

(A) is responsive to any previous recommendations relating to aviation preparedness with respect to an outbreak of a covered communicable disease or global health emergency made by the Comptroller General; and

(B) meets the obligations of the United States under international conventions and treaties; and

(2) the extent to which the United States aviation system is prepared to respond to an outbreak of a covered communicable disease.

(g) DEFINITIONS.—In this section:

(1) COVERED EMPLOYEE.—The term “covered employee” means—

(A) an individual whose job duties require interaction with air carrier passengers on a regular and continuing basis and who is an employee of—

- (i) an air carrier;
- (ii) an air carrier contractor;
- (iii) an airport; or
- (iv) the Federal Government; or

(B) an air traffic controller or systems safety specialist of the Federal Aviation Administration.

(2) COVERED COMMUNICABLE DISEASE.—The term “covered communicable disease” means a communicable disease that has the potential to cause a future epidemic or pandemic of infectious disease that would constitute a public health emergency of international concern as declared, after the date of enactment of this section, by the Secretary of Health and Human Services under section 319 of the Public Health Service Act (42 U.S.C. 247d).

(3) TEMPERATURE CHECK.—The term “temperature check” means the screening of an individual for a fever.

SEC. 106. AEROSPACE SUPPLY CHAIN RESILIENCY TASK FORCE.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this section, the Secretary of Transportation shall establish the Aerospace Supply Chain Resiliency Task Force (in this section referred to as the “Task Force”) to—

(1) identify and assess risks to United States aerospace supply chains, including the availability of raw materials and critical manufactured goods, with respect to—

(A) major end items produced by the aerospace industry; and

(B) the infrastructure of the National Airspace System; and

(2) identify best practices and make recommendations to mitigate risks identified under paragraph (1) and support a robust United States aerospace supply chain.

(b) MEMBERSHIP.—

(1) IN GENERAL.—The Secretary shall appoint not more than 21 individuals to the Task Force.

(2) COMPOSITION.—In appointing individuals to the Task Force, the Secretary shall appoint:

(A) At least 1 individual representing each of the following:

- (i) Manufacturers of aircraft.
- (ii) Manufacturers of avionics.
- (iii) Manufacturers of aircraft propulsion systems.

- (iv) Manufacturers of aircraft structures.
- (v) Manufacturers of communications, navigation, and surveillance equipment used for the provision of air traffic services.
- (vi) Manufacturers of commercial space transportation launch vehicles.
- (vii) Commercial air carriers.
- (viii) General aviation operators.
- (ix) Rotorcraft operators.
- (x) Unmanned aircraft system operators.
- (xi) Aircraft maintenance providers.
- (xii) Aviation safety organizations.

(B) At least 1 individual representing certified labor representatives of each of the following:

- (i) Aircraft mechanics.
- (ii) Aircraft engineers.
- (iii) Aircraft manufacturers.
- (iv) Airway transportation system specialists employed by the Federal Aviation Administration.

(C) Individuals with expertise in logistics, economics, supply chain management, or another field or discipline related to the resilience of industrial supply chains.

(c) ACTIVITIES.—In carrying out the responsibilities of the Task Force described in subsection (a), the Task Force shall—

(1) engage with the aerospace industry to document trends in changes to production throughput and lead times of major end items produced by the aerospace industry;

(2) determine the extent to which United States aerospace supply chains are potentially exposed to significant disturbances, including the existence of and potential for supply chain issues such as chokepoints, bottlenecks, or shortages that could prevent or inhibit the production or flow of major end items and services;

(3) explore new solutions to resolve such supply chain issues identified under paragraph (2), including through the use of—

(A) existing aerospace infrastructure; and

(B) aerospace infrastructure, manufacturing capabilities, and production capacities in small or rural communities;

(4) evaluate the potential for the introduction and integration of advanced technology to—

(A) relieve such supply chain issues; and

(B) fill such gaps;

(5) utilize, to the maximum extent practicable, existing supply chain studies, reports, and materials in carrying out the activities described in this subsection; and

(6) provide recommendations to address, manage, and relieve such supply chain issues.

(d) MEETINGS.—

(1) IN GENERAL.—Except as provided in paragraph (2), the Task Force shall convene at such times and places, and by such means, as the Secretary determines to be appropriate, which may include the use of remote conference technology.

(2) TIMING.—The Task Force shall convene for an initial meeting not later than 120 days after the date of enactment of this section and at least every 90 days thereafter.

(e) REPORTS TO CONGRESS.—

(1) REPORT OF TASK FORCE.—

(A) IN GENERAL.—Not later than 1 year after the date of the initial meeting of the Task Force, the Task Force shall submit to the appropriate committees of Congress a report on the activities of the Task Force.

(B) CONTENTS.—The report required under subparagraph (A) shall include—

(i) best practices and recommendations identified pursuant to subsection (a)(2);

(ii) a detailed description of the findings of the Task Force pursuant to the activities required by subsection (c); and

(iii) recommendations of the Task Force, if any, for regulatory, policy, or legislative action to improve Government efforts to reduce barriers, mitigate risk, and bolster the resiliency of United States aerospace supply chains.

(2) REPORT OF SECRETARY.—Not later than 180 days after the submission of the report required under paragraph (1), the Secretary shall submit a report to the appropriate committees of Congress on the status or implementation of recommendations of the Task Force included in the report required under paragraph (1).

(f) APPLICABLE LAW.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Task Force.

(g) SUNSET.—The Task Force shall terminate upon the submission of the report required by subsection (e)(1).

(h) DEFINITIONS.—In this section:

(1) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means—

(A) the Committee on Transportation and Infrastructure of the House of Representatives; and

(B) the Committee on Commerce, Science, and Transportation of the Senate.

(2) MAJOR END ITEM.—The term “major end item” means—

(A) an aircraft;

(B) an aircraft engine or propulsion system;

(C) communications, navigation, or surveillance equipment used in the provision of air traffic services; and

(D) any other end item the manufacture and operation of which has a significant effect on air commerce, as determined by the Secretary.

SEC. 107. COVERED OPERATIONS ELECTIVE STANDARDS.

(a) IN GENERAL.—Section 44729(a) of title 49, United States Code, is amended by striking “covered operations until attaining 65 years of age.” and inserting the following: “covered operations described in subsection (b)(1) until attaining 65 years of age. Air carriers that employ pilots who serve in covered operations described in subsection (b)(2) may elect to implement an age restriction to prohibit employed pilots from serving in such covered operations after attaining 70 years of age by delivering written notice to the Administrator of the Federal Aviation Administration. Such election—

“(1) shall take effect 1 year after the date of delivery of written notice of the election; and