches described in sub-  
12 section (a) include the use of new algorithms for analyzing  
13 the text and audio of communications between flight crews  
14 and air traffic controllers and the use of machine learning  
15 or artificial intelligence methods for analyzing a variety  
16 of data sets, including, data on weather, performance of  
17 communication, navigation and surveillance equipment  
18 and facilities, flight delays, safety incidents, flight crew  
19 work schedules, and air traffic and crew member commu-  
20 nications for detecting anomalies in the National Airspace  
21 System.

22 (c) COLLABORATION.—In carrying out the research  
23 program established in this section, member institutions  
24 of the Consortium shall collaborate in the sharing of data  
25 for the purpose of testing and demonstrating the potential  
26 effectiveness of new approaches to analysis—

1 (1) with each other;

2 (2) with aviation industry partners;

3 (3) with units within the FAA including groups  
4 within the Air Traffic Organization, NextGen Office,  
5 Office of Airports, and Aviation Safety; and

6 (4) with the National Aeronautics and Space  
7 Administration's Aviation Safety Reporting System.

8 (d) RESEARCH.—

9 (1) IN GENERAL.—The research undertaken  
10 pursuant to this section shall prioritize under-  
11 standing the ways that various forms of human fac-  
12 tors contribute to aviation safety risk.

13 (2) FACTORS.—The factors described in para-  
14 graph (1) may include fatigue and distraction during  
15 critical phases of work among pilots or other avia-  
16 tion personnel, tasks and workload, organizational  
17 structure and culture, communication among per-  
18 sonnel, adherence to safety procedures, and any  
19 other relevant factors that are the cause or potential  
20 cause of human error in aviation operations.

21 (3) HIGHLY AUTOMATED AIRCRAFT.—Research  
22 should seek ways to improve the design of highly  
23 automated aircraft to reduce instances of mode con-  
24 fusion and to combat problems of reduced awareness

1 of basic flight parameters resulting from compla-  
2 cency about automated systems.

3 (e) AUTHORIZATION OF APPROPRIATIONS.—There is  
4 authorized to be appropriated \$20,000,000 for carrying  
5 out the program described in this section for each fiscal  
6 year from 2024 through 2029, including grants to partici-  
7 pating research institutions, including the academic insti-  
8 tutions that make up the FAA’s Consortium in Aviation  
9 Operations Research (NEXTOR III), the National Aero-  
10 nautics and Space Administration, the FAA’s Office of  
11 Safety, the NextGen office, and units within the FAA’s  
12 Air Traffic Organization that work on safety issues.

13 (f) SUNSET.—The program shall terminate on the  
14 date that is 6 years after the date on which the program  
15 is established.

16 **SEC. 8. USING INSTRUMENT APPROACH PROCEDURES AS**  
17 **BACKUPS TO VISUAL APPROACHES.**

18 (a) REPORT.—Not later than 120 days after the date  
19 of enactment of this Act, the Administrator shall issue a  
20 report to the Committee on Transportation and Infra-  
21 structure of the House of Representatives and the Com-  
22 mittee on Commerce, Science, and Transportation of the  
23 Senate that uses a representative sample of part 121 and  
24 part 129 air carriers to review the current range of air  
25 carrier practices in requiring the use of instrument ap-



1   proach procedures as a backup system for visual ap-  
2   proaches and the extent to which operators require pilots  
3   to use approach procedures.

4           (b) ISSUANCE OF GUIDANCE.—Not later than 1 year  
5   after the date of enactment of this Act, the Administrator  
6   shall review and analyze the collected data from the report  
7   described in subsection (a) and issue guidance to air car-  
8   riers on the most effective techniques and procedures to  
9   use instrument approach procedures as a backup system  
10  for visual approaches. Such guidance shall encourage the  
11  use of instruments to provide vertical and lateral guidance  
12  to mitigate the potential for a wrong surface alignment  
13  and to provide flight crews with more precise vertical and  
14  lateral deviation information.

15  **SEC. 9. NOTAM MODERNIZATION INITIATIVE.**

16           Section 2(c) of the NOTAM improvement Act of  
17  2023 (49 U.S.C. 40101 note) is amended—

18           (1) in paragraph (3), by striking “; and” and  
19           inserting a semicolon;

20           (2) by redesignating paragraph (4) as para-  
21           graph (5); and

22           (3) by inserting after paragraph (3) the fol-  
23           lowing:

24           “(4) collaborating with avionics manufacturers  
25           and software developers in considering hardware and

1 software for sending, assessing, and displaying  
2 NOTAMs; and”.

3 **SEC. 10. GAO STUDY ON RISKS ASSOCIATED WITH THE USE**  
4 **OF CVR DATA IN FOREIGN COUNTRIES.**

5 (a) IN GENERAL.—The Comptroller General shall  
6 take the lead in carrying out a study on the risks associ-  
7 ated with the use of CVR data in investigations led by  
8 foreign governments or units of foreign governments.

9 (b) CONTENTS.—At minimum, this study shall—

10 (1) review past incidents in which CVR data  
11 was used by foreign governments or units of foreign  
12 governments in such a way that the National Trans-  
13 portation Safety Board found to depart from the  
14 National Transportation Safety Board’s standards  
15 and procedures for a safety investigation, including  
16 the use or circulation of CVR data for purposes  
17 other than determining the causes of an accident or  
18 safety incident, inappropriate release of data con-  
19 tained on a CVR, or the dissemination of informa-  
20 tion or conclusions based on a misinterpretation of  
21 data contained on a CVR;

22 (2) document the protections provided for cock-  
23 pit voice recordings and transcripts by ICAO and  
24 other countries where United States-based air car-  
25 riers operate;

1           (3) identify and assess the risks to United  
2 States flight crews, air carriers, manufacturers, and  
3 other stakeholders in the aviation industry associ-  
4 ated with CVRs capable of recording more than 2  
5 hours of data; and

6           (4) provide recommendations on measures to  
7 adopt to mitigate against such risks and ensure that  
8 any use of CVR data serves the sole purpose of a  
9 safety investigation, including recommendations for  
10 the United States to make to ICAO to mitigate  
11 these risks.

12 **SEC. 11. TRANSPARENCY IN AIRCRAFT MAINTENANCE AND**  
13 **REPAIR WORK.**

14       (a) IN GENERAL.—Not later than 1 year after the  
15 date of enactment of this Act, the Administrator shall up-  
16 date the guidelines of the FAA for part 121 certificate  
17 holders in implementing a Continuing Analysis and Sur-  
18 veillance System (CASS) for their air carrier maintenance  
19 programs to include reporting no less than once every 6  
20 months by certificate holders to the FAA of any failure  
21 to follow procedures in aircraft maintenance as well as any  
22 major alteration, complete overhaul, or repair of mechan-  
23 ical irregularities of each airframe, engine, propeller, and  
24 appliance.

1 (b) ADVISORY.—Not later than 1 year after the date  
2 of enactment of this Act, the Administrator shall issue an  
3 advisory with formatting guidelines for air carriers to re-  
4 port information as required under subsection (a).

5 (c) INCLUSION.—For each instance of a failure to fol-  
6 low procedures and for each major alteration, overhaul,  
7 or repair reported under the requirements of this section,  
8 the Administrator shall require certificate holders to in-  
9 clude any name and any physical address where the work  
10 is carried out for each maintenance provider that performs  
11 work.

12 (d) DEFINITIONS.—In this section, the terms “major  
13 alterations”, “airframe”, “propeller”, and “appliance”  
14 have the meanings given such terms in part 1 of title 14,  
15 Code of Federal Regulations.

16 **SEC. 12. REVIEW OF FAA’S AVIATION SAFETY INSPECTION**  
17 **PROGRAM.**

18 (a) AUDIT BY THE DEPARTMENT OF TRANSPOR-  
19 TATION INSPECTOR GENERAL.—Not later than 6 months  
20 after the date of enactment of this Act, the Inspector Gen-  
21 eral of the Department of Transportation shall initiate a  
22 review of the FAA’s August 2017 Flight Standards reor-  
23 ganization and its aviation safety inspection program.

24 (b) REVIEW.—The review shall include an evaluation  
25 of—

1           (1) the FAA Flight Standards reorganization  
2           from a geographic-based system to a functional-  
3           based system;

4           (2) the implementation of the FAA's Compli-  
5           ance Philosophy as it relates to safety inspections  
6           and enforcements;

7           (3) the FAA's oversight system known as the  
8           Safety Assurance System (SAS);

9           (4) training for aviation safety inspector and  
10          operational research analysts on the Compliance  
11          Philosophy and SAS; and

12          (5) the impact of the FAA's reorganization and  
13          SAS on the FAA's ability to produce reliable esti-  
14          mates of aviation safety inspector and operational  
15          research analyst staffing needs.

16          (c) REPORT.—The Inspector General shall submit to  
17          the Committee on Transportation and Infrastructure of  
18          the House of Representatives and the Committee on Com-  
19          merce, Science, and Transportation of the Senate a report  
20          on the results of its review and any recommendations to  
21          improve the aviation safety inspection program of the  
22          FAA.

1 **SEC. 13. REVIEW OF ICAO BEST AVAILABLE TECHNOLOGIES**  
2 **AND STANDARDS.**

3 (a) IN GENERAL.—The Administrator shall conduct  
4 a study on the International Civil Aviation Organization’s  
5 best available technologies and standards.

6 (b) REPORT TO CONGRESS.—Not later than 1 year  
7 after the date of enactment of this Act, the Administrator  
8 shall submit to Congress a report containing the timeline  
9 for the Federal Aviation Administrator to adopt the best  
10 available technologies and standards studied under sub-  
11 section (a) and, if the Administrator determines the Ad-  
12 ministrator will not adopt any such technologies or stand-  
13 ards, a justification as to the reason for not adopting.

14 **SEC. 14. WHISTLEBLOWER PROTECTIONS AUDIT.**

15 (a) IN GENERAL.—Not later than 4 years after the  
16 date of enactment of this Act, the inspector general of the  
17 Department of Transportation shall conduct an audit of—

18 (1) existing whistleblower protections and  
19 standards and practices in place for the aviation in-  
20 dustry; and

21 (2) the whistleblower program of the Federal  
22 Aviation Administration, including how such pro-  
23 gram has evolved since the most recent audit by the  
24 inspector general and whether there are any short-  
25 comings or challenges for the program.

1 (b) REPORT.—Not later than 1 year after the publi-  
2 cation of the results of the audit under subsection (a), the  
3 Administrator of the Federal Aviation Administration  
4 shall submit to the relevant committees of jurisdiction of  
5 Congress a report on the implementation plan for any rec-  
6 ommendations from such audit and any reasons for not  
7 implementing any recommendation for which the Adminis-  
8 trator will not implement.

9 **SEC. 15. TWO PILOT RULE.**

10 Not later than 2 years after the date of enactment  
11 of this Act, the Administrator of the Federal Aviation Ad-  
12 ministration shall issue such regulations as are necessary  
13 to require that all part 121 air carriers providing air  
14 transportation of passengers or cargo require a minimum  
15 of 2 pilots in the cockpit for any flight carrying such pas-  
16 sengers or cargo.

17 **SEC. 16. FLIGHT SAFETY INFORMATION PROTECTION.**

18 Section 40123 of title 49, United States Code, is  
19 amended by adding at the end the following:

20 “(c) FLIGHT SAFETY INFORMATION PROTECTION.—  
21 The Administrator may not disclose under this section  
22 flight safety information, including flight safety informa-  
23 tion voluntarily reported by Federal Aviation Administra-  
24 tion employees, and data provided from flight data record-  
25 ers, service difficulty recorders, accident and incident data

1 systems, airline required crew narrative reports and sum-  
2 maries, ADS-B, aircraft communication addressing and  
3 reporting systems, and ATC voice communications and re-  
4 corded radar data.”.

5 **SEC. 17. KNOWLEDGE SAFETY EXPERTS.**

6       The Administrator shall take such actions as are nec-  
7 essary to ensure that any advisory committee of the Fed-  
8 eral Aviation Administration that provides recommenda-  
9 tions on topics that relate to or impact the safety of pas-  
10 sengers, aircraft, crew members, ground crew, airports, or  
11 any other safety aspect have representation from knowl-  
12 edge safety experts in addition to representation from  
13 trade industry experts.

14 **SEC. 18. TRANSPARENCY IN AVIATION INDUSTRY.**

15       The Administrator shall take such actions as are nec-  
16 essary to ensure that air carriers and other persons pro-  
17 viding air transportation are prohibited from hiding infor-  
18 mation determined to be important by the Administrator  
19 in any investigation regarding aircraft incidents, including  
20 incidents that result in death or injury.

21 **SEC. 19. DEFINITIONS.**

22       In this Act:

23           (1) ADMINISTRATOR.—The term “Adminis-  
24 trator” means the Administrator of the Federal  
25 Aviation Administration.



1           (2) COVERED EVENT.—The term “covered  
2 event” means—

3           (A) a category A or B runway incursion,  
4 as defined in Order 7050.1B of the Federal  
5 Aviation Administration (dated November 3,  
6 2013);

7           (B) a landing on a taxiway, incorrect run-  
8 way, or other area not designed as a runway at  
9 a public-use airport on land;

10          (C) descent by an aircraft below 300 feet  
11 above ground level on approach to a taxiway,  
12 incorrect runway, or other area not designed as  
13 a runway at a public-use airport on land; or

14          (D) a landing by an aircraft notwith-  
15 standing an instruction by air traffic control  
16 that the aircraft perform a missed approach or  
17 go-around.

18          (3) FAA.—The term “FAA” means the Fed-  
19 eral Aviation Administration.

20          (4) PART 121 AIR CARRIER.—The term “part  
21 121 air carrier” means an air carrier that holds a  
22 certificate issued under part 121 of title 14, Code of  
23 Federal Regulations.

24          (5) PART 129 AIR CARRIER.—The term “part  
25 129 air carrier” means an air carrier that holds a

- 1 certificate issued under part 129 of title 14, Code of
- 2 Federal Regulations.

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