



Provisions included in the Federal Aviation Administration (FAA) Reauthorization Act of 2024 of relevance to UAS and AAM:

Advisory Committees	Internal FAA improvements
Airports, vertiports, & infrastructure	Operations over high seas
ADS-B	Part 107 waivers
Autonomous UAS	Powered-lift aircraft
BEYOND Program & UAS integration	Third-party service providers
BVLOS	UAS Test Ranges
Covered foreign entities	Remote ID
Cybersecurity	Section 2209 sites
Drone inspection & workforce	Wildfires
Hazardous materials	

ADVISORY COMMITTEES

- **Sec. 206. Future of NextGen:** This section instructs the FAA to operationalize the programs under NextGen by the end of 2025 and then sunset the Office of NextGen. The duties, activities, and personnel of the office are to be transferred to the Airspace Modernization Office, the Air Traffic Organization (including the NextGen Advisory Committee), the Office of Aviation Safety, and other offices of the Administration.
- **Sec. 792. Aircraft Noise Advisory Committee:** This section requires the FAA to establish an Aircraft Noise Advisory Committee to advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policies and regulations.
- **Sec. 915. Termination of Advanced Aviation Advisory Committee:** This section terminates the Advanced Aviation Advisory Committee.
- **Sec. 916. Unmanned and Autonomous Flight Advisory Committee:** This section requires the Administrator to establish an Unmanned and Autonomous Flight Advisory Committee to advise the FAA on the technical challenges related to the certification and operational standards of highly automated aircraft. This new committee will be made up of representatives from the UAS industry, community advocates, and certified aviation labor unions. The Committee must submit an annual report to Congress on its activities.
- **Sec. 917. NextGen Advisory Committee membership expansion:** This section expands the membership of the NextGen Advisory Committee to include a representative from both the UAS and powered-lift industries.

AIRPORTS, VERTIPOINTS, & INFRASTRUCTURE

- **Sec. 742. Increasing the energy efficiency of airports and meeting energy power demands:** This section permits present and future power demands for airside and landside operations to be included in airport energy assessments. This section also permits AIP funding for airside energy projects.
- **Sec. 745. Electric aircraft infrastructure pilot program:** This section establishes a five-year pilot program allowing up to 10 eligible airports to acquire, install, and operate charging equipment for electric aircraft and to construct or modify related infrastructure to support such equipment.
- **Sec. 953. Application of NEPA exclusions for vertiport projects:** This section states that the FAA shall apply applicable categorical exclusions in accordance with the National Environmental Policy Act or establish new

categorical exclusions with the Council on Environmental Quality for use when considering the environmental impacts of proposed vertiport projects on airports.

- **Sec. 958. Infrastructure supporting vertical flight:** This section requires the FAA to update the Vertiport Design Engineering Brief, publish a performance-based vertiport design advisory circular, and begin performing the work necessary to update the Heliport Design Advisory Circular in order to provide performance-based design guidance. This section further requires that the FAA provide a mechanism by which an existing infrastructure operator can safely accommodate powered-lift aircraft. Lastly, this section requires that the FAA provide Airport District Offices with adequate guidance to support the development of vertiports, update relevant forms, and consider powered lift operations in operational forecasts.
- **Sec. 960. AAM infrastructure pilot program extension:** This section amends the Advanced Air Mobility Infrastructure Pilot Program established in the Consolidated Appropriations Act of 2023 to conform the definitions to this Act. This section also clarifies that the consideration of the use of existing infrastructure in concert with new infrastructure is eligible under the grant program. Lastly, this section expands the information collected by DOT under the pilot program and extends the program for two years, through 2026.

AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B)

- **Sec. 342. Don Young Alaska Aviation Safety Initiative:** This section requires the FAA to encourage and incentivize equipage of automatic dependent surveillance broadcast out equipment on commercial aircraft operating in the covered locations.
- **Sec. 626. Sense of Congress on use advanced surveillance in oceanic airspace:** This section expresses the sense of Congress that the FAA must continue to evaluate the potential uses for space-based automatic dependent surveillance broadcast (ADS-B) to improve surveillance coverage of domestic airspace.
- **Sec. 808. ADS-B out equipage study; Vehicle-to-vehicle link program:** This section requires the FAA to initiate a study on the equipage of ADS-B technologies across aircraft registered in the United States. This section also requires the FAA, in coordination with the Administrator of the National Aeronautics and Space Administration (NASA) and the Chair of the Federal Communications Commission (FCC), to establish an interagency coordination program to advance Vehicle-to-Vehicle link programs.
- **Sec. 810. Development of low-cost voluntary ADS-B:** This section requires the FAA, working with representatives from industry groups, including pilots, aircraft owners, avionics manufacturers, and others, to develop a report regarding the development of a suitable position reporting system for voluntary use in certain airspace.

AUTOMOUS UAS

- **Sec. 924. FAA comprehensive plan on UAS automation:** This section requires the FAA to establish a comprehensive plan for the integration of autonomous UAS into the NAS. The plan shall identify processes and regulations that need to change to accommodate autonomous systems and identify how the FAA intends to authorize low risk automated operations to increasingly complex operations. In establishing a plan under this section, the FAA must consult with NASA, DOD, and manufacturers and operators of autonomous UAS. The FAA must submit the plan to Congress within 1 year.

BEYOND PROGRAM & UAS INTEGRATION

- **Sec. 920. Extension of the BEYOND program:** This section directs the FAA to extend the existing BEYOND program and consider expanding the program to additional State, local, and tribal governments to enable testing of

other new and emerging aviation concepts and technologies to inform policies, rulemaking, and guidance needed to enable these new concepts and technologies. This section allows the FAA to enable tribal drone testing under the BEYOND program, as is allowed for the drone test ranges.

- **Sec. 921. UAS integration strategy:** This section directs the FAA to implement the recommendations made by GAO to develop a comprehensive drone integration strategy and ways to communicate more clearly with drone operators. In addition, this section requires the FAA to implement the recommendation made by the Inspector General (IG) of the Department of Transportation for the agency to establish goals, milestones, and performance measures for the BEYOND program. The FAA is required to brief the appropriate committees of Congress on the status of such implementation annually through FY 2028.

BEYOND VISUAL LINE OF SIGHT (BVLOS)

- **Sec. 930. BVLOS operations for UAS:** This section directs the FAA to issue a notice of proposed rulemaking within 4 months to establish a performance-based regulatory pathway for UAS to operate BVLOS. The proposed rule developed under this section shall establish acceptable levels of risk for BVLOS operations and standards for remote pilots, provide a process for the approval of associated elements of UAS, and ensure the safety of manned aviation. Within 16 months of issuing the notice of proposed rulemaking, the Administrator must issue a final rule. This section contains a savings clause to ensure the agency doesn't need to rescope any rulemaking efforts currently underway to enable BVLOS operations in the NAS.
- **Sec. 931. Acceptable levels of risk and risk assessment methodology:** This section directs the FAA to develop a risk assessment methodology that will allow for the determination of acceptable levels of risk to enable certain UAS operations, including operations beyond the visual light of sight. The FAA must make the risk assessment methodology available to the public on an FAA website.

COVERED FOREIGN ENTITIES

- **Sec. 936. Covered drone prohibition:** This section prohibits DOT from entering into, extending, or renewing a contract or awarding a grant for the operation, procurement, or contracting action of a UAS, associated elements, or detection or counter-UAS systems manufactured by a covered foreign entity to include the People's Republic of China. The section provides exemptions and waivers in limited scenarios. In addition, this section authorizes funding to enable DOT to replace any covered UAS that is owned or operated by the Department. The prohibitions under this section are applicable to all offices and programs of the Department of Transportation.

CYBERSECURITY

- **Sec. 217. Cybersecurity lead:** This section requires the FAA to designate a Cybersecurity Lead for the agency. The Cybersecurity Lead will provide briefings to Congress on their activities, including implementation of the cybersecurity subtitle of this bill.
- **Sec. 391. Findings:** This section conveys the findings of Congress that the FAA is tasked with the responsibility of regulating the protection against cyber threats that affect aviation safety and the safe, secure, and efficient operation of air navigation services and airspace management.
- **Sec. 392. Aerospace product safety:** This section prescribes that the FAA is responsible for prescribing regulations and minimum standards for cybersecurity in air commerce. It further provides that the FAA in consultation with other agencies, shall have the exclusive rulemaking authority to prescribe regulations for purposes of assuring the

cybersecurity of aircraft, including unmanned aircraft systems, aircraft engines, propellers, and appliances, and other related components.

- **Sec. 393. FAA regulations, policy, and guidance:** This section directs the FAA to establish a cybersecurity threat management process to protect the NAS from cyber incidents. In establishing such a process, the FA will monitor, track, and evaluate the national airspace system cyber environment for cyber incidents to respond to such incidents, as appropriate. Lastly, the FAA shall establish or utilize an existing process to share relevant cyber incident data.
- **Sec. 394. Civil aviation cybersecurity rulemaking committee:** This section directs the FAA to establish an aviation rulemaking committee to develop recommendations on civil aviation cybersecurity standards. Pursuant to this section, the Committee's work is to be segmented and sequenced by topic and smaller task force groups may be established to consider different cybersecurity topics.

DRONE INSPECTION AND WORKFORCE

- **Sec. 911. Pilot program for UAS inspections of FAA infrastructure:** This section requires DOT to initiate a pilot program to supplement the department's oversight and inspection activities using UAS, including the inspection of ground-based aviation infrastructure, to increase employee safety, enhance data collection, improve the accuracy of inspections, and reduce the costs associated with such inspections. The pilot program established under this section shall sunset 4 years after enactment. Upon the conclusion of the pilot program, DOT is required to assess the results and incorporate any benefits of using UAS into DOT's routine activities, including activities related to the regular inspection of ground-based aviation infrastructure.
- **Sec. 912. Drone infrastructure inspection grant program:** This section establishes a grant program to support the use of UAS when inspecting, repairing, or constructing critical infrastructure. Under this program, DOT will award grants to state, tribal, and local governments, metropolitan planning organizations, or groups of those entities to purchase and use UAS to increase efficiency, reduce costs, improve worker and community safety, reduce carbon emissions, or meet other priorities related to critical infrastructure projects. DOT must submit a report to the appropriate committees of Congress that evaluates the grant program within two years after the first grant is provided under this section.
- **Sec. 913. Drone education and workforce training grant program:** This section directs DOT to establish a program to make grants available to educational institutions for small UAS workforce training. In addition, this section authorizes \$5,000,000 for each of fiscal years 2025 through 2028 to be appropriated from the Operations account of the FAA.

HAZARDOUS MATERIALS TRANSPORT

- **Sec. 933. Special authority for transport of HazMat by commercial package delivery UAS:** This section directs DOT to use a risk-based approach to establish the operational requirements, standards, or special permits necessary to approve the carriage of hazardous materials by UAS. DOT may require a UAS operator to submit a safety risk assessment as part of the operator certification process. In addition, this section directs DOT to make such changes as necessary to conform the hazardous materials regulations under part 173 and 175 of title 49, C.F.R. Lastly, this section instructs DOT to periodically review amounts of hazardous materials allowed to be carried by UAS under this section and determine whether such amounts should be revised based on operational and safety data.

INTERNAL FAA IMPROVEMENTS

- **Sec. 207. Airspace Modernization Office:** This section establishes an office within the FAA responsible for the modernization of the NAS, including the development of an information-centric NAS, improving the interoperability

of NAS systems, and the development of an integrated plan for the future of the NAS. This section also requires the IG of the DOT to review and provide recommendations for the integrated plan maintained by the Airspace Modernization Office.

- **Sec. 229. Advanced Aviation Technology and Innovation Steering Committee:** This section establishes an Advanced Aviation Technology and Innovation Steering Committee within the FAA comprised of the appropriate Associate and Assistant Administrators of the FAA. The Committee is responsible for maintaining a strategy and action plan for integrating advanced technologies into the NAS and for providing direction to the agency regarding issues related to advanced aviation technologies.
- **Sec. 961. Center for Advanced Aviation Technologies:** This section directs the FAA to create a plan to establish a Center for Advanced Aviation Technologies that would support the testing and advancement of new and emerging aviation technologies. The section directs the FAA to consider the following as roles and responsibilities for the Center: facilitating partnerships between industry, academia, and other government agencies, identifying new and emerging aviation technologies, innovative aviation concepts, and other relevant aviation services, and developing testing corridors or other flight demonstration zones to facilitate safe integration of advanced air mobility into the National Airspace System. This section would further direct the FAA to establish the Center not later than September 30, 2026.

OPERATIONS OVER HIGH SEAS

- **Sec. 934. Operations over high seas:** This section requires the FAA to work with other civil aviation authorities to establish and implement operational approval processes to permit UAS to operate over the high seas within United States flight information regions, to the extent permitted by U.S. treaty obligations. In addition, this section instructs the FAA to engage ICAO through the submission of a working paper, panel proposal, or other appropriate mechanisms to clarify the permissibility of UAS to operate over the high seas. Lastly, this section requires the FAA to review whether, and to what extent, ICAO member states are approving the operation of UAS over the high seas and brief Congress on the findings of the review.

PART 107 WAIVERS

- **Sec. 908. Part 107 waiver improvements:** This section directs the FAA to use a performance- and risk-based approach in reviewing waiver requests under part 107 of title 14, Code of Federal Regulations. The FAA is directed to improve the application and review process, including by no longer requiring the use of open-ended prompts where waiver request factors and variables can be standardized. This section also requires the FAA to recognize the safety enhancements of controlled access to property over which an unmanned aircraft flies in assessing whether to approve a waiver. Lastly, this section directs the FAA to publish all approved certificates of waiver and to consider the precedential value of approved waivers in assessing subsequent waiver requests.

POWERED-LIFT AIRCRAFT

- **Sec. 627. Low-altitude routes for vertical flight:** This section directs the FAA to initiate a rulemaking process to establish or update low altitude routes and flight procedures to ensure safe rotorcraft and powered-lift operations in the national airspace system. In initiating a rulemaking, the FAA must consult with various stakeholder groups, including the United States Helicopter Safety Team and union representing air traffic controllers.
- **Sec. 955. Rules for operation of powered-lift aircraft:** This section requires the FAA to publish a special final rule for the operations of, and pilot requirements for, powered lift aircraft within 7 months and applies specific

requirements and considerations to such rulemaking. If the FAA fails to publish such special final rule within 16 months, specific existing operating and training rules shall apply to powered-lift aircraft until such time as the FAA publishes a special final rule. In addition, this section establishes a powered-lift aviation rulemaking advisory committee to provide recommendations on the development of permanent regulations for the certification and operation of powered-lift aircraft. The FAA shall initiate a rulemaking based on those recommendations and other requirements.

THIRD PARTY SERVICE PROVIDES & UTM

- **Sec. 932. Third-party service approvals:** This section directs the FAA to establish procedures to approve third party service suppliers (including providers of UAS traffic management) in order to support commercial operation of UAS and their safe integration into the national airspace system. In establishing procedures, the FAA must ensure, to the maximum extent practicable, industry consensus standards are included as an acceptable means of compliance for third party services.

UAS TEST RANGES

- **Sec. 925. UAS test ranges:** This section requires the FAA to carry out and update a program for the use of UAS test ranges to enable development, testing, and evaluation activities related to UAS or their associated technologies and to support the safe integration of UAS into the national airspace system (NAS). In addition, this section provides the FAA the discretion to stand up two additional UAS test ranges while retaining the existing seven test ranges. This section also grants the FAA the authority to establish, at the request of a test range, a restricted area, special use airspace, or other similar types of airspace for hazardous development, testing, and evaluation activities. Lastly, this section lays out the expected responsibilities of test range sponsors, which include providing, on a quarterly basis, recommendations to the FAA on ways to further enable public and private development, testing, and evaluation activities at test ranges.
- **Sec. 937 Gulf Coast:** Directs the FAA to enable a drone test range sponsor to partner with an eligible airport for the purposes of drone testing in the Gulf Coast.

REMOTE ID

- **Sec. 907. Remote identification alternative means of compliance:** This section requires the Administrator to review and evaluate the FAA final rule titled “Remote Identification of Unmanned Aircraft” to determine if unmanned aircraft manufacturers and operators can comply through alternative means of compliance, including through network-based remote identification. The FAA shall submit to the appropriate committees of Congress a report on the results of the evaluation.

SECTION 2209

- **Sec. 929. Applications for designation:** This section amends Section 2209 of the FAA Extension, Safety, and Security Act of 2016 to add State prisons to the list of fixed site facilities. In addition, this section directs the Administrator to issue a notice of proposed rulemaking within 90 days in order to carry out the requirements of Section 2209.

WILDFIRES

- **Sec. 910. UAS use in wildfire response:** This section directs the FAA, in coordination with the United States Forest Service, other Federal agencies (including NASA), and Federal contractors, to develop a plan for the use of UAS by public entities in wildfire response efforts, including wildfire detection, mitigation, and suppression. The plan, under this section, must designate areas with a high potential for wildfires where UAS may operate BVLOS. In addition, the plan shall include a process to facilitate the safe and efficient operation of UAS in wildfire response. The plan must be submitted to Congress and published on a publicly available website of the FAA. Lastly, this section directs the FAA to provide a liaison to the National Interagency Fire Center to facilitate UAS wildfire response.