

AMENDMENT TO H.R. 4
OFFERED BY MR. MITCHELL OF MICHIGAN

At the end of title V of the bill, add the following:

1 **SEC. 5** . **NEXTGEN DELIVERY STUDY.**

2 (a) **STUDY.**—Not later than 180 days after the enact-
3 ment of this Act, the Inspector General of the Department
4 of Transportation shall initiate a study of the potential
5 impacts of a significantly delayed, significantly dimin-
6 ished, or completely failed delivery of the Next Generation
7 Air Transportation System modernization initiative by the
8 Federal Aviation Administration, including impacts to the
9 air traffic control system and the national airspace system
10 as a whole.

11 (b) **SCOPE OF STUDY.**—In carrying out the study
12 under subsection (a), the Inspector General shall assess
13 the Administration’s performance related to the Next Gen-
14 eration Air Transportation System modernization initia-
15 tive, including—

16 (1) the potential impacts on the operational ef-
17 ficiency of our aviation system;

18 (2) an analysis of potential economic losses and
19 stranded investments directly related to NextGen;

1 (3) an analysis of the potential impacts to our
2 international competitiveness in aviation innovation;

3 (4) an analysis of the main differences that
4 would be seen in our air traffic control system;

5 (5) the potential impacts on the flying public,
6 including potential impacts to flight times, fares,
7 and delays in the air and on the ground;

8 (6) the effects on supply chains reliant on air
9 transportation of cargo;

10 (7) the potential impacts on the long-term bene-
11 fits promised by NextGen;

12 (8) an analysis of the potential impacts on air-
13 craft noise and flight paths;

14 (9) the potential changes in separation stand-
15 ards, fuel consumption, flight paths, block times,
16 and landing procedures or lack thereof;

17 (10) the potential impacts on aircraft taxi times
18 and aircraft emissions or lack thereof;

19 (11) a determination of the total potential costs
20 and logistical challenges of the failure of NextGen,
21 including a comparison of the potential loss of the
22 return on public and private sector investment re-
23 lated to NextGen, as compared to other available in-
24 vestment alternatives, between December 12, 2003
25 and the date of enactment of this Act; and

1 (12) other matters arising in the course of the
2 study.

3 (c) REPORT.—Not later than 1 year after the date
4 of initiation of the study under subsection (a), the Inspec-
5 tor General shall submit to the Committee on Transpor-
6 tation and Infrastructure of the House of Representatives
7 and the Committee on Commerce, Science, and Transpor-
8 tation of the Senate a report on the results of the study.

