

S 3866

Aircraft Safety Improvement Act of 2020

Congress: 116 (2019–2021, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Jun 2, 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. (Jun 2, 2020)

Official Text: <https://www.congress.gov/bill/116th-congress/senate-bill/3866>

Sponsor

Name: Sen. Wicker, Roger F. [R-MS]

Party: Republican • State: MS • Chamber: Senate

Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blunt, Roy [R-MO]	R · MO		Jun 8, 2020
Sen. Thune, John [R-SD]	R · SD		Jun 8, 2020

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Jun 2, 2020

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
116 S 3969	Related bill	Nov 18, 2020: Committee on Commerce, Science, and Transportation. Ordered to be reported with an amendment in the nature of a substitute favorably.

Aircraft Safety Improvement Act of 2020

This bill addresses the aircraft certification process of the Federal Aviation Administration (FAA).

Among other requirements, the FAA must

- conduct a rulemaking proceeding to require aircraft manufacturers that hold both a type certificate and a production certificate, where the United States is the State of Design and State of Manufacture, to have in place a safety management system that is consistent with the standards established by the International Civil Aviation Organization for such systems;
- develop best practices for Organization Designation Authorizations (ODA's), including requiring such practices to be incorporated into each ODA holder's approved procedures manual;
- initiate a review of its existing regulations and policies to integrate and emphasize human factors and human system integration, particularly those related to pilot and aircraft interfaces;
- develop a research plan to address the integration of human factors in the design and certification of transport category aircraft;
- revise existing policies for manufacturers of large transport category airplanes that are expected to be operated for passenger air transportation to ensure that pilot operational evaluations for airplanes that are in the process of being certified use pilots from foreign and domestic air carriers; and
- review its own aircraft certification expertise to determine whether it has the expertise and capability to adequately understand the safety implications of, and oversee the adoption of, new or innovative technologies, materials, and procedures that designers and manufacturers of aircraft may adopt or introduce.

Actions Timeline

- **Jun 2, 2020:** Introduced in Senate
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