

S 3337

Restoring Aviation Accountability Act of 2020

Congress: 116 (2019–2021, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Feb 25, 2020

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Feb 25, 2020)

Official Text: <https://www.congress.gov/bill/116th-congress/senate-bill/3337>

Sponsor

Name: Sen. Blumenthal, Richard [D-CT]

Party: Democratic • **State:** CT • **Chamber:** Senate

Cosponsors (4 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Markey, Edward J. [D-MA]	D · MA		Feb 25, 2020
Sen. Udall, Tom [D-NM]	D · NM		Feb 25, 2020
Sen. Feinstein, Dianne [D-CA]	D · CA		Mar 11, 2020
Sen. Warren, Elizabeth [D-MA]	D · MA		May 4, 2020

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Feb 25, 2020

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Restoring Aviation Accountability Act of 2020

This bill addresses safety standards for the aviation industry.

Among other provisions, the bill

- directs the Federal Aviation Administration (FAA) to revise its Executive Compensation Plan to ensure that no pay, bonus, or other compensation for an officer or employee of the FAA is contingent on delivery of airplanes, the number of aircraft certified, or the number of audits completed;
- establishes an independent aircraft type certificate review panel to review aircraft type certificates;
- sets forth requirements of the aircraft certification process for domestic and international aircraft sales;
- extends whistleblower incentives and protections in the aviation industry for employees, contractors, and subcontractors of aircraft manufacturers, aircraft repair stations, and the FAA by providing whistleblowers with access to court for a jury trial and monetary incentives;
- prohibits the FAA from granting an exemption for the use of a non-motion training device to replace a full motion simulator for validation, qualification, checking, or evaluation events, and significant training leading up these events;
- requires the Department of Transportation to establish a commission to study and make recommendations regarding the organization designation authorization program, including the effectiveness of the program in prioritizing passenger safety; and
- directs the FAA to implement specific recommendations set forth in the Boeing 737 MAX Flight Control System Joint Authorities Technical Review.

Actions Timeline

- **Feb 25, 2020:** Introduced in Senate
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