HR 7660

Backcountry Aviation Protection Act

Congress: 118 (2023–2025, Ended)
Chamber: House
Policy Area: Transportation and Public Works
Introduced: Mar 13, 2024
Current Status: Referred to the Subcommittee on Aviation.
Latest Action: Referred to the Subcommittee on Aviation. (Mar 14, 2024)
Official Text: https://www.congress.gov/bill/118th-congress/house-bill/7660

Sponsor

Name: Rep. Hageman, Harriet M. [R-WY-At Large]
Party: Republican • **State:** WY • **Chamber:** House

Cosponsors (5 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Smith, Adrian [R-NE-3]	R · NE		Mar 13, 2024
Rep. Weber, Randy K. [R-TX-14]	R · TX		Mar 13, 2024
Rep. Peltola, Mary Sattler [D-AK-At Large]	D · AK		Mar 19, 2024
Rep. Stauber, Pete [R-MN-8]	R · MN		Apr 9, 2024
Rep. LaMalfa, Doug [R-CA-1]	R · CA		Apr 12, 2024

Committee Activity

Committee	Chamber	Activity	Date
Transportation and Infrastructure Committee	House	Referred to	Mar 14, 2024

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
118 S 2675	Related bill	**Jul 27, 2023:** Read twice and referred to the Committee on Commerce, Science, and Transportation.

Summary (as of Mar 13, 2024)

Backcountry Aviation Protection Act

This bill directs the Federal Aviation Administration (FAA) to revise regulations, as necessary, to allow a properly qualified pilot operating an aircraft to conduct a go-around, an inspection pass, a practice approach, or a qualified instrument approach without regard to minimum safe altitude standards. Under current regulations, a person may not operate an aircraft below certain minimum safe altitudes except when necessary for takeoff or landing. The regulations do not include exceptions for situations such as a go-around (i.e., an aborted landing) or a practice approach.

Beginning one year after the bill's enactment, if the FAA has not published final regulations as required by the bill, the FAA may not take an enforcement action against a person related to a go-around, inspection pass, or practice approach.

The bill specifies that the FAA has the burden of proof with respect to enforcement actions to prove each element of the offense and the inapplicability of each exception to the offense.

Actions Timeline

- **Mar 14, 2024:** Referred to the Subcommittee on Aviation.
- **Mar 13, 2024:** Introduced in House
- **Mar 13, 2024:** Referred to the House Committee on Transportation and Infrastructure.

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