

AMENDMENT TO
RULES COMMITTEE PRINT 118–11
OFFERED BY MRS. TORRES OF CALIFORNIA

At the end of subtitle B of title II, add the following:

1 **SEC. ____ . RUNWAY OVERRUN AWARENESS ALERTING SYS-**
2 **TEMS.**

3 (a) RUNWAY OVERRUN AWARENESS ALERTING SYS-
4 TEMS.— Not later than 3 years after the date of enact-
5 ment of this Act, the Administrator of the Federal Avia-
6 tion Administration shall require transport airplanes, as
7 defined in subsection (c), to be equipped with runway over-
8 run awareness alerting systems.

9 (b) COMPLIANCE.—A transport airplane meets the
10 requirement of subsection (a) if it is equipped with a run-
11 way overrun awareness alerting system that—

12 (1) while airborne, provides a clear and timely
13 alert to the flight crew if the system-calculated re-
14 quired landing distance exceeds the landing distance
15 available; and

16 (2) after touch-down, provides a clear and time-
17 ly alert to the flight crew if increased deceleration is
18 required to bring the aircraft to a safe stop before
19 the end of the runway.

1 (c) DEFINITIONS.—In this section:

2 (1) RUNWAY OVERRUN AWARENESS ALERTING
3 SYSTEMS.—The term “runway overrun awareness
4 alerting systems” means an on-board aircraft real
5 time performance monitoring and alerting systems
6 that will assist the flight crew with the land go-
7 around decision and warn when more deceleration
8 force is needed to avert a runway overrun or the
9 prelanding calculated stopping distance exceeds
10 available runway.

11 (2) TRANSPORT AIRPLANES.—The term “trans-
12 port airplanes” means transport category aircraft
13 designed for operation by an air carrier or foreign
14 air carrier jet type-certificated with a passenger
15 seating capacity of at least 10 seats or a maximum
16 takeoff weight (MTOW) above 12,500 pounds or an
17 all-cargo or combi derivative of such an aircraft.

