

Calendar No. 225

117TH CONGRESS }
1st Session }

SENATE

{ REPORT
117-53

ADVANCED AIR MOBILITY COORDINATION
AND LEADERSHIP ACT

R E P O R T

OF THE

COMMITTEE ON COMMERCE, SCIENCE, AND
TRANSPORTATION

ON

S. 516



DECEMBER 17, 2021.—Ordered to be printed

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SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ONE HUNDRED SEVENTEENTH CONGRESS

FIRST SESSION

MARIA CANTWELL, Washington, *Chair*

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ADVANCED AIR MOBILITY COORDINATION AND LEADERSHIP ACT

DECEMBER 17, 2021.—Ordered to be printed

Ms. CANTWELL, from the Committee on Commerce, Science, and
Transportation, submitted the following

R E P O R T

[To accompany S. 516]

[Including cost estimate of the Congressional Budget Office]

The Committee on Commerce, Science, and Transportation, to which was referred the bill (S. 516) to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes, having considered the same, reports favorably thereon with an amendment (in the nature of a substitute) and recommends that the bill (as amended) do pass.

PURPOSE OF THE BILL

The purpose of S. 516, the Advanced Air Mobility Coordination and Leadership Act, as reported, is to plan for and coordinate efforts to integrate advanced air mobility aircraft into the national airspace system, and for other purposes.

BACKGROUND AND NEEDS

S. 516 seeks to further the growth and maturation of the advanced air mobility (AAM) industry—transportation systems involving electric or hybrid aircraft capable of vertical takeoff and landing—in the United States and to enhance U.S. leadership in this cutting-edge sector. AAM technology is envisioned as a supplement to existing modes, with electric or hybrid aircraft providing short- and medium-distance point-to-point transportation. The bill calls for interagency coordination and focus, along with coordination with stakeholders, for developing a national AAM strategy to

inform future policy and investment beyond the existing regulatory framework.

SUMMARY OF PROVISIONS

If enacted, the bill would do the following:

- Direct the Secretary of Transportation to establish an AAM interagency working group to plan for and coordinate efforts necessary for the maturation of the AAM ecosystem.
- Direct the working group to develop an AAM National Strategy that includes recommendations to support the evolution of early AAM to higher levels of activity and societal benefit, and a comprehensive plan detailing the roles and responsibilities of each Federal department and agency.
- Require the working group to submit a report to Congress detailing the review and examination performed, and providing the AAM National Strategy.
- Require the Comptroller General to conduct a study on the interest, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM, and to submit a report to Congress on that study.

LEGISLATIVE HISTORY

S. 516, the Advanced Air Mobility Coordination and Leadership Act, was introduced on March 1, 2021, by Senator Moran (for himself and Senator Sinema) and was referred to the Committee on Commerce, Science, and Transportation of the Senate. On May 12, 2021, the Committee met in open Executive Session and, by voice vote, ordered S. 516 reported favorably with an amendment (in the nature of a substitute with amendments). The Committee adopted, by voice vote, four first-degree amendments by Senator Lee and one first-degree amendment by Senator Scott.

ESTIMATED COSTS

In accordance with paragraph 11(a) of rule XXVI of the Standing Rules of the Senate and section 403 of the Congressional Budget Act of 1974, the Committee provides the following cost estimate, prepared by the Congressional Budget Office:

U.S. CONGRESS,
CONGRESSIONAL BUDGET OFFICE,
Washington, DC, July 26, 2021.

Hon. MARIA CANTWELL,
Chair, Committee on Commerce, Science, and Transportation,
U.S. Senate, Washington, DC.

DEAR MADAM CHAIR: The Congressional Budget Office has prepared the enclosed cost estimate for S. 516, the Advanced Air Mobility Coordination and Leadership Act.

If you wish further details on this estimate, we will be pleased to provide them. The CBO staff contact is Aaron Krupkin.

Sincerely,

PHILLIP L. SWAGEL,
Director.

Enclosure.

| S. 516, Advanced Air Mobility Coordination and Leadership Act | | | |
|------------------------------------------------------------------------------------------------------|------|-------------------------------------|---------------|
| As ordered reported by the Senate Committee on Commerce, Science, and Transportation on May 12, 2021 | | | |
| By Fiscal Year, Millions of Dollars | 2021 | 2021-2026 | 2021-2031 |
| Direct Spending (Outlays) | 0 | 0 | 0 |
| Revenues | 0 | 0 | 0 |
| Increase or Decrease (-) in the Deficit | 0 | 0 | 0 |
| Spending Subject to Appropriation (Outlays) | * | 1 | not estimated |
| Statutory pay-as-you-go procedures apply? | No | Mandate Effects | |
| Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2032? | No | Contains intergovernmental mandate? | No |
| | | Contains private-sector mandate? | No |
| * = between zero and \$500,000 | | | |

S. 516 would require the Department of Transportation (DOT) to establish an interagency working group on advanced air mobility (AAM) consisting of representatives from at least 10 federal agencies.¹ The working group would evaluate the policies and infrastructure necessary to advance AAM operations, coordinate with state and local governments and the private sector, develop an AAM national strategy, and report to the Congress. Within 30 days of issuing that report, DOT would determine whether to continue or terminate the working group. In addition, the bill would require the Government Accountability Office to report on the authority of various levels of government over AAM operations.

Using information from DOT and based on the cost of similar activities, CBO estimates that implementing S. 516 would cost \$1 million over the 2021–2026 period; such spending would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Aaron Krupkin. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

REGULATORY IMPACT STATEMENT

Because S. 516 does not create any new programs, the legislation will have no additional regulatory impact, and will result in no additional reporting requirements. The legislation will have no further effect on the number or types of individuals and businesses regulated, the economic impact of such regulation, the personal privacy of affected individuals, or the paperwork required from such individuals and businesses.

CONGRESSIONALLY DIRECTED SPENDING

In compliance with paragraph 4(b) of rule XLIV of the Standing Rules of the Senate, the Committee provides that no provisions

¹Advanced air mobility refers to the development and implementation of innovative aviation technologies that use existing airspace operations to transport people and cargo, such as electric vertical takeoff and landing aircraft and autonomous aircraft.

contained in the bill, as reported, meet the definition of congressionally directed spending items under the rule.

SECTION-BY-SECTION ANALYSIS

Section 1. Short title

This section would provide that the legislation may be cited as the “Advanced Air Mobility Coordination and Leadership Act”.

Section 2. Advanced Air Mobility working group

This section would require the Secretary of Transportation to establish an advanced air mobility interagency working group to plan for and coordinate efforts related to safety, infrastructure, physical security and cybersecurity, and Federal investment necessary for maturation of the AAM ecosystem, particularly passenger carrying aircraft, in the United States. Not later than 1 year after the working group is established, the working group would complete its review and examination. Not later than 180 days after the review and examination is completed, the working group would submit to the appropriate committees of Congress a report detailing the working group’s review and examination, and proposing an AAM National Strategy. Not later than 30 days after the date on which the working group submits the report, the Secretary of Transportation would decide whether to terminate the working group. This section would also prescribe the membership of the working group, and require the working group to engage with State, local, and Tribal governments, industry and labor stakeholders, stakeholder associations, and others.

Section 3. GAO study and report

This section would require, no later than 180 days after the enactment of this Act, the Comptroller General of the United States to conduct a study on the interests, roles, and responsibilities of Federal, State, local, and Tribal governments affected by AAM aircraft and operations, and to submit to the appropriate committees of Congress a report on the study, including the Comptroller General’s findings and conclusions.

CHANGES IN EXISTING LAW

In compliance with paragraph 12 of rule XXVI of the Standing Rules of the Senate, the Committee states that the bill as reported would make no change to existing law.