

AMENDMENT TO
RULES COMMITTEE PRINT 118–11
OFFERED BY MR. GARCÍA OF ILLINOIS

At the end of title VIII, add the following:

1 **SEC. ____ . AVIATION SAFETY SIGNAL ASSESSMENT.**

2 (a) IN GENERAL.—Not later than 1 year after the
3 date of enactment of this Act, the Secretary of Transpor-
4 tation, in coordination with the Administrator of the Fed-
5 eral Aviation Administration, the National Telecommuni-
6 cations and Information Administration, and with the
7 Chairman of the Federal Communications Commission,
8 shall—

9 (1) conduct an assessment of the various types
10 of signal technology available to support collision
11 avoidance between all types of airborne activities, in-
12 cluding but not limited to parachute activities, ultra-
13 light vehicles, aircraft, including drone systems and
14 aircraft without electrical systems on board;

15 (2) recommend a range of suitable technologies
16 for collision avoidance that considers operational
17 speeds, operational altitudes, and common equipment
18 already required in given airspace;

1 (3) assess whether each option would be consid-
2 ered eligible for radio location, radio navigation, or
3 both purposes;

4 (4) conduct an economic analysis on proposed
5 options that delineates expected costs of equipage,
6 and potential expected benefits of the use of any
7 proposed options; and

8 (5) conduct a gap analysis to identify what, if
9 any, industry standards exist and are needed to sup-
10 port proposed collision avoidance technologies as a
11 means of providing signaling solutions that are inte-
12 grated and fully compatible for the safety enhance-
13 ment of all airborne operations.

14 (b) PURPOSE.—The purpose of the assessment is to
15 deliver recommendations on an array of potentially viable
16 signaling technologies for use in avoiding collisions be-
17 tween aircraft and in achieving tactical avoidance of obsta-
18 cles. Technology solutions addressed in the assessment are
19 expected to be central to achieving automated flights be-
20 yond visual line of sight and aiding for future fleet man-
21 agement of drones and Advanced Air Mobility concepts,
22 while simultaneously enhancing the safety of existing avia-
23 tion operations.

1 (c) CONSIDERATIONS.—In carrying out the require-
2 ments under subsection (a), the Secretary shall give due
3 consideration to—

4 (1) the protection of persons and property on
5 the ground;

6 (2) noninterference with spectrum used to ac-
7 commodate airborne traffic management of aircraft
8 or automated surface traffic;

9 (3) collision avoidance with respect to obstacles,
10 including geographic and local factors, such as ter-
11 rain, buildings, and structures, as well as between
12 two or more aircraft or objects, manned or un-
13 manned;

14 (4) the various size, weight, and power compo-
15 nents and limitations of airborne traffic; and

16 (5) any infrastructure requirements needed to
17 support the integration of proposed collision avoid-
18 ance options.

19 (d) BRIEFING.—Not later than 12 months after the
20 date of completing the requirements under subsection (a),
21 the Administrator shall—

22 (1) make the findings publicly accessible, as ap-
23 propriate; and

24 (2) conduct a briefing for the appropriate con-
25 gressional committees on the summary of the results

- 1 concerning the integration of potential collision
- 2 avoidance equipment and technologies for all relevant
- 3 airborne activities.

