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119TH CONGRESS
2D SESSION

H. R. 7613

[Report No. 119–608, Parts I and II]

To require certain aircraft to be equipped with collision mitigation technology, to improve helicopter route safety and separation around airports, to update air traffic control processes and procedures, to address national airspace system safety in Department of Defense activities, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 20, 2026

Mr. GRAVES (for himself, Mr. LARSEN of Washington, Mr. ROGERS of Alabama, Mr. SMITH of Washington, Mr. NEHLS, Mr. CARSON, Mr. CRAWFORD, Mr. ROUZER, Mr. MANN, Mr. EZELL, Mr. FONG, Mr. HURD of Colorado, Mr. WITTMAN, Mrs. KIGGANS of Virginia, Mr. MCCORMICK, Mr. AUSTIN SCOTT of Georgia, Mr. WILSON of South Carolina, Mr. COURTNEY, Mr. JOHNSON of Georgia, Ms. BROWNLEY, Ms. WILSON of Florida, Mr. DESAULNIER, Ms. DAVIDS of Kansas, Ms. FRIEDMAN, Mr. BEYER, Mr. SUBRAMANYAM, Mr. CISNEROS, Mr. TRAN, Mr. FLEISCHMANN, Mr. KEATING, Mr. FIGURES, Ms. KING-HINDS, Mr. BELL, Mr. FINE, Mr. ROSE, Mr. GARAMENDI, Ms. SCHOLTEN, Mr. CARTER of Louisiana, Mrs. WATSON COLEMAN, Mr. WESTERMAN, Mr. STAUBER, Mr. TIMMONS, Mr. GOODEN, Mr. OWENS, Mr. BABIN, Mrs. FOUSHEE, Mr. VAN DREW, and Ms. HOULAHAN) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure, and in addition to the Committee on Armed Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

APRIL 9, 2026

Additional Sponsors: Mr. WEBSTER of Florida, Mr. BACON, Mr. NORCROSS, Mr. MOULTON, Mr. DESJARLAIS, Ms. McDONALD RIVET, Mr. ALFORD, Mr. KELLY of Mississippi, Mr. SHREVE, Ms. STRICKLAND, Mr. LARSON of Connecticut, Mr. CRANK, Mr. KENNEDY of Utah, Mr. HUFFMAN, Mr. GOLDMAN of New York, Ms. WASSERMAN SCHULTZ, Ms. CASTOR of Florida, Mr. BOST, Mr. BALDERSON, Mr. BEGICH, Mr. BILIRAKIS, Mrs. FLETCHER, Mr. EVANS of Colorado, Mr. LUCAS, Mr. SMITH of Nebraska, Mr. VAN ORDEN, Mr. McDOWELL, Mr. MESSMER, Ms. GARCIA of Texas, Mr. KEAN, Ms. STEFANIK, Mr. MCGUIRE, Mr. KNOTT, Mr. FINSTAD, Mr. THANEDAR, Ms. MCBRIDE, Mr. OBERNOLTE, Mr. LAWLER, Mr. HUIZENGA, and Mr. THOMPSON of California

APRIL 9, 2026

Reported from the Committee on Armed Services with an amendment

[Strike out all after the enacting clause and insert the part printed in *italie*]

APRIL 9, 2026

Reported from the Committee on Transportation and Infrastructure with amendments, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed

[Strike out all after the enacting clause and insert the part printed in **boldface roman**]

[For text of introduced bill, see copy of bill as introduced on February 20, 2026]

A BILL

To require certain aircraft to be equipped with collision mitigation technology, to improve helicopter route safety and separation around airports, to update air traffic control processes and procedures, to address national airspace system safety in Department of Defense activities, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
 2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. [PLACEHOLDER].**

4 **SEC. 2. [PLACEHOLDER].**

5 **TITLE I—[PLACEHOLDER]**

6 **TITLE II—DEPARTMENT OF**

7 **DEFENSE MATTERS**

8 **SEC. 201. DEPARTMENT OF DEFENSE MATTERS RELATING**
 9 **TO AVIATION SAFETY.**

10 *Title 10, United States Code, is amended by inserting*
 11 *after chapter 157 the following new chapter:*

12 **“CHAPTER 158—AVIATION SAFETY**

“Sec.

“2655. Definitions.

“2656. Memorandum of agreement.

“2657. Required risk assessment and mitigation for special missions.

“2658. Manned rotary wing aviation safety management system.

“2659. Initial and recurring training on highly congested airspace.

“2660. Flight data monitoring improvements.

“2660a. Barometric altimeters.

“2660b. Transponder maintenance.

*“2660c. Notifications and reports on certain near-miss events in National Capital
 Region.*

*“2660d. Reports on individuals designated for purposes of special mission exclu-
 sion.*

“2660e. Rule of construction.

13 **“§ 2655. Definitions**

14 *“In this chapter:*

15 *“(1) The term ‘ADS–B In’ means technology*
 16 *that receives and processes Automatic Dependent Sur-*
 17 *veillance–Broadcast (ADS–B) transmissions that are*
 18 *broadcast in accordance with parts 91.225 and*

1 91.227 of title 14, Code of Federal Regulations, and
2 other aviation advisory information from ground sta-
3 tions, including Traffic Information Service–Broad-
4 cast (TIS–B) and Automatic Dependent Surveil-
5 lance–Rebroadcast (ADS–R).

6 “(2) The term ‘ADS–B Out’ has the meaning
7 given such term in part 91.227 of title 14, Code of
8 Federal Regulations.

9 “(3) The term ‘air traffic control services’ means
10 services used for the monitoring, directing, control,
11 and guidance of aircraft or flows of aircraft and for
12 the safe conduct of flight, including communications,
13 navigation, and surveillance services and the provi-
14 sion of aeronautical information.

15 “(4) The term ‘appropriate congressional com-
16 mittees’ means the congressional defense committees,
17 the Committee on Transportation and Infrastructure
18 of the House of Representatives, and the Committee
19 on Commerce, Science, and Transportation of the
20 Senate.

21 “(5) The term ‘Class B Mode C veil’ means any
22 location described in part 91.225(d)(2) of title 14,
23 Code of Federal Regulations.

24 “(6) The term ‘collision prevention technology’
25 means technology that—

1 “(A) has ADS–B In;

2 “(B) uses ADS–B data; and

3 “(C) provides, and is configured to provide,
4 alerting that is audible to the pilot and flight
5 crew.

6 “(7) The term ‘Department of Defense aircraft’
7 means any aircraft, either manned or unmanned,
8 that is owned, operated, or controlled by the Depart-
9 ment of Defense or operated pursuant to a contract
10 entered into by the Department of Defense.

11 “(8) The term ‘historical flight data’—

12 “(A) means data derived from Department
13 of Defense or external sources regarding the ac-
14 tual flights taken by relevant Department of De-
15 fense aircraft, such as flight paths, altitudes, and
16 other flight characteristics, that would provide a
17 point of comparison to evaluate planned flights
18 or review prior flights for adherence to published
19 flight routes or flight plans; and

20 “(B) does not include notional data gen-
21 erated for planning or training purposes.

22 “(9) The term ‘manned rotary wing aviation
23 safety management system’—

24 “(A) means training, policies and practices
25 related to rotary wing aviation safety; and

1 “(B) does not refer to equipment installed
2 or carried on aircraft for flight operations.

3 “(10) The term ‘National Capital Region’
4 means—

5 “(A) the geographic area located within the
6 boundaries of—

7 “(i) the District of Columbia;

8 “(ii) Montgomery and Prince Georges
9 Counties in the State of Maryland;

10 “(iii) Arlington, Fairfax, Loudoun,
11 and Prince William Counties and the City
12 of Alexandria in the Commonwealth of Vir-
13 ginia; and

14 “(iv) all cities and other units of gov-
15 ernment within the geographic areas de-
16 scribed in clauses (i) through (iii); or

17 “(B) the geographic area prescribed for such
18 region in the memorandum of agreement re-
19 quired by section 2656 of this title, except that
20 such geographic area may not exceed the bound-
21 aries described in clauses (i) through (iv) of sub-
22 paragraph (A).

23 “(11) The term ‘sensitive aircraft data’ means—

24 “(A) Department of Defense aircraft infor-
25 mation relating to classified aircraft, aircraft in-

1 *involved in continuity of government operations or*
2 *nuclear command and control, fighter aircraft,*
3 *bomber aircraft, special mission aircraft, or un-*
4 *manned aircraft systems; and*

5 *“(B) other information which, if publicly*
6 *disclosed or aggregated, would reveal the capa-*
7 *bilities of Department of Defense aircraft and*
8 *could reasonably be expected to cause serious*
9 *damage to national security.*

10 *“(12) The term ‘special mission’—*

11 *“(A) means any mission of the Department*
12 *of Defense relating to activities which, if publicly*
13 *disclosed, could reasonably be expected to cause*
14 *serious damage to national security; and*

15 *“(B) does not include—*

16 *“(i) unclassified flights;*

17 *“(ii) flight crew proficiency flights; or*

18 *“(iii) the transportation of any Gov-*
19 *ernment official other than a head of an ex-*
20 *ecutive department (as such term is defined*
21 *in section 101 of title 5), a member of the*
22 *Joint Chiefs of Staff, a commander of a*
23 *combatant command, or any other indi-*
24 *vidual designated by the President for pur-*
25 *poses of this paragraph.*

1 “(13) The term ‘special mission aircraft’ means
2 a Department of Defense aircraft performing a spe-
3 cial mission, either permanently or temporarily.

4 “(14) The term ‘unmanned aircraft system’ has
5 the meaning given such term in section 44801 of title
6 49.

7 **“§ 2656. Memorandum of agreement**

8 “(a) MEMORANDUM REQUIRED.—(1) Not later than
9 September 30, 2026, the Secretary of Transportation and
10 the Secretary of Defense shall enter into, and jointly submit
11 to the appropriate congressional committees a copy of, a
12 memorandum of agreement that—

13 “(A) provides that fighter aircraft, bomber air-
14 craft, unmanned aircraft systems, and other special
15 mission aircraft that are not equipped or not yet
16 equipped with collision prevention technologies or
17 ADS-B Out, or successor technologies, will be reason-
18 ably accommodated for safe operations in the na-
19 tional airspace system and provided with necessary
20 air traffic control services; and

21 “(B) establishes policies governing the operation
22 of collision prevention technologies and ADS-B Out,
23 or successor technologies, including proper mainte-
24 nance and routine verification practices for such sys-

1 *tems, on Department of Defense aircraft, consistent*
2 *with this chapter.*

3 *“(2) The Secretary of Transportation and the Sec-*
4 *retary of Defense, or the designees thereof, shall consult not*
5 *less frequently than semiannually on any appropriate up-*
6 *dates to the memorandum required by this subsection to re-*
7 *flect safe, effective, and modern air traffic identification,*
8 *air space management, and related equipment.*

9 *“(b) COLLISION AVOIDANCE MATTERS.—(1) The Sec-*
10 *retary of Defense shall ensure that the memorandum of*
11 *agreement required by subsection (a) includes, at a min-*
12 *imum—*

13 *“(A) a requirement that, beginning on a date*
14 *agreed to and set forth in such memorandum or the*
15 *date that is one year after the date of the enactment*
16 *of this section, whichever occurs first, the Secretary of*
17 *a military department may not authorize any De-*
18 *partment of Defense manned rotary wing aircraft to*
19 *operate a mission in the National Capital Region un-*
20 *less such aircraft is actively transmitting an ADS-B*
21 *Out broadcast, or successor technology, unless—*

22 *“(i) the Secretary of the military depart-*
23 *ment, in coordination with the Secretary of*
24 *Transportation, has conducted a safety risk as-*
25 *essment and implemented mitigations, as ap-*

1 *appropriate, to ensure safety in the National Cap-*
2 *ital Region; and*

3 *“(ii) such aircraft is carrying out a special*
4 *mission;*

5 *“(B) procedures requiring the use of ADS–B Out*
6 *as the default practice by Department of Defense*
7 *manned rotary wing aircraft when operating in the*
8 *national airspace system, unless such use would affect*
9 *the operational security of Department of Defense air-*
10 *craft or special missions;*

11 *“(C) consistent with section 2660b of this title,*
12 *procedures for ensuring the correct configuration of*
13 *ADS–B Out and other transponders, including rou-*
14 *tine intervals for verifying transponder settings and*
15 *proper operation;*

16 *“(D) operational procedures to allow flight crews*
17 *to enable ADS–B Out transmission while in flight in*
18 *the national airspace system, including in response to*
19 *air traffic or weather conditions; and*

20 *“(E) provisions to protect sensitive aircraft data*
21 *from unnecessary disclosure, including by mitigating*
22 *risks regarding the inadvertent disclosure of such data*
23 *or information regarding special missions.*

24 *“(2)(A) The Secretary of Defense shall ensure that—*

1 “(i) by not later than 180 days after the date on
2 which the Secretary of Defense and the Secretary of
3 Transportation submit to the appropriate congressional
4 committees a copy of the memorandum of
5 agreement required by subsection (a), Department of
6 Defense aircraft that are not fighter aircraft, bomber
7 aircraft, unmanned aircraft systems, or other special
8 mission aircraft, are equipped and operating with an
9 integrated system, federated system, or standalone device
10 that displays traffic information to the pilot and
11 flight crew; and

12 “(ii) by not later than December 31, 2031, such
13 Department of Defense aircraft are equipped and operating
14 with an integrated collision prevention technology system.

16 “(B) In carrying out subparagraph (A), the Secretary
17 of Defense shall take into consideration—

18 “(i) any need to protect the technology or systems
19 described in such subparagraph against man-made electronic
20 interference;

21 “(ii) appropriate mitigations to known security
22 vulnerabilities associated with such technology or systems;
23

24 “(iii) appropriate safeguards for sensitive aircraft
25 data, classified material, equipment, or special

1 missions when aircraft described in such subpara-
2 graph are equipped and operating with collision pre-
3 vention technology;

4 “(iv) updated guidance, tactics, techniques, pro-
5 cedures, or training with respect to electromagnetic
6 emissions related to such technology and systems; and

7 “(v) placement in flight deck, field of view of pi-
8 lots, and human factors, to ensure such technology is
9 effective, may be readily used, and has minimal risk
10 of unexpected detachment.

11 “(3) The Secretary of Defense shall ensure that the Sec-
12 retary of Transportation receives accurate information re-
13 garding the configurations recommended by each military
14 department for each relevant aircraft type while such air-
15 craft operate in the national airspace system.

16 “(4) In implementing the memorandum of agreement
17 required by subsection (a), the Secretary of Defense, or the
18 Secretary of a military department, may exempt from rel-
19 evant portions of such memorandum an individual aircraft
20 on a case-by-case basis if such Secretary determines that
21 the aircraft—

22 “(A) is not airworthy, is otherwise unrepairable,
23 or is not reasonably expected to return to service;

24 “(B) is an aircraft for which depot-level mainte-
25 nance or a substantial overhaul of avionics-related

1 *equipment, including the installation of collision pre-*
2 *vention technology, is scheduled to occur prior to De-*
3 *cember 31, 2030;*

4 *“(C) is scheduled to be retired from service prior*
5 *to September 30, 2028; or*

6 *“(D) is an unpowered aircraft not suitable for*
7 *collision prevention technology due to airframe limi-*
8 *tations, including gliders used for pilot instruction.*

9 *“(c) NOTIFICATION REQUIREMENT.—The Secretary of*
10 *Defense shall provide to the Secretary of Transportation no-*
11 *tification of any aircraft the Secretary of Defense designates*
12 *as a special mission aircraft operating within the United*
13 *States (as such term is defined in section 1.1 of title 14,*
14 *Code of Federal Regulations), for purposes of this chapter.*
15 *Such notification may identify such aircraft by type,*
16 *model, series, or another means agreed to in the memo-*
17 *randum of agreement required by subsection (a).*

18 *“(d) COLLISION PREVENTION TECHNOLOGY EQUI-*
19 *PAGE.—In implementing a memorandum of agreement*
20 *pursuant to this section or any other provision of law, to*
21 *protect the operational security of Department of Defense*
22 *aircraft, the Secretary of Defense shall retain the sole con-*
23 *trol over the determination of which specific collision pre-*
24 *vention technology is appropriate for installation and oper-*
25 *ation in any such aircraft.*

1 **“§ 2657. Required risk assessment and mitigation for**
2 **special missions**

3 “(a) *RISK ASSESSMENT.*—*The Secretary of each mili-*
4 *tary department, in coordination with the Secretary of*
5 *Transportation, shall conduct a risk assessment, and rec-*
6 *ommend and implement, as appropriate, mitigations as a*
7 *result of such assessment, to ensure safety in the national*
8 *airspace system for each type of planned or anticipated spe-*
9 *cial mission of a manned rotary wing aircraft of such mili-*
10 *tary department that would involve operations occurring*
11 *in whole or in part within a Class B Mode C veil airspace.*

12 “(b) *IMPLEMENTATION.*—*The requirement under sub-*
13 *section (a) shall be carried out in a manner mutually*
14 *agreed to by the Secretary of Defense and the Secretary of*
15 *Transportation in the memorandum of agreement required*
16 *by section 2656 of this title.*

17 “(c) *INITIAL REPORT.*—(1) *Not later than one year*
18 *after the date on which the Secretary of Defense and the*
19 *Secretary of Transportation submit to the appropriate con-*
20 *gressional committees a copy of the memorandum of agree-*
21 *ment required by section 2656 of this title, the Secretary*
22 *of Defense shall submit to the congressional defense commit-*
23 *tees a report on the types of special mission activities as-*
24 *sessed, and any mitigation recommended or implemented,*
25 *pursuant to subsection (a). Such report shall include, for*
26 *each month during the 12-month period preceding the date*

1 *of the submission of the report, the actual number of special*
 2 *mission flights flown with ADS-B Out turned off, in whole*
 3 *or in part, within a Class B Mode C veil airspace,*
 4 *disaggregated by special mission activity.*

5 “(2) *The report under paragraph (1) shall be sub-*
 6 *mitted in unclassified form, but may include a classified*
 7 *annex.*

8 “(d) *SUBSEQUENT REPORT.—(1) Not later than one*
 9 *year after the date of the submission of the report under*
 10 *subsection (c), the Secretary of Defense shall submit to the*
 11 *congressional defense committees a report that includes, for*
 12 *each month during the 12-month period preceding the date*
 13 *of the submission of the report, the actual number of special*
 14 *mission flights that the Secretary of Defense has flown with*
 15 *ADS-B Out turned off, in whole or in part, within a Class*
 16 *B Mode C veil airspace, disaggregated by special mission*
 17 *activity.*

18 “(2) *The report under paragraph (1) shall be sub-*
 19 *mitted in unclassified form, but may include a classified*
 20 *annex.*

21 **“§ 2658. Manned rotary wing aviation safety manage-**
 22 **ment system**

23 “(a) *REQUIREMENT.—The Secretary of Defense shall*
 24 *ensure that, by not later than March 1, 2027, the Secretary*
 25 *of each military department has established a robust*

1 *manned rotary wing aviation safety management system,*
2 *or updated an existing such system, to provide for—*

3 *“(1) responsibilities with respect to such system*
4 *that are clearly delineated from other occupational*
5 *safety responsibilities;*

6 *“(2) staffing and other resources required for the*
7 *operation of such system; and*

8 *“(3) the implementation of such system in a*
9 *manner that is functionally integrated with relevant*
10 *units.*

11 *“(b) QUALIFICATION PROTECTIONS.—The Secretary*
12 *shall ensure that the implementation of a manned rotary*
13 *wing aviation safety management system required under*
14 *subsection (a) does not preclude an individual assigned*
15 *manned rotary wing aviation safety management system*
16 *duties from maintaining appropriate qualifications, flying*
17 *hours, professional military education, or other activities*
18 *required for career advancement on the basis of being as-*
19 *signed such duties.*

20 *“(c) AVIATOR SURVEY.—Not later than one year after*
21 *the date of the enactment of this section, the Secretary shall*
22 *carry out a survey of rotary aircraft flight crews across the*
23 *Department of Defense to identify operationally relevant*
24 *and responsive flight safety reporting systems. Such survey*
25 *shall include the collection of information regarding—*

1 “(1) barriers to the use of such systems perceived
2 by pilots;

3 “(2) responsive reporting methods for identifying
4 and collecting important safety reporting;

5 “(3) systems for collecting relevant safety report-
6 ing that may be used in conjunction with historical
7 flight data to provide insights that may be used in
8 carrying out section 2660 of this title;

9 “(4) options for reporting safety incidents, in-
10 cluding encounters with civil air traffic operating in
11 the national airspace system, without retaliation,
12 judgment, or undue consequence;

13 “(5) preserving reports of persistent issues with
14 communications, either incoming or outgoing, with
15 air traffic controllers or other aircraft in controlled
16 airspace; and

17 “(6) integrating improved flight safety reporting
18 into current operations.

19 “(d) *REPORTS*.—Not later than 90 days after the date
20 on which the survey under subsection (c) is completed, and
21 on a semiannual basis thereafter until December 31, 2031,
22 the Secretary shall submit to the congressional defense com-
23 mittees a report containing—

24 “(1) an outline of the funding and personnel re-
25 sources necessary to implement the requirements

1 *under subsection (a), and appropriate findings from*
2 *the survey under subsection (c), with respect to each*
3 *military department;*

4 *“(2) an outline of the safety functions, practices,*
5 *training, and reporting required under each manned*
6 *rotary wing aviation safety management system es-*
7 *tablished or updated under subsection (a);*

8 *“(3) an assessment of which military department*
9 *practices most closely align to the best practicable so-*
10 *lutions identified pursuant to the findings from the*
11 *survey under subsection (c);*

12 *“(4) a plan to implement the requirements under*
13 *subsection (a) and appropriate findings from the sur-*
14 *vey under subsection (c); and*

15 *“(5) a plan to ensure active duty units and Na-*
16 *tional Guard units receive the same benefits from an*
17 *improved manned rotary wing aviation safety man-*
18 *agement system.*

19 *“(e) COMPTROLLER GENERAL REVIEW.—(1) The*
20 *Comptroller General of the United States shall conduct a*
21 *review of the efficacy of the manned rotary wing aviation*
22 *safety management systems established or updated pursu-*
23 *ant to subsection (a). Such review shall include—*

1 “(A) an assessment of the extent to which the
2 Secretary has implemented the requirements under
3 subsection (a);

4 “(B) an assessment of the extent to which the
5 Secretary has developed an approach to identify and
6 mitigate any risks in implementing subsection (a);
7 and

8 “(C) any other matters the Comptroller General
9 determines are relevant.

10 “(2) Not later than September 1, 2027, the Comptroller
11 General shall provide to the congressional defense commit-
12 tees a briefing on the preliminary findings of the review
13 required under paragraph (1). The Comptroller General
14 shall provide to such committees the final results of such
15 review in a mutually agreed upon format and timeframe.

16 **“§ 2659. Initial and recurring training on highly con-**
17 **gested airspace**

18 “(a) *REQUIRED TRAINING.*—The Secretary of Defense
19 shall ensure that, by not later than March 1, 2027, flight
20 crews for Department of Defense manned rotary wing air-
21 craft operating in the national airspace system receive ap-
22 propriate initial and recurring training regarding fixed-
23 wing operations within Class B Mode C veil airspace rou-
24 tinely encountered in the course of operations from the as-
25 signed duty station of the flight crew. Such training shall

1 *include training on approach and departure paths, runway*
 2 *configurations, and the interaction of those traffic flows*
 3 *with published helicopter routes.*

4 “(b) *USE OF HISTORICAL FLIGHT DATA.*—In devel-
 5 *oping the training described in subsection (a), the Secretary*
 6 *shall consider historical flight data from Department of De-*
 7 *fense manned rotary wing aircraft operating in the associ-*
 8 *ated airspace.*

9 “(c) *REPORT.*—Not later than March 1, 2027, the Sec-
 10 *retary shall submit to the congressional defense committees*
 11 *a report containing a description of how each military de-*
 12 *partment has implemented the training requirements under*
 13 *subsection (a) and how the Secretary has ensured consist-*
 14 *ency with respect to such implementation across the mili-*
 15 *tary departments.*

16 **“§ 2660. *Flight data monitoring improvements***

17 “(a) *IN GENERAL.*—Not later than one year after the
 18 *date of enactment of this section, the Secretary of Defense*
 19 *shall develop and implement standards across the military*
 20 *departments to ensure that Department of Defense manned*
 21 *rotary wing aircraft operations in the national airspace*
 22 *system, and associated training, routes, and activities, are*
 23 *informed by accurate recorded flight data to—*

24 “(1) *monitor operational patterns;*

25 “(2) *identify operational safety risks; and*

1 “(3) support the development and implementa-
2 tion of effective risk controls for missions in the na-
3 tional airspace system.

4 “(b) *DATA USE*.—In carrying out subsection (a), the
5 Secretary shall—

6 “(1) seek to use—

7 “(A) existing data sets and tools to allow
8 for convenient and expeditious use of such data
9 at the lowest possible level; and

10 “(B) systems that allow for flight data to be
11 evaluated for accuracy on a recurrent basis; and

12 “(2) conduct a review, and establish procedures
13 based on the results of such review, to ensure flight
14 data is evaluated for accuracy at an appropriate or-
15 ganizational level and on a recurrent basis.

16 “(c) *IMPLEMENTATION UPDATES*.—The Secretary shall
17 provide to the congressional defense committees updates
18 on—

19 “(1) the implementation of this section; and

20 “(2) the incorporation of the standards developed
21 and data collected pursuant to this section into the
22 manned rotary wing aviation safety management sys-
23 tems required under section 2658 of this title.

24 “(d) *DATA SHARING*.—(1) The Secretary of Defense
25 shall—

1 “(A) conduct a review across the military de-
 2 partments to identify flight data that may be readily
 3 shared with the Secretary of Transportation; and

4 “(B) implement a process to share safety data
 5 with the Secretary of Transportation.

6 “(2) To the extent the Secretary of Defense determines
 7 necessary, data shared pursuant to paragraph (1) may be
 8 de-identified.

9 **“§ 2660a. Barometric altimeters**

10 “(a) *MANUALS.*—The Secretary of Defense shall
 11 promptly update, and maintain, appropriate manuals of
 12 the Department of Defense for manned rotary wing aircraft,
 13 to provide clear guidance regarding—

14 “(1) the expected standard margin of error for
 15 barometric altimeters for each class of such aircraft;
 16 and

17 “(2) the total potential error resulting from ad-
 18 ditional aircraft equipment with respect to an other-
 19 wise airworthy barometric altimeter, including in-
 20 creased position error associated with external stores
 21 support system configurations.

22 “(b) *INCORPORATION OF DATA.*—In updating the
 23 manuals under subsection (a), the Secretary shall incor-
 24 porate observations derived from external data sources, in-
 25 cluding historical flight data monitoring from external

1 *sources, to better understand the total potential error of bar-*
 2 *ometric altimeters in various aircraft configurations.*

3 “(c) *TRAINING.*—*Not later than 30 days after the date*
 4 *on which the Secretary updates the manuals under sub-*
 5 *section (a), the Secretary shall require appropriate refresher*
 6 *training for the crew of any aircraft subject to such an up-*
 7 *dated manual.*

8 **“§ 2660b. Transponder maintenance**

9 “(a) *REQUIRED INTERVALS.*—*The Secretary of each*
 10 *military department shall establish routine intervals for*
 11 *verifying the correct configuration and function of ADS-*
 12 *B Out transponders, and related equipment, for aircraft of*
 13 *such military department required to use such tran-*
 14 *sponders. Such intervals may not be less frequent than once*
 15 *every 90 days.*

16 “(b) *REPORTS.*—*Not later than 30 days after the date*
 17 *of the submission of the budget of the President under sec-*
 18 *tion 1105(a) of title 31 for fiscal years 2028 through 2033,*
 19 *the Secretary of each military department shall submit to*
 20 *the congressional defense committees a report that details*
 21 *the following:*

22 “(1) *Compliance across such military depart-*
 23 *ment with respect to the required maintenance inter-*
 24 *vals established under subsection (a).*

1 “(2) *The total number of instances, disaggregated*
2 *by military installation, in which an ADS-B Out*
3 *transponder was not serviced in accordance with the*
4 *applicable maintenance interval established under*
5 *subsection (a).*

6 “(3) *Any additional personnel, resources, or*
7 *equipment required to simplify or otherwise improve*
8 *maintenance requirements associated with carrying*
9 *out this section.*

10 **“§2660c. Notifications and reports on certain near-**
11 ***miss events in National Capital Region***

12 “(a) *NOTIFICATIONS.—Not later than one week after*
13 *the date on which a covered near-miss event occurs, the Sec-*
14 *retary of Defense shall submit to the Committees on Armed*
15 *Services of the House of Representatives and the Senate a*
16 *notification of such event.*

17 “(b) *ESTABLISHMENT OF ASSOCIATED DEFINITION.—*
18 *Not later than 60 days after the date of the enactment of*
19 *this section, the Secretary, in coordination with a working*
20 *group determined appropriate by the Secretary, shall estab-*
21 *lish a definition of the term ‘close proximity encounter’ for*
22 *purposes of this section.*

23 “(c) *REPORTS.—Not later than 180 days after the date*
24 *on which the definition under subsection (b) is established,*
25 *on a biannual basis thereafter for the following two-year*

1 *period, and not less frequently than annually thereafter, the*
2 *Secretary of Defense shall submit to the Committees on*
3 *Armed Services of the House of Representatives and the*
4 *Senate a report containing, with respect to the period cov-*
5 *ered by the report—*

6 “(1) *an identification of the number of covered*
7 *near-miss events that occurred during such period;*

8 “(2) *for each such event, an identification of any*
9 *cause of such event;*

10 “(3) *a description any modification to relevant*
11 *standard operating procedures or other policies of the*
12 *Department of Defense issued, or planned to be*
13 *issued, to address such events; and*

14 “(4) *a description of the status of implementa-*
15 *tion of any such modification.*

16 “(d) *COVERED NEAR-MISS EVENT DEFINED.—In this*
17 *section, the term ‘covered near-miss event’ means a close*
18 *proximity encounter (as such term is defined pursuant to*
19 *subsection (b)) that—*

20 “(1) *involves at least one Department of Defense*
21 *aircraft; and*

22 “(2) *occurs in the National Capital Region.*

1 **“§ 2660d. Reports on individuals designated for pur-**
 2 **poses of special mission exclusion**

3 “(a) *REPORTS.*—Not later than one year after the date
 4 of the enactment of this section, and on an annual basis
 5 thereafter, the President shall submit to the Committees on
 6 Armed Services of the House of Representatives and the
 7 Senate a report containing, with respect to the preceding
 8 year—

9 “(1) an identification of any individual des-
 10 igned by the President for purposes of section
 11 2655(12)(B)(iii) of this title; and

12 “(2) a description of how often individuals so
 13 designated were transported in connection with a
 14 mission that, but for such designation, would be con-
 15 sidered a special mission.

16 “(b) *FORM.*—Each report under subsection (a) shall
 17 be submitted in unclassified form, but may contain a classi-
 18 fied annex.

19 **“§ 2660e. Rule of construction**

20 “Nothing in this chapter shall be construed to—

21 “(1) vest in the Secretary of Defense any author-
 22 ity of the Secretary of Transportation or the Admin-
 23 istrator of the Federal Aviation Administration under
 24 title 49 or any other provision of law;

25 “(2) vest in the Secretary of Transportation or
 26 the Administrator of the Federal Aviation Adminis-

1 *tration any authority of the Secretary of Defense*
 2 *under this title or any other provision of law;*

3 *“(3) limit the authority or discretion of the Sec-*
 4 *retary of Transportation or the Administrator of the*
 5 *Federal Aviation Administration to operate air traf-*
 6 *fic control services to ensure the safe minimum sepa-*
 7 *ration of aircraft in flight and the efficient use of air-*
 8 *space;*

9 *“(4) apply a rule, guidance, plan, carriage re-*
 10 *quirement, or memorandum established, modified, or*
 11 *reissued pursuant to any other provision of law to*
 12 *any Department of Defense aircraft except through a*
 13 *process established in the memorandum of agreement*
 14 *required by section 2656 of this title; or*

15 *“(5) require a Department of Defense aircraft to*
 16 *compromise operational security during a combat op-*
 17 *eration.”.*

18 **SEC. 202. REPEAL OF PRIOR PROVISION OF LAW ON**
 19 **MANNED ROTARY WING AIRCRAFT SAFETY.**

20 *Section 2654 of title 10, United States Code, is re-*
 21 *pealed.*

22 **SEC. 203. TREATMENT OF SUPERSEDED MEMORANDUM OF**
 23 **AGREEMENT AND PROVISION OF LAW.**

24 *Effective on the date on which the memorandum of*
 25 *agreement required by section 2656 of title 10, United*

1 *States Code, as added by section 201 of this title, is sub-*
 2 *mitted to the congressional defense committees, the Com-*
 3 *mittee on Transportation and Infrastructure of the House*
 4 *of Representatives, and the Committee on Commerce,*
 5 *Science, and Transportation of the Senate, the following*
 6 *shall have no further force or effect:*

7 (1) *Section 1046 of the John S. McCain Na-*
 8 *tional Defense Authorization Act for Fiscal Year 2019*
 9 *(Public Law 115–232; 49 U.S.C. 40101 note).*

10 (2) *The memorandum of agreement between the*
 11 *Department of Defense and the Federal Aviation Ad-*
 12 *ministration entered into on May 10, 2024.*

13 **SEC. 204. REPORT ON COMMUNICATIONS DEGRADATION.**

14 (a) *REPORT.*—*Not later than one year after the date*
 15 *of the enactment of this Act, the Secretary of Defense shall*
 16 *submit to the congressional defense committees a report con-*
 17 *taining—*

18 (1) *an assessment on the degradation of radio*
 19 *transmission or reception between Department of De-*
 20 *fense aircraft and air traffic controllers or other air-*
 21 *craft operating in the national airspace system;*

22 (2) *an identification of factors that may con-*
 23 *tribute to such degradation; and*

24 (3) *an assessment of potential actions to reme-*
 25 *diate such degradation.*

1 (b) *PLAN*.—Not later than 90 days after the date on
 2 which the Secretary submits to the congressional defense
 3 committees a copy of the memorandum under section 2656
 4 of title 10, United States Code, as added by section 201
 5 of this title, the Secretary shall submit to the congressional
 6 defense committees a plan to leverage major avionics up-
 7 grades or depot-level maintenance associated with the in-
 8 stallation or provision of collision prevention technology to
 9 upgrade communications systems in Department of Defense
 10 aircraft (particularly with respect to manned rotary wing
 11 aircraft), for the purpose of improving the clarity and reli-
 12 ability of transmissions to and from such aircraft.

13 (c) *DEFINITIONS*.—In this section, the terms “collision
 14 prevention technology” and “Department of Defense air-
 15 craft” have the meanings given such terms in section 2655
 16 of title 10, United States Code, as added by section 201
 17 of this title.

18 **SEC. 205. ANNUAL REPORT ON PROFICIENCY FLIGHTS IN**
 19 **NATIONAL CAPITOL REGION.**

20 (a) *ANNUAL REPORT*.—Not later than one year after
 21 the date of the enactment of this Act, and annually there-
 22 after for each of the two subsequent years, the Secretary of
 23 Defense shall submit to Congress a report on the number
 24 of Department of Defense proficiency flights that occurred

1 *in the National Capitol Region during the 12-month period*
 2 *preceding the date of the submission of the report.*

3 (b) *NATIONAL CAPITOL REGION.*—*In this section, the*
 4 *term “National Capitol Region” has the meaning given*
 5 *such term in section 2655(10) of title 10, United States*
 6 *Code, as added by section 201.*

7 **SEC. 206. BRIEFING ON VIRTUAL CONSTRUCTIVE TRAINING.**

8 *Not later than 180 days after the date of the enactment*
 9 *of this Act, the Secretary of Defense shall provide to the*
 10 *congressional defense committees (as such term is defined*
 11 *in section 101(a)(16) of title 10, United States Code) a*
 12 *briefing on the feasibility of using virtual constructive*
 13 *training to optimize the amount of in-air training used by*
 14 *the Armed Forces.*

15 **SEC. 207. TRANSPARENCY REGARDING MIDAIR COLLISION**
 16 **NEAR RONALD REAGAN WASHINGTON NA-**
 17 **TIONAL AIRPORT ON JANUARY 29, 2025.**

18 (a) *SUBMISSIONS TO CONGRESS.*—*Not later than 60*
 19 *days after the date of the enactment of this Act, the Sec-*
 20 *retary of the Army shall submit to the Committees on*
 21 *Armed Services of the House of Representatives and the*
 22 *Senate—*

23 (1) *a copy of the command investigation of the*
 24 *midair collision that occurred near Ronald Reagan*
 25 *Washington National Airport on January 29, 2025,*

1 *with redactions limited to those necessary to protect*
 2 *the privacy of the flight crew involved; and*

3 *(2) an implementation plan for the recommenda-*
 4 *tions contained therein.*

5 **(b) INSPECTOR GENERAL OF THE ARMY ASSESS-**
 6 **MENT.—**

7 *(1) ASSESSMENT.—Not later than 120 days after*
 8 *the date of the enactment of this Act, the Inspector*
 9 *General of the Army shall commence an assessment of*
 10 *the sufficiency of the recommendations and implemen-*
 11 *tation plan specified in subsection (a)(2).*

12 *(2) REPORT.—Not later than 6 months after the*
 13 *date of the enactment of this Act, the Inspector Gen-*
 14 *eral of the Army shall submit to the Committees on*
 15 *Armed Services of the House of Representatives and*
 16 *the Senate a report containing—*

17 *(A) the results of the assessment under*
 18 *paragraph (1); and*

19 *(B) any additional recommendations by the*
 20 *Inspector General relating to the matters so as-*
 21 *essed, as applicable.*

22 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

23 **(a) SHORT TITLE.—This Act may be cited as**
 24 **the “Airspace Location and Enhanced Risk**

1 **Transparency Act of 2026” or the “ALERT**
 2 **Act”.**

3 **(b) TABLE OF CONTENTS.—The table of con-**
 4 **tents for this Act is as follows:**

- Sec. 1. Short title; table of contents.
- Sec. 2. Definitions.
- Sec. 3. Findings; sense of Congress.

TITLE I—CIVIL AVIATION MATTERS

- Sec. 101. Airborne Collision Avoidance System Xa inhibit altitude.
- Sec. 102. Airborne Collision Avoidance System upgrades.
- Sec. 103. Airborne collision avoidance systems for rotorcraft.
- Sec. 104. Collision prevention systems.
- Sec. 105. Prohibition on certain use of ADS-B data.
- Sec. 106. Rulemaking accountability.
- Sec. 107. Time-on-position limits.
- Sec. 108. Controller threat and error management training.
- Sec. 109. Controller visual separation training.
- Sec. 110. Safety risk assessment tool.
- Sec. 111. Operational rates at Ronald Reagan Washington National Airport.
- Sec. 112. Time-based flow management.
- Sec. 113. Air traffic control facility levels.
- Sec. 114. Working group to evaluate shared frequency around Ronald Reagan Washington National Airport.
- Sec. 115. Anti-blocking technology.
- Sec. 116. Task force to identify improvements to air traffic controller conflict alert system.
- Sec. 117. Postaccident and postincident drug and alcohol testing.
- Sec. 118. Further modifications to Ronald Reagan Washington National Airport area helicopter routes.
- Sec. 119. Requiring vertical separation near airports during critical phases of flight.
- Sec. 120. Helicopter Route Chart annual review.
- Sec. 121. Visual charts.
- Sec. 122. Close proximity encounters.
- Sec. 123. Notification of close proximity encounters and analysis of data.
- Sec. 124. Safety culture and safety management review.
- Sec. 125. Documentation of control position combinations.
- Sec. 126. Review of miles-in-trail procedures or agreements.
- Sec. 127. Closure of Helicopter Route 4.

TITLE II—[PLACEHOLDER]

5 **SEC. 2. DEFINITIONS.**

6 **In this Act:**

1 **(1) ADS-B IN.—The term “ADS-B In”**
2 **means technology that receives and proc-**
3 **esses Automatic Dependent Surveillance–**
4 **Broadcast transmissions that are broad-**
5 **cast in accordance with part 91.225 and**
6 **91.227 of title 14, Code of Federal Regula-**
7 **tions, and other aviation advisory infor-**
8 **mation from ground stations, including**
9 **traffic information service-broadcast**
10 **(TIS-B) and Automatic Dependent Sur-**
11 **veillance-Rebroadcast (ADS-R).**

12 **(2) ADMINISTRATOR.—The term “Ad-**
13 **ministrator” means the Administrator of**
14 **the Federal Aviation Administration.**

15 **(3) APPROPRIATE COMMITTEES OF CON-**
16 **GRESS.—The term “appropriate commit-**
17 **tees of Congress” means the Committee**
18 **on Transportation and Infrastructure of**
19 **the House of Representatives and the**
20 **Committee on Commerce, Science, and**
21 **Transportation of the Senate.**

22 **(4) COLLISION PREVENTION TECH-**
23 **NOLOGY.—The term “collision prevention**
24 **technology” means equipment, or a com-**
25 **bination of equipment, that—**

1 (A) has ADS-B In;

2 (B) uses ADS-B data to provide
3 the pilot and flight crew with situa-
4 tional awareness of surrounding traf-
5 fic and traffic advisories; and

6 (C) provides, and is configured to
7 provide, alerting that is audible to
8 the pilot and flight crew.

9 (5) FAA.—The term “FAA” means the
10 Federal Aviation Administration.

11 (6) SECRETARY.—The term “Secretary”
12 means the Secretary of Transportation.

13 SEC. 3. FINDINGS; SENSE OF CONGRESS.

14 (a) FINDINGS.—Congress finds the fol-
15 lowing:

16 (1) On January 29, 2025, about 8:48
17 p.m. Eastern Standard Time, a Sikorsky
18 UH-60L operated by the United States
19 Army under the callsign PAT25 (Priority
20 Air Transport 25) and an MHI RJ Avia-
21 tion (formerly Bombardier) CRJ700 oper-
22 ated by PSA Airlines as American Air-
23 lines flight 5342, collided in flight about
24 0.5 miles southeast of Ronald Reagan
25 Washington National Airport (DCA), Ar-

1 **lington, Virginia, and impacted the Poto-**
2 **mac River in southwest Washington, D.C.**

3 **(2) The 2 pilots, 2 flight attendants,**
4 **and 60 passengers onboard the airplane**
5 **and 3 crewmembers onboard the heli-**
6 **copter died.**

7 **(3) This tragedy represents the dead-**
8 **liest aviation disaster in the United**
9 **States since the crash of American Air-**
10 **lines Flight 587 in 2001 and the first fatal**
11 **major commercial passenger flight acci-**
12 **dent in the United States since Colgan**
13 **Air Flight 3407 in 2009.**

14 **(4) Passengers aboard Flight 5342 in-**
15 **cluded American citizens from across the**
16 **country and international travelers,**
17 **among them championship figure skaters**
18 **and coaches returning from competition,**
19 **military servicemembers, and families**
20 **traveling for personal and professional**
21 **reasons, each of whom is mourned by**
22 **loved ones.**

23 **(5) Crewmembers aboard Flight 5342**
24 **served their passengers with profes-**
25 **sionalism and dedication and the three**

1 **United States Army soldiers aboard Pri-**
2 **ority Air Transport 25 gave their lives in**
3 **service to this Nation.**

4 **(6) Emergency responders from Alex-**
5 **andria City Fire Department, Alexandria**
6 **Police Department, Ann Arundel Fire De-**
7 **partment, Arlington County Fire & Res-**
8 **cue, Arlington County Office of Emer-**
9 **gency Management, Arlington Police De-**
10 **partment, Baltimore City Fire Depart-**
11 **ment, Baltimore Police, Charles County**
12 **Fire and Rescue, DC Fire Department &**
13 **EMS, DC Metropolitan Police Depart-**
14 **ment, Fairfax City Fire & Rescue, Fairfax**
15 **County Fire & Rescue Department, Fed-**
16 **eral Aviation Administration, Federal Bu-**
17 **reau of Investigation, Maryland Natural**
18 **Resources Police, Maryland State Police,**
19 **Metropolitan Police Department, Mont-**
20 **gomery County Fire and Rescue, Metro-**
21 **politan Washington Airports Authority**
22 **(MWAA) Fire & Rescue, MWAA Police,**
23 **NCR-Incident Management Team, Office**
24 **of Chief Medical Examiner of the District**
25 **of Columbia, Prince George's County Fire**

1 **& Rescue, Prince William Fire & Rescue,**
2 **U.S. Air Force, U.S. Army, U.S. Army**
3 **Corps of Engineers, U.S. Coast Guard,**
4 **U.S. Navy Supervisor of Salvage and Div-**
5 **ing, Virginia Department of Emergency**
6 **Management, Virginia State Police, and**
7 **other local, state, and Federal agencies**
8 **conducted heroic rescue and recovery op-**
9 **erations in frigid, dangerous conditions—**
10 **including near-freezing water tempera-**
11 **tures and strong winds—working tire-**
12 **lessly to recover all 67 victims and re-**
13 **unite them with their loved ones.**

14 **(7) The National Transportation Safe-**
15 **ty Board (NTSB) immediately launched a**
16 **full investigation and, on March 7, 2025,**
17 **issued urgent safety recommendations to**
18 **prohibit operations on Helicopter Route**
19 **4 during simultaneous runway oper-**
20 **ations, which the Department of Trans-**
21 **portation and Federal Aviation Adminis-**
22 **tration promptly implemented.**

23 **(8) The NTSB held a public meeting**
24 **on January 27, 2026, where the NTSB de-**
25 **termined that the probable cause of the**

1 **accident was the FAA's placement of a**
2 **helicopter route in close proximity to a**
3 **runway approach path; their failure to**
4 **regularly review and evaluate helicopter**
5 **routes and available data, and their fail-**
6 **ure to act on recommendations to miti-**
7 **gate the risk of a midair collision near**
8 **DCA; as well as the air traffic system's**
9 **overreliance on visual separation in**
10 **order to promote efficient traffic flow**
11 **without consideration for the limitations**
12 **of the see-and-avoid concept.**

13 **(9) The NTSB determined that the**
14 **lack of effective pilot-applied visual sepa-**
15 **ration by the helicopter crew, the tower**
16 **team's loss of situation awareness and de-**
17 **graded performance due to the high**
18 **workload of the combined helicopter and**
19 **local control positions and the absence of**
20 **a risk assessment process to identify and**
21 **mitigate real-time operational risk fac-**
22 **tors, and the Army's failure to ensure pi-**
23 **lots were aware of the effects of error tol-**
24 **erances on barometric altimeters in their**

1 **helicopters, were also causal to the colli-**
2 **sion.**

3 **(10) The NTSB further determined**
4 **that contributing factors included the**
5 **limitations of the traffic awareness and**
6 **collision alerting systems on both air-**
7 **craft, which precluded effective alerting**
8 **of the impending collision to the flight**
9 **crews; an unsustainable airport arrival**
10 **rate, increasing traffic volume with a**
11 **changing fleet mix, and airline sched-**
12 **uling practices at DCA, which regularly**
13 **strained the DCA air traffic control tower**
14 **workforce and degraded safety over time;**
15 **the Army's lack of a fully implemented**
16 **safety management system, which should**
17 **have identified and addressed hazards**
18 **associated with altitude exceedances on**
19 **the Washington, DC, helicopter routes;**
20 **the FAA's failure across multiple organi-**
21 **zations to implement previous NTSB rec-**
22 **ommendations, including Automatic De-**
23 **pendent Surveillance–Broadcast In, and**
24 **to follow and fully integrate its estab-**
25 **lished safety management system, which**

1 **should have led to several organizational**
2 **and operational changes based on pre-**
3 **viously identified risks that were known**
4 **to management; and the absence of effec-**
5 **tive data sharing and analysis among the**
6 **FAA, aircraft operators, and other rel-**
7 **evant organizations.**

8 **(11) The NTSB on January 27, 2026,**
9 **adopted 74 findings and issued 50 safety**
10 **recommendations to the Department of**
11 **Transportation, the FAA, the United**
12 **States Army, the Department of Defense**
13 **Policy Board on Federal Aviation, the in-**
14 **pector general of the Department of**
15 **Transportation, and RTCA Program Man-**
16 **agement Committee to prevent similar**
17 **accidents in the future.**

18 **(12) The families of the victims have**
19 **demonstrated extraordinary courage and**
20 **dignity in their grief, and have called for**
21 **accountability and systemic reform so**
22 **that no other family will endure such**
23 **loss.**

24 **(13) Congress remains committed to**
25 **ensuring that the aviation system of the**

1 **United States achieves the highest pos-**
2 **sible standard of safety, and that the les-**
3 **sons of this tragedy are fully learned and**
4 **acted upon.**

5 **(b) SENSE OF CONGRESS.—It is the sense of**
6 **Congress that—**

7 **(1) Congress mourns the loss of all 67**
8 **lives taken in the midair collision near**
9 **Ronald Reagan Washington National Air-**
10 **port on January 29, 2025, and extends its**
11 **deepest condolences to the families,**
12 **friends, and communities of all those who**
13 **perished;**

14 **(2) Congress honors the four crew**
15 **members of American Airlines Flight**
16 **5342 who served their passengers with**
17 **professionalism and dedication;**

18 **(3) Congress honors the three United**
19 **States Army soldiers aboard Priority Air**
20 **Transport 25, who gave their lives in**
21 **service to this nation;**

22 **(4) Congress honors the passengers of**
23 **Flight 5342, including the figure skaters**
24 **and coaches of the United States figure**
25 **skating community and all other individ-**

1 uals whose lives, achievements, and con-
2 tributions to their families and commu-
3 nities are irreplaceable;

4 (5) Congress commends the first re-
5 sponders who worked with valor and
6 dedication under dangerous conditions to
7 conduct rescue and recovery operations
8 in the Potomac River;

9 (6) Congress affirms its full support
10 for the National Transportation Safety
11 Board, its mission of independent acci-
12 dent investigation, and the integrity of its
13 investigative process, and herein the
14 ALERT Act responds to all of the 50 rec-
15 ommendations to prevent a similar trag-
16 edy from reoccurring;

17 (7) Congress further commits to con-
18 ducting rigorous oversight to ensure ac-
19 countability for implementing these safe-
20 ty recommendations and ensuring the
21 systemic failures that contributed to this
22 disaster are fully addressed; and

23 (8) Congress pledges, on behalf of the
24 American people, that the 67 lives lost on
25 January 29, 2025, will not be forgotten,

1 and that their memory will be honored
2 by this Nation’s commitment to an avia-
3 tion system that is worthy of the trust
4 placed in it by every passenger who
5 boards an aircraft in the United States.

6 **TITLE I—CIVIL AVIATION**
7 **MATTERS**

8 SEC. 101. AIRBORNE COLLISION AVOIDANCE SYSTEM XA IN-
9 HIBIT ALTITUDE.

10 (a) IN GENERAL.—Not later than 180 days
11 after the date of enactment of this Act, the Ad-
12 ministrators shall complete an evaluation of
13 the hazards and safety benefits of decreasing
14 the traffic advisory and resolution advisory
15 inhibit altitudes in Airborne Collision Avoid-
16 ance System Xa (hereinafter referred to as
17 “ACAS Xa”) to enable improved alerting
18 throughout more of the flight maneuvering
19 envelope of an aircraft than is required under
20 the RTCA minimum operational performance
21 standards for the Airborne Collision Avoid-
22 ance System (DO-385A, issued June 22, 2023).
23 (b) CONSULTATION.—In conducting the
24 evaluation under subsection (a), the Adminis-

1 **trator shall consult with representatives of**
2 **the following:**

3 **(1) Air carriers operating under part**
4 **121 of title 14, Code of Federal Regula-**
5 **tions, including regional air carriers and**
6 **air carriers with a low-cost or ultra-low-**
7 **cost business model.**

8 **(2) Air carriers operating under part**
9 **135 of title 14, Code of Federal Regula-**
10 **tions.**

11 **(3) Air carriers operating under part**
12 **91 of title 14, Code of Federal Regula-**
13 **tions.**

14 **(4) Cargo air carriers.**

15 **(5) Transport category aircraft manu-**
16 **facturers.**

17 **(6) General aviation aircraft manufac-**
18 **tures.**

19 **(7) Avionics manufacturers.**

20 **(8) Exclusive bargaining representa-**
21 **tives of air traffic controllers certified**
22 **under section 7111 of title 5, United**
23 **States Code.**

1 **(9) Organizations representing cer-**
2 **tified collective bargaining representa-**
3 **tives of airline pilots.**

4 **(10) The certified bargaining rep-**
5 **resentative of aviation safety inspectors**
6 **and engineers for the Federal Aviation**
7 **Administration.**

8 **(11) Aviation safety experts with spe-**
9 **cific knowledge of human factors or**
10 **human factors experts with specific**
11 **knowledge of aviation safety.**

12 **(12) Research institutions with rel-**
13 **evant aviation safety or human factors**
14 **subject matter expertise.**

15 **(13) The National Transportation**
16 **Safety Board.**

17 **(14) Any other stakeholders the Ad-**
18 **ministrator determines appropriate.**

19 **(c) CONSIDERATIONS.—In conducting the**
20 **evaluation under subsection (a), the Adminis-**
21 **trator shall consider, at a minimum—**

22 **(1) safety benefits to the public, in-**
23 **cluding reductions in the probability of**
24 **midair and near-midair collisions;**

1 (2) the benefits and risks to the abil-
2 ity of pilots and air traffic controllers to
3 ensure operational safety;

4 (3) false, misleading, or potentially
5 overlapping alerts or resolution
6 advisories;

7 (4) technological advances in soft-
8 ware logic to limit nuisance or false
9 alerts;

10 (5) air traffic control procedures and
11 the impact of such procedures on pilots
12 and air traffic controllers during critical
13 phases of flight;

14 (6) training requirements for pilots
15 and air traffic controllers;

16 (7) to the greatest extent practicable,
17 human factors, including products by
18 working groups related to human factors
19 in aviation safety;

20 (8) research and simulations of re-
21 duced resolution advisory inhibit alti-
22 tudes conducted by the National Trans-
23 portation Safety Board pursuant to Avia-
24 tion Investigation Report AIR-26-02
25 adopted on January 27, 2026; and

1 **(9) any other considerations the Ad-**
2 **ministrator determines appropriate.**

3 **SEC. 102. AIRBORNE COLLISION AVOIDANCE SYSTEM UP-**
4 **GRADES.**

5 **(a) IN GENERAL.—Not later than 45 days**
6 **after the date of enactment of this Act, the Ad-**
7 **ministrator shall establish an aviation rule-**
8 **making committee (in this section referred to**
9 **as the “Committee”) to review and develop**
10 **findings and recommendations to require se-**
11 **lected aircraft to be equipped and operating**
12 **with ACAS Xa that is—**

13 **(1) integrated and uses both ADS-B**
14 **In and transponder interrogations, as re-**
15 **quired under the RTCA minimum oper-**
16 **ational performance standards for the**
17 **Airborne Collision Avoidance System**
18 **(DO-385A, issued June 22, 2023); and**

19 **(2) is configured to provide visual**
20 **and audible alerting to the pilot and**
21 **flight crew.**

22 **(b) COMPOSITION.—The Committee shall**
23 **consist of members appointed by the Adminis-**
24 **trator, including representatives of—**

1 **(1) air carriers operating under part**
2 **121 of title 14, Code of Federal Regula-**
3 **tions, including regional air carriers and**
4 **air carriers with a low-cost or ultra-low-**
5 **cost business model;**

6 **(2) air carriers operating under part**
7 **135 of title 14, Code of Federal Regula-**
8 **tions;**

9 **(3) air carriers operating under sub-**
10 **part K of part 91 of title 14, Code of Fed-**
11 **eral Regulations;**

12 **(4) business aviation operators;**

13 **(5) cargo air carriers;**

14 **(6) air ambulance operators;**

15 **(7) transport category aircraft manu-**
16 **facturers;**

17 **(8) general aviation aircraft manufac-**
18 **tures;**

19 **(9) avionics manufacturers;**

20 **(10) supplemental type certificate**
21 **holders;**

22 **(11) modification service providers;**

23 **(12) exclusive bargaining representa-**
24 **tives of air traffic controllers certified**

1 under section 7111 of title 5, United
2 States Code;

3 (13) the certified bargaining rep-
4 resentative of aviation safety inspectors
5 and engineers for the Federal Aviation
6 Administration;

7 (14) organizations representing cer-
8 tified collective bargaining representa-
9 tives of airline pilots;

10 (15) aviation safety experts with spe-
11 cific knowledge of human factors or
12 human factors experts with specific
13 knowledge of aviation safety;

14 (16) research institutions with rel-
15 evant aviation safety or human factors
16 subject matter expertise;

17 (17) a representative from the Na-
18 tional Transportation Safety Board with
19 subject matter expertise as an observer;
20 and

21 (18) any other stakeholders the Ad-
22 ministrators determine appropriate.

23 (c) CONSIDERATIONS.—In developing the
24 findings and recommendations under sub-
25 section (a), the Committee shall consider—

1 (1) the anticipated certification
2 timeline for ACAS Xa equipment given
3 the technical complexity and requisite
4 procedures for approval;

5 (2) the feasibility of using the Line
6 Replaceable Units of existing collision
7 avoidance systems in such aircraft;

8 (3) the feasibility of using existing an-
9 tennas of existing collisions avoidance
10 systems in such aircraft;

11 (4) the commercial availability of all
12 necessary components associated with in-
13 tegrated ACAS Xa;

14 (5) actions the Administrator can take
15 to prioritize the certification and installa-
16 tion of integrated ACAS Xa;

17 (6) related changes that may be re-
18 quired for the operating rules and train-
19 ing necessary for air traffic controllers,
20 pilots, and others;

21 (7) harmonization of global standards
22 associated with collision avoidance sys-
23 tems; and

1 (8) any other considerations the Com-
2 mittee or the Administrator determines
3 appropriate.

4 (d) REPORT.—Not later than 1 year after
5 the date of establishment of the Committee,
6 the Committee shall submit to the Adminis-
7 trator and the appropriate committees of
8 Congress a report containing the findings and
9 recommendations of the Committee.

10 (e) RULEMAKING.—

11 (1) IN GENERAL.—Not later than 18
12 months after the submission of the report
13 under subsection (d) or 32 months after
14 the date of enactment of this Act (which-
15 ever is earlier), the Administrator shall
16 issue a notice of proposed rulemaking to
17 prohibit persons from operating selected
18 aircraft unless such aircraft are equipped
19 and operating with ACAS Xa that—

20 (A) is integrated and uses both
21 ADS-B In and transponder interroga-
22 tions, as required under the RTCA
23 minimum operational performance
24 standards for the Airborne Collision

1 **Avoidance System (DO-385A, issued**
2 **June 22, 2023); and**

3 **(B) provides visual and audible**
4 **alerting to the pilot and flight crew.**

5 **(2) CONTENTS.—The notice of pro-**
6 **posed rulemaking described in para-**
7 **graph (1) shall include, at a minimum—**

8 **(A) appropriate guidance for cer-**
9 **tification of ACAS Xa;**

10 **(B) a deadline, not to exceed De-**
11 **cember 31, 2031, for any newly manu-**
12 **factured selected aircraft to be**
13 **equipped with ACAS Xa that reflects**
14 **various aircraft types, appropriate**
15 **maintenance cycles, and required up-**
16 **dates to appropriate guidance after**
17 **certification of ACAS Xa;**

18 **(C) a deadline, not to exceed De-**
19 **cember 31, 2031, for existing selected**
20 **aircraft to be retrofit with ACAS Xa**
21 **that reflects various aircraft types,**
22 **appropriate maintenance cycles, and**
23 **required updates to appropriate guid-**
24 **ance after certification of ACAS Xa;**

1 **(D) if the new minimal operating**
2 **performance standards promulgated**
3 **under subsection (f) require an up-**
4 **grade of software, an upgrade of**
5 **hardware, or additional training, a**
6 **deadline for selected aircraft to be**
7 **upgraded, not to exceed December 31,**
8 **2033; and**

9 **(E) a process by which the Admin-**
10 **istrator may extend the deadlines**
11 **specified in subparagraphs (B) and**
12 **(C), not to exceed a period of 2 years,**
13 **provided that the Administrator pro-**
14 **vides a report to the appropriate**
15 **committees of Congress within 14**
16 **days of taking such action, with the**
17 **reasons justifying such action and an**
18 **assurance that safety will not be com-**
19 **promised by the delay.**

20 **(3) FINAL RULE.—Not later than 1 year**
21 **after the issuance of the notice of pro-**
22 **posed rulemaking required under para-**
23 **graph (1)(A), the Administrator shall**
24 **issue a final rule to carry out the require-**
25 **ments of this section.**

1 **(f) MODIFICATION OF MINIMAL OPERATING**
2 **PERFORMANCE STANDARDS.**—Not later than 30
3 days after the issuance of a final rule under
4 subsection (e), the Administrator shall work
5 with the appropriate standards-setting orga-
6 nization to update the minimal operation
7 standards for ACAS Xa to—

8 (1) if the evaluation conducted pursu-
9 ant to section 101 determines that inhibit
10 altitudes can be safely decreased, safely
11 decrease the inhibit altitude in accord-
12 ance with the results of such evaluation;

13 (2) update traffic advisory aural alert
14 standards to include clock position, rel-
15 ative altitude, range, and vertical tend-
16 ency; and

17 (3) integrate directional traffic sym-
18 bols into visual displays.

19 **(g) TECHNICAL ASSISTANCE.**—The Adminis-
20 trator shall provide technical assistance for
21 facilitating equipage across the entire fleet of
22 affected aircraft, including, as appropriate,
23 guidance under part 26 of title 14, Code of
24 Federal Regulations, to provide support for

1 affected aircraft operators in complying with
2 the requirements of this section.

3 (h) **SELECTED AIRCRAFT DEFINED.**—In this
4 section, the term “selected aircraft” means
5 aircraft that are required to be equipped with
6 traffic alert and collision avoidance systems
7 as required in sections 121.356, 135.180, and
8 91.1045 of title 14, Code of Federal Regula-
9 tions.

10 **SEC. 103. AIRBORNE COLLISION AVOIDANCE SYSTEMS FOR**
11 **ROTORCRAFT.**

12 (a) **IN GENERAL.**—Not later than December
13 31, 2026, the Administrator shall take nec-
14 essary action with the appropriate standards-
15 setting organization to finalize and publish
16 minimum operational performance standards
17 for the collision avoidance system known as
18 “Airborne Collision Avoidance System Xr” (in
19 this section referred to as “ACAS Xr”) that
20 uses both ADS-B In and a second independent
21 source of target aircraft data, such as trans-
22 pponder interrogations.

23 (b) **ACAS XR AVIATION RULEMAKING COM-**
24 **MITTEE.**—

1 **(1) ESTABLISHMENT.—Not later than 30**
2 **days after the date on which the appro-**
3 **priate standards-setting organization**
4 **publishes minimal operational perform-**
5 **ance standards for ACAS Xr under sub-**
6 **section (a), or January 31, 2027, (which-**
7 **ever is earlier), the Administrator shall**
8 **establish an aviation rulemaking com-**
9 **mittee (in this section referred to as the**
10 **“Committee”) to review and develop find-**
11 **ings and recommendations to require se-**
12 **lected rotorcraft and selected powered-**
13 **lift aircraft be equipped and operating**
14 **with ACAS Xr that has ADS-B In and is**
15 **configured to provide visual and audible**
16 **alerting to the pilot and flight crew.**

17 **(2) COMPOSITION.—The Committee**
18 **shall consist of members appointed by**
19 **the Administrator, including representa-**
20 **tives of—**

21 **(A) rotorcraft operating under**
22 **part 135 of title 14, Code of Federal**
23 **Regulations;**

1 **(B) rotorcraft operating under**
2 **part 91 of title 14, Code of Federal**
3 **Regulations;**

4 **(C) rotorcraft manufacturers;**

5 **(D) an organization representing**
6 **rotorcraft operators and pilots;**

7 **(E) an organization representing**
8 **rotorcraft air medical services;**

9 **(F) general aviation aircraft man-**
10 **ufacturers;**

11 **(G) powered-lift aircraft opera-**
12 **tors and manufacturers;**

13 **(H) avionics manufacturers;**

14 **(I) supplemental type certificate**
15 **holders;**

16 **(J) modification service pro-**
17 **viders;**

18 **(K) exclusive bargaining rep-**
19 **resentatives of air traffic controllers**
20 **certified under section 7111 of title 5,**
21 **United States Code;**

22 **(L) the certified bargaining rep-**
23 **resentative of aviation safety inspec-**
24 **tors and engineers for the FAA;**

1 (M) aviation safety experts with
2 specific knowledge of human factors
3 or human factors experts with spe-
4 cific knowledge of aviation safety;

5 (N) a career representative from
6 the National Transportation Safety
7 Board with subject matter expertise
8 as an observer; and

9 (O) any other stakeholders the
10 Administrator determines appro-
11 priate.

12 (3) CONSIDERATIONS.—In developing
13 the findings and recommendations re-
14 quired under paragraph (1), the Com-
15 mittee shall consider—

16 (A) any anticipated modifications
17 to the minimum operational perform-
18 ance standards of ACAS Xr that are
19 required by subsection (c)(1)(B);

20 (B) the anticipated certification
21 timeline for ACAS Xr equipment
22 given the technical complexity and
23 requisite procedures for approval;

24 (C) a projected deadline for
25 equipping newly manufactured se-

1 lected rotorcraft and selected pow-
2 ered-lift aircraft with ACAS Xr that
3 considers—

4 (i) the safety benefits of ACAS
5 Xr;

6 (ii) the anticipated timeline
7 needed for the FAA to approve
8 the installation of ACAS Xr on
9 various rotorcraft and powered-
10 lift aircraft or for various oper-
11 ations;

12 (iii) the commercial avail-
13 ability of the necessary compo-
14 nents associated with ACAS Xr;
15 and

16 (iv) the operational and tech-
17 nical considerations associated
18 with installing ACAS Xr on newly
19 manufactured selected rotorcraft
20 and selected powered-lift aircraft;

21 (D) a projected deadline to ret-
22 rofit selected rotorcraft and selected
23 powered-lifted aircraft with ACAS Xr
24 that considers—

1 **(i) the safety benefits of ACAS**
2 **Xr;**

3 **(ii) the feasibility of using ex-**
4 **isting antennas of existing colli-**
5 **sion prevention systems equipped**
6 **in selected rotorcraft and selected**
7 **powered-lift aircraft;**

8 **(iii) the feasibility and cost as-**
9 **sociated with retrofitting selected**
10 **rotorcraft and selected powered-**
11 **lift aircraft not equipped with ex-**
12 **isting collision avoidance sys-**
13 **tems;**

14 **(iv) the commercial avail-**
15 **ability of the necessary compo-**
16 **nents associated with ACAS Xr;**
17 **and**

18 **(v) the operational and tech-**
19 **nical considerations associated**
20 **with retrofitting selected rotor-**
21 **craft and selected powered-lift**
22 **aircraft;**

23 **(E) actions that the Administrator**
24 **can take to prioritize the certification**
25 **and installation of ACAS Xr;**

1 **(F) the interaction of ACAS Xr**
2 **with existing collision prevention**
3 **technologies;**

4 **(G) the efficacy of ACAS Xr in**
5 **low-altitude and high-density air-**
6 **space environments;**

7 **(H) any available safety data as-**
8 **sessing the effectiveness of ACAS Xr**
9 **in reducing midair collision risk;**

10 **(I) related training for air traffic**
11 **controllers, pilots, and others;**

12 **(J) National Transportation Safe-**
13 **ty Board Aviation Investigation Re-**
14 **port AIR-26-02 adopted on January**
15 **27, 2026; and**

16 **(K) any other considerations the**
17 **Committee determines appropriate.**

18 **(4) REPORT.—Not later than 1 year**
19 **after the establishment of the Committee,**
20 **the Committee shall submit to the Admin-**
21 **istrator and the appropriate committees**
22 **of Congress a report on the findings and**
23 **the recommendations developed by the**
24 **Committee under this subsection.**

1 **(c) RULEMAKING AND MODIFICATION OF**
2 **MINIMAL OPERATING PERFORMANCE STAND-**
3 **ARDS.—**

4 **(1) IN GENERAL.—Not later than 18**
5 **months after the submission of the report**
6 **required under subsection (b)(4), or 24**
7 **months after the date of enactment of**
8 **this Act (whichever is earlier), the Ad-**
9 **ministrator shall—**

10 **(A) issue a notice of proposed**
11 **rulemaking to prohibit persons from**
12 **operating selected rotorcraft and se-**
13 **lected powered-lift aircraft unless**
14 **such rotorcraft or powered-lift air-**
15 **craft are equipped and operating**
16 **with ACAS Xr that uses both ADS-B**
17 **In and transponder interrogations, as**
18 **required under the minimum oper-**
19 **ational performance standards as re-**
20 **quired under subsection (a); and**

21 **(B) take necessary actions with**
22 **the appropriate standards-setting or-**
23 **ganization to modify the minimal**
24 **operational performance standards**
25 **for ACAS Xr to—**

- 1 (i) update traffic advisory
2 aural alert standards to include
3 clock position, relative altitude,
4 range and vertical tendency; and
5 (ii) integrate directional traf-
6 fic symbols into visual displays.

7 (2) CONTENTS.—The notice of pro-
8 posed rulemaking required under para-
9 graph (1)(A) shall include, at a min-
10 imum—

11 (A) appropriate guidance for the
12 certification of ACAS Xr systems;

13 (B) defined standards for the
14 modifications to such systems de-
15 scribed in paragraph (1)(B);

16 (C) a deadline for any newly man-
17 ufactured selected rotorcraft and se-
18 lected powered-lift aircraft to be
19 equipped with ACAS Xr, considering
20 the findings and recommendations
21 developed pursuant to subsection (b);

22 (D) a deadline for selected rotor-
23 craft and selected powered-lift air-
24 craft to be retrofit with ACAS Xr, con-
25 sidering the findings and rec-

1 ommendations developed pursuant to
2 subsection (b); and

3 (E) a deadline for selected rotor-
4 craft and selected powered-lift air-
5 craft to be equipped with collision
6 prevention technology pursuant to
7 section 104, not to exceed December
8 31, 2031.

9 (3) FINAL RULE.—Not later than 18
10 months after the issuance of a notice of
11 proposed rulemaking under paragraph
12 (1)(A), the Administrator shall issue a
13 final rule associated with such proposed
14 rulemaking.

15 (d) TECHNICAL ASSISTANCE.—The Adminis-
16 trator shall provide technical assistance to fa-
17 cilitating equipage across the entire fleet of
18 affected aircraft to provide support for se-
19 lected rotorcraft operators and selected pow-
20 ered-lift aircraft operators in complying with
21 the requirements of this section.

22 (e) DEFINITIONS.—In this section:

23 (1) SELECTED ROTORCRAFT.—The term
24 “selected rotorcraft” means a non-mili-

1 **tary rotorcraft operating in Class B air-**
2 **space.**

3 **(2) POWERED-LIFT AIRCRAFT.—The term**
4 **“powered-lift aircraft” has the meaning**
5 **given the term “powered-lift” in section**
6 **1.1 of title 14, Code of Federal Regula-**
7 **tions.**

8 **(3) SELECTED POWERED-LIFT AIR-**
9 **CRAFT.—The term “selected powered-lift**
10 **aircraft” means a non-military powered-**
11 **lift aircraft operating in Class B airspace.**

12 **SEC. 104. COLLISION PREVENTION SYSTEMS.**

13 **(a) FINAL RULE.—Not later than 2 years**
14 **after the date of enactment of this Act, the Ad-**
15 **ministrator shall issue a final rule with an ef-**
16 **fective date not later than December 31, 2031,**
17 **to require covered aircraft to be equipped**
18 **and operating with collision prevention tech-**
19 **nology.**

20 **(b) CONSULTATION.—In developing the**
21 **final rule under subsection (a), the Adminis-**
22 **trator shall consult with the following:**

23 **(1) Air carriers operating under part**
24 **135 of title 14, Code of Federal Regula-**
25 **tions.**

1 **(2) Air carriers operating under part**
2 **121 of title 14, Code of Federal Regula-**
3 **tions.**

4 **(3) Air carriers operating under part**
5 **91 of title 14, Code of Federal Regula-**
6 **tions.**

7 **(4) Organizations representing heli-**
8 **copter aviation operators and pilots.**

9 **(5) Organizations representing the**
10 **general aviation community.**

11 **(6) Organizations representing busi-**
12 **ness aviation operators.**

13 **(7) Organizations representing exper-**
14 **imental aircraft operators.**

15 **(8) Transport category aircraft manu-**
16 **facturers.**

17 **(9) General aviation aircraft manufac-**
18 **tures.**

19 **(10) Rotorcraft manufacturers.**

20 **(11) Avionics manufacturers.**

21 **(12) Powered-lifted aircraft manufac-**
22 **turers.**

23 **(13) Supplemental type certificate**
24 **holders.**

1 **(14) Aircraft modification service pro-**
2 **viders.**

3 **(15) Exclusive bargaining representa-**
4 **tives of air traffic controllers certified**
5 **under section 7111 of title 5, United**
6 **States Code.**

7 **(16) Certified bargaining representa-**
8 **tive of aviation safety inspectors and en-**
9 **gineers for the FAA.**

10 **(17) Not fewer than 3 organizations**
11 **representing certified collective bar-**
12 **gaining representatives of airline pilots**
13 **operating under part 121 of title 14, Code**
14 **of Federal Regulations.**

15 **(18) Aviation safety experts with spe-**
16 **cific knowledge of human factors or**
17 **human factors experts with specific**
18 **knowledge of aviation safety.**

19 **(19) The National Transportation**
20 **Safety Board.**

21 **(20) Any other representative the Ad-**
22 **ministrator determines appropriate.**

23 **(c) CONSIDERATIONS.—In developing the**
24 **final rule under subsection (a), the Adminis-**
25 **trator shall consider—**

1 **(1) the safety benefits of collision pre-**
2 **vention technologies;**

3 **(2) relevant regulations, guidance,**
4 **and policies for traffic awareness and**
5 **traffic advisory technology that uses**
6 **ADS-B In;**

7 **(3) ways in which ADS-B In software**
8 **applications can be used as of the date of**
9 **enactment of this Act;**

10 **(4) software in existence on the date**
11 **of enactment of this Act, and reasonably**
12 **projected thereafter, that can predict air-**
13 **craft movements, display surrounding**
14 **traffic, and provide visual and audible**
15 **traffic advisories;**

16 **(5) the margin of error and accuracy**
17 **of software described in paragraph (4);**

18 **(6) the safety benefits of software de-**
19 **scribed in paragraph (4) in preventing**
20 **conflicts with both aircraft and ground**
21 **vehicles on airport surfaces;**

22 **(7) the safety benefits of software de-**
23 **scribed in paragraph (4) in informing pi-**
24 **lots or flight crews of operational risks,**
25 **including encounters with forecasted se-**

1 vere weather using flight information
2 services broadcast (FIS-B);

3 (8) the effort of the Administrator to
4 modernize the air traffic control system,
5 including timelines, technologies being
6 incorporated, changes to operational
7 rules, and training requirements;

8 (9) the role of air traffic controllers in
9 ensuring aircraft separation, including
10 the need for additional training to air
11 traffic controllers given the requirements
12 of this section;

13 (10) the necessity of certification for
14 implementing collision prevention tech-
15 nology based on type of aircraft and op-
16 eration;

17 (11) the capacity of the aerospace
18 supply chain to manufacture necessary
19 equipment;

20 (12) the use of existing air traffic con-
21 trol deviation authorization tools to im-
22 plement the requirement in subsection
23 (g)(2);

24 (13) the requirements for the final
25 rule as specified in subsection (d);

1 (14) if available at the time of consid-
2 eration, the results of the studies on
3 ADS-B Out equipage and development of
4 low-cost voluntary ADS-B as required by
5 sections 808 and 810 of FAA Reauthoriza-
6 tion Act of 2024 (Public Law 118–63); and

7 (15) any other considerations the Ad-
8 ministrator determines appropriate.

9 (d) **REQUIREMENTS FOR FINAL RULE.**—In
10 issuing the final rule required under sub-
11 section (a), the Administrator shall—

12 (1) establish performance require-
13 ments for equipping collision prevention
14 technology that, as determined by the Ad-
15 ministrator, are appropriate for the cov-
16 ered aircraft and the operations, includ-
17 ing the operating environment;

18 (2) in establishing the performance
19 requirements described in paragraph
20 (1)—

21 (A) require such technology be
22 configured to provide visual and au-
23 dible alerting to the pilot and flight
24 crew;

1 **(B) consider the field of view of**
2 **the pilots, human factors, and, if ap-**
3 **plicable, mounting method of such**
4 **technology, to ensure that such tech-**
5 **nology can be readily utilized and has**
6 **minimal risk of unexpected detach-**
7 **ment;**

8 **(C) consider the reliability and re-**
9 **siliency of alerts in environments**
10 **where inputs or signals, including**
11 **GPS, can be jammed or spoofed; and**

12 **(D) consider the utilization of ex-**
13 **isting antenna locations or the place-**
14 **ment of new antenna used to receive**
15 **and, if applicable, transmit, data used**
16 **in collision prevention technology;**

17 **(3) identify existing or issue addi-**
18 **tional relevant guidance or technical**
19 **standard orders to carry out the require-**
20 **ments of this section; and**

21 **(4) establish an effective date not**
22 **later than December 31, 2031, for equip-**
23 **ping the covered aircraft with technology**
24 **described in subsection (a) that reflects**
25 **various aircraft types, appropriate main-**

1 tenance cycles, and required updates to
2 appropriate guidance for such technology
3 after certification of such technologies.

4 (e) **EQUIVALENT LEVEL OF SAFETY.**—In
5 issuing the final rule required under this sec-
6 tion, the Administrator shall allow for the use
7 of any collision prevention technology (in-
8 cluding technology that uses portable ADS-B
9 In receivers or other equipment that displays
10 on an existing or future portable device, elec-
11 tronic flight bag, or panel mounted display)
12 available for use at the time of the effective
13 date established in subsection (d)(4), if the Ad-
14 ministrator determines it provides an equiva-
15 lent level of safety as the requirements of the
16 final rule issued pursuant to subsection (a).

17 (f) **TECHNICAL ASSISTANCE.**—The Adminis-
18 trator shall provide technical assistance to fa-
19 cilitating equipage across the entire fleet of
20 affected aircraft to provide support for af-
21 fected aircraft operators in complying with
22 the requirements of this section.

23 (g) **COVERED AIRCRAFT DEFINED.**—In this
24 section, the term “covered aircraft”—

1 (1) means any non-military aircraft,
2 except a selected aircraft as defined in
3 section 102, that is required to be
4 equipped with ADS-B Out under section
5 91.225 of title 14, Code of Federal Regula-
6 tions; and

7 (2) excludes aircraft that have a lim-
8 ited category special airworthiness cer-
9 tificate or an experimental airworthiness
10 certificate, provided the pilot of such air-
11 craft is authorized to deviate from the re-
12 quirements of this section by air traffic
13 control in the same manner ADS-B Out
14 deviations are approved under section
15 91.225(g) of title 14, Code of Federal Reg-
16 ulations.

17 SEC. 105. PROHIBITION ON CERTAIN USE OF ADS-B DATA.

18 (a) IN GENERAL.—

19 (1) LIMITATION ON USE OF DATA.—Data
20 from Automatic Dependent Surveillance-
21 Broadcast may not be used by any per-
22 son, governmental agency, or other entity
23 to identify aircraft for the purpose of ob-
24 taining revenue from the owner or oper-

1 **ator of such aircraft, without the consent**
2 **of such owner or operator.**

3 **(2) USE OF DATA BY AIR TRAFFIC CON-**
4 **TROLLER.—Automatic Dependent Surveil-**
5 **lance—Broadcast data may be used to as-**
6 **sist air traffic controllers in tracking air-**
7 **craft and improving air traffic safety and**
8 **efficiency.**

9 **(b) LIMIT ON USE OF ADS-B DATA.—Section**
10 **46101(c)(1) of title 49, United States Code, is**
11 **amended by striking “the Administrator of**
12 **the Federal Aviation Administration may not”**
13 **and inserting “neither the Administrator of**
14 **the Federal Aviation Administration nor any**
15 **other Federal, State, local, territorial, or Trib-**
16 **al official may”.**

17 **SEC. 106. RULEMAKING ACCOUNTABILITY.**

18 **(a) PUBLIC DASHBOARD.—The Secretary**
19 **shall establish, maintain, and make available,**
20 **on a publicly available website of the Depart-**
21 **ment of Transportation, a dashboard that dis-**
22 **plays, for the rulemakings required in sec-**
23 **tions 102, 103, and 104—**

24 **(1) dates of publication and links to**
25 **the minimum operating performance**

1 standards referenced by and developed
2 pursuant to such sections;

3 (2) the date of establishment, mem-
4 bership roster, and tasking memoranda
5 (or similar document) for rulemaking
6 committees established pursuant to such
7 sections;

8 (3) deadlines and actual dates for the
9 submission for all required rulemaking
10 committee reports to the Administrator
11 or Congress;

12 (4) publication dates of and a link to
13 any—

14 (A) advanced notice of proposed
15 rulemakings published pursuant to
16 such sections;

17 (B) notice of proposed
18 rulemakings published pursuant to
19 such sections; and

20 (C) revised notice of proposed
21 rulemakings published pursuant to
22 rulemakings described in subpara-
23 graphs (A) and (B);

1 **(5) the opening and closing of public**
2 **comment periods and a link to public**
3 **comments;**

4 **(6) the publication of and a link to**
5 **any final rule issued pursuant to such**
6 **sections;**

7 **(7) all associated official correspond-**
8 **ence with the National Transportation**
9 **Safety Board regarding related safety**
10 **recommendations; and**

11 **(8) any additional information the**
12 **Secretary determines will increase trans-**
13 **parency without delaying the publication**
14 **of a final rule.**

15 **(b) CONGRESSIONAL AND FAMILY BRIEFING.—**
16 **Not later than 180 days after the date of en-**
17 **actment of this Act, and every 180 days there-**
18 **after until the final rules required pursuant**
19 **to sections 102, 103, and 104 are issued, the**
20 **Administrator shall brief the appropriate**
21 **committees of Congress and the families of**
22 **the victims of the midair collision referenced**
23 **in National Transportation Safety Board**
24 **Aviation Investigation Report AIR-26-02**

1 adopted on January 27, 2026 on the progress
2 in issuing such final rules.

3 (c) CONGRESSIONAL OVERSIGHT IN CASE OF
4 FAILURE TO MEET DEADLINES.—

5 (1) IN GENERAL.—If the Administrator
6 fails to meet any rulemaking deadline es-
7 tablished in sections 102, 103, and 104,
8 the Administrator shall brief the appro-
9 priate committees of Congress in person
10 not later than 4 weeks after the date on
11 which such deadline is not met.

12 (2) DEADLINE FOR INITIAL OUTREACH
13 AND COORDINATION.—Not later than 4 days
14 after the date described in paragraph (1),
15 the Administrator shall begin initial out-
16 reach to and coordination with the ap-
17 propriate committees of Congress to ar-
18 range and organize logistics of the brief-
19 ing required under paragraph (1).

20 (3) FORMAT AND TIME OF BRIEFING.—
21 The briefing required under paragraph
22 (1) shall be in a format and at a time to
23 be determined by the appropriate com-
24 mittees of Congress.

1 **SEC. 107. TIME-ON-POSITION LIMITS.**

2 **(a) TIME-ON-POSITION LIMITS.—**

3 **(1) IN GENERAL.—**Not later than 1 year
4 **after the date of enactment of this Act,**
5 **the Administrator, in coordination with**
6 **organizations representing air traffic**
7 **controller managers and supervisors,**
8 **shall establish time-on-position limits for**
9 **operations supervisory personnel.**

10 **(2) CONSIDERATIONS.—**In developing
11 **the limits described in paragraph (1), the**
12 **Administrator shall—**

13 **(A) evaluate appropriate time-on-**
14 **position limits for operations super-**
15 **visory personnel, prioritizing the**
16 **evaluation of such limits at Ronald**
17 **Reagan Washington National Airport**
18 **and other air traffic facilities with**
19 **high volumes of mixed rotorcraft and**
20 **airplane traffic;**

21 **(B) establish such limits for Air**
22 **Traffic Organization operations su-**
23 **pervisory personnel at Ronald**
24 **Reagan Washington National Airport**
25 **and other air traffic facilities with**

1 **high volumes of mixed helicopter and**
2 **airplane traffic;**

3 **(C) develop guidance for district**
4 **and facility-level management to**
5 **adapt such limits to account for their**
6 **own staffing and local standard oper-**
7 **ating procedures;**

8 **(D) consider the operational**
9 **needs and staffing levels of the air**
10 **traffic facilities described in the pre-**
11 **vious subparagraphs to ensure effec-**
12 **tive oversight and monitoring of safe-**
13 **ty critical operations;**

14 **(E) consider air traffic control**
15 **specialists performing watch super-**
16 **vision in the controller-in-charge po-**
17 **sition;**

18 **(F) consider requirements of FAA**
19 **Order JO 7210.3EE, titled “Facility**
20 **Operation and Administration”,**
21 **issued on February 20, 2025, or any**
22 **successor document, and FAA Order**
23 **JO 7110.65BB, titled “Air Traffic Con-**
24 **trol”, issued on February 20, 2025, or**
25 **any successor document;**

1 (G) consider data, reports, and
2 best practices pertaining to human
3 factors; and

4 (H) consider any other items de-
5 termined appropriate by the Adminis-
6 trator.

7 (3) CONSULTATION.—The Adminis-
8 trator may consult with the exclusive
9 bargaining representative of air traffic
10 controllers certified under section 7111 of
11 title 5, United States Code.

12 (b) RULE OF CONSTRUCTION.—Nothing in
13 this section shall be construed to interfere
14 with any agreement between a governmental
15 agency and the exclusive bargaining rep-
16 resentative of air traffic controllers certified
17 under section 7111 of title 5, United States
18 Code, section 7106(a) of title 5, United States
19 Code, or section 40122 of title 49, United
20 States Code.

21 (c) DEFINITIONS.—In this section:

22 (1) CONTROLLER-IN-CHARGE.—The term
23 “controller-in-charge” means the bar-
24 gaining unit air traffic control specialist
25 responsible for providing watch super-

1 vision for the continuous operation of an
2 air traffic control facility or area in any
3 case in which operations supervisory per-
4 sonnel are not available.

5 (2) OPERATIONAL OVERSIGHT.—The
6 term “operational oversight” means the
7 duty of the individual in charge of the
8 operation to effectively lead and manage
9 the delivery of air traffic services by
10 maintaining intentional engagement, sit-
11 uational awareness, and accountability
12 within the area of supervision.

13 (3) OPERATIONS SUPERVISORY PER-
14 SONNEL.—The term “operations super-
15 visory personnel” means managerial per-
16 sonnel responsible for the direct super-
17 vision of air traffic control operational
18 personnel.

19 SEC. 108. CONTROLLER THREAT AND ERROR MANAGE-
20 MENT TRAINING.

21 (a) IN GENERAL.—Not later than 9 months
22 after the date of enactment of this Act, the Ad-
23 ministrator shall, in coordination with the ex-
24 clusive bargaining representative of air traf-
25 fic controllers certified under section 7111 of

1 title 5, United States Code, develop and imple-
2 ment initial, recurrent, and refresher training
3 for air traffic controllers on threat and error
4 management that is instructor-led and sce-
5 nario-based.

6 (b) CONSULTATION.—In developing the
7 training under subsection (a), the Adminis-
8 trator shall consult with representatives of—

9 (1) organizations representing air
10 traffic control managers and operations
11 supervisors;

12 (2) aviation safety experts with spe-
13 cific knowledge of—

14 (A) human factors and human de-
15 cision making in realistic operational
16 settings; and

17 (B) threat and error management
18 best practices and policies; and

19 (3) a career representative from the
20 National Transportation Safety Board
21 with subject matter expertise as an ob-
22 server.

23 (c) CONSIDERATIONS.—In developing the
24 training described in subsection (a), the Ad-
25 ministrator shall consider, at a minimum—

1 **(1) the findings and recommendations**
2 **of the National Transportation Safety**
3 **Board, including as contained in the final**
4 **aviation investigation report, AIR-26-02,**
5 **adopted on January 27, 2026, such as—**

6 **(A) training controllers to con-**
7 **tinuously monitor their environment**
8 **to more quickly and accurately iden-**
9 **tify threats;**

10 **(B) promoting team communica-**
11 **tion to ensure that communications**
12 **are clear, timely, and assertive;**

13 **(C) emphasizing effective scan-**
14 **ning habits;**

15 **(D) recognizing patterns in the**
16 **development of adverse events; and**

17 **(E) enhanced decision making**
18 **under stress by developing habits**
19 **that balance procedural compliance**
20 **with problem-solving;**

21 **(2) the requirements of—**

22 **(A) FAA Order JO 3120.4S, titled**
23 **“Air Traffic Technical Training”,**
24 **issued on August 28, 2024;**

1 **(B) FAA Order JO 7210.3EE, titled**
2 **“Facility Operation and Administra-**
3 **tion”, issued on February 20, 2025;**

4 **(C) FAA Order JO 7110.65BB, ti-**
5 **tled “Air Traffic Control”, issued on**
6 **February 20, 2025; and**

7 **(D) other relevant air traffic con-**
8 **trol standards, guidance, and policies;**

9 **(3) the frequency of the recurrent and**
10 **refresher training described in sub-**
11 **section (a) and whether frequency should**
12 **be increased for air traffic controllers in**
13 **facilities managing high-complexity or**
14 **high-volume airspace;**

15 **(4) data, reports, and peer-reviewed**
16 **studies on human factors and threat and**
17 **error management best practices;**

18 **(5) the appropriate use of tower simu-**
19 **lator systems and other advanced train-**
20 **ing technologies to supplement the recur-**
21 **rent training described in subsection (a),**
22 **including the use of data analytics from**
23 **such systems and technologies to individ-**
24 **ualize instruction;**

1 **(6) the use of data analytics to iden-**
2 **tify systemic gaps in the recurrent and**
3 **refresher training described in sub-**
4 **section (a) and to dynamically enhance**
5 **training curriculum and techniques;**

6 **(7) data gathered from aviation safety**
7 **reporting programs; and**

8 **(8) any other item determined appro-**
9 **priate by the Administrator.**

10 **(d) IMPLEMENTATION.—Not later than 90**
11 **days after the development of the training**
12 **under subsection (a), the Administrator shall**
13 **revise the orders of the FAA described in sub-**
14 **section (c)(2), or any successor documents,**
15 **and any corresponding policy or guidance**
16 **materials, to reflect the requirements of this**
17 **section.**

18 **(e) BRIEFING TO CONGRESS.—Not later than**
19 **1 year after the training requirements under**
20 **this section and section 109 are established,**
21 **the Administrator shall brief the appropriate**
22 **committees of Congress on the implementa-**
23 **tion of such training and any potential rec-**
24 **ommendations for improvements.**

1 **(f) THREAT AND ERROR MANAGEMENT DE-**
2 **FINED.—In this section, the term “threat and**
3 **error management” has the meaning de-**
4 **scribed in chapter 6 of the Risk Management**
5 **Handbook (FAA H-8083-2A) or any successor**
6 **document.**

7 **SEC. 109. CONTROLLER VISUAL SEPARATION TRAINING.**

8 **(a) IN GENERAL.—Not later than 270 days**
9 **after the date of enactment of this Act, the Ad-**
10 **ministrator shall, in coordination with the ex-**
11 **clusive bargaining representative of air traf-**
12 **fic controllers certified under section 7111 of**
13 **title 5, United States Code, develop and imple-**
14 **ment initial, recurrent, and refresher training**
15 **for air traffic controllers on tower-applied**
16 **and pilot-applied visual separation proce-**
17 **dures that is instructor-led and scenario-**
18 **based.**

19 **(b) CONSULTATION.—In developing and im-**
20 **plementing the training required under sub-**
21 **section (a), the Administrator shall consult**
22 **with representatives of—**

23 **(1) the certified bargaining represent-**
24 **ative of aviation safety inspectors and en-**
25 **gineers for the FAA;**

1 (2) organizations representing cer-
2 tified collective bargaining representa-
3 tives of airline pilots;

4 (3) organizations representing air
5 traffic control managers and supervisors;

6 (4) organizations representing gen-
7 eral aviation pilots; and

8 (5) aviation safety experts with spe-
9 cific knowledge of—

10 (A) human factors and human de-
11 cision making in realistic operational
12 settings; and

13 (B) tower-applied and pilot-ap-
14 plied visual separation procedures
15 and regulations.

16 (c) CONSIDERATIONS.—In developing the
17 training under subsection (a), the Adminis-
18 trator shall consider, at a minimum—

19 (1) the findings and recommendations
20 made by the National Transportation
21 Safety Board, including as contained in
22 the final aviation investigation report,
23 AIR-26-02, adopted on January 27, 2026;

24 (2) the requirements of—

1 (A) FAA Order JO 3120.4S, titled
2 “Air Traffic Technical Training”,
3 issued on August 28, 2024;

4 (B) FAA Order JO 7210.3EE, titled
5 “Facility Operation and Administra-
6 tion”, issued on February 20, 2025;

7 (C) FAA Order JO 7110.65BB, ti-
8 tled “Air Traffic Control”, issued on
9 February 20, 2025; and

10 (D) other relevant air traffic con-
11 trol standards, guidance, and policies;

12 (3) the frequency of the recurrent and
13 refresher training described in sub-
14 section (a), including—

15 (A) whether such frequency
16 should be increased for air traffic
17 controllers in facilities managing
18 high-complexity or high-volume air-
19 space; and

20 (B) the need for advance training
21 and guidance ahead of any changes
22 to FAA visual separation policies;

23 (4) the appropriate use of tower simu-
24 lator systems and other advanced train-
25 ing technologies to supplement the recur-

1 **rent and refresher training described in**
2 **subsection (a), including the use of data**
3 **analytics from such systems and tech-**
4 **nologies to individualize instruction;**

5 **(5) the use of data analytics to iden-**
6 **tify systemic gaps in the recurrent and**
7 **refresher training described in sub-**
8 **section (a) and to dynamically enhance**
9 **training curriculum and techniques;**

10 **(6) data gathered from aviation safety**
11 **reporting programs; and**

12 **(7) any other item determined appro-**
13 **priate by the Administrator.**

14 **(d) IMPLEMENTATION.—Not later than 90**
15 **days after the development of the training**
16 **under subsection (a), the Administrator shall**
17 **revise the orders of the FAA described in sub-**
18 **paragraph (c)(2), or any successor documents,**
19 **and any corresponding policy or guidance**
20 **materials, to reflect the requirements of this**
21 **section.**

22 **SEC. 110. SAFETY RISK ASSESSMENT TOOL.**

23 **(a) IN GENERAL.—Not later than 180 days**
24 **after the date of enactment of this Act, the Ad-**
25 **ministrator shall develop a safety risk assess-**

1 ment tool for use by air traffic controllers, in-
2 cluding by supervisory air traffic control per-
3 sonnel, to assist in airspace risk identifica-
4 tion, mitigation, and operational decision
5 making.

6 (b) CONSIDERATIONS.—In carrying out sub-
7 section (a), the Administrator shall consider,
8 at a minimum—

9 (1) the development of a safety risk
10 assessment tool capable of supporting air
11 traffic controllers in—

12 (A) identifying safety risks;

13 (B) analyzing the impact of and
14 prioritizing such risks; and

15 (C) developing strategies to re-
16 duce or eliminate such risks in real
17 time;

18 (2) data, reports, studies, and best
19 practices on threat and error manage-
20 ment;

21 (3) findings and recommendations of
22 the—

23 (A) National Transportation Safe-
24 ty Board, including as contained in
25 the final aviation investigation re-

1 port, AIR-26-02, adopted on January
2 27, 2026;

3 (B) National Airspace System
4 Safety Review Team as contained in
5 the final report titled “Discussion and
6 Recommendations to Address Risk in
7 the National Airspace System”, issued
8 on November 15, 2023; and

9 (C) frontline manager workload
10 study authorized under section 412 of
11 the FAA Reauthorization Act of 2024
12 (Public Law 118-63);

13 (4) air traffic facility type and staffing
14 level;

15 (5) risk assessment guidance, policies,
16 and regulations of the Administration in
17 place prior to the date of enactment of
18 this Act;

19 (6) data gathered from aviation safety
20 reporting programs;

21 (7) best practices or similar relevant
22 risk assessment tools and methods used
23 by foreign civil aviation authorities;

24 (8) the feasibility of leveraging com-
25 mercially available products or tech-

1 **nologies that may be utilized to develop**
2 **such tool;**

3 **(9) benefits of incorporating such tool**
4 **into a Common Automation Platform; and**

5 **(10) any other factors determined rel-**
6 **evant by the Administrator.**

7 **(c) COORDINATION.—In developing the safe-**
8 **ty risk assessment tool under subsection (a),**
9 **the Administrator shall coordinate with—**

10 **(1) organizations representing air**
11 **traffic control supervisors and managers;**

12 **(2) the exclusive bargaining rep-**
13 **resentative of air traffic controllers cer-**
14 **tified under section 7111 of title 5, United**
15 **States Code;**

16 **(3) aviation safety experts with spe-**
17 **cific knowledge of threat and error man-**
18 **agement;**

19 **(4) aviation safety experts with spe-**
20 **cific knowledge of human factors and**
21 **human decision making in realistic oper-**
22 **ational settings;**

23 **(5) organizations representing opera-**
24 **tors of Federal contract towers pursuant**

1 to section 47124 of title 49, United States
2 Code; and

3 (6) any other stakeholders deter-
4 mined relevant by the Administrator.

5 (d) BRIEFING TO CONGRESS.—Not later than
6 18 months after the date of enactment of this
7 Act, the Administrator shall brief the appro-
8 priate committees of Congress on—

9 (1) the development of the safety risk
10 assessment tool required under this sec-
11 tion and recommendations for implemen-
12 tation;

13 (2) the progress of implementation
14 described in subsection (e); and

15 (3) any recommendations to improve
16 the deployment of the safety risk assess-
17 ment tool.

18 (e) IMPLEMENTATION.—The Administrator
19 shall deploy the safety risk assessment tool
20 developed under this section at—

21 (1) the Ronald Reagan Washington
22 National Airport air traffic control tower,
23 not later than 1 year after the develop-
24 ment of the safety risk assessment tool;

1 (2) air traffic control facilities with
2 high volumes of mixed rotorcraft and air-
3 plane traffic not later than 18 months
4 after the development of the safety risk
5 assessment tool; and

6 (3) any remaining air traffic control
7 facilities not later than 2 years after the
8 development of the safety risk assess-
9 ment tool.

10 (f) **THREAT AND ERROR MANAGEMENT DE-**
11 **FINED.**—In this section, the term “threat and
12 **error management**” has the meaning de-
13 **scribed in chapter 6 of the Risk Management**
14 **Handbook (FAA H-8083-2A) or any successor**
15 **document.**

16 **SEC. 111. OPERATIONAL RATES AT RONALD REAGAN WASH-**
17 **INGTON NATIONAL AIRPORT.**

18 (a) **IN GENERAL.**—Not later than 30 days
19 **after the date of enactment of this Act, the Ad-**
20 **ministrator shall initiate an assessment of the**
21 **aircraft arrival rate at Ronald Reagan Wash-**
22 **ington National Airport.**

23 (b) **CONSIDERATIONS.**—In conducting the
24 **assessment described in subsection (a), the**
25 **Administrator shall consider—**

- 1 **(1) airspace complexity;**
- 2 **(2) airfield limitations;**
- 3 **(3) mixed-fleet operations;**
- 4 **(4) traffic volume;**
- 5 **(5) air carrier scheduling practices;**
- 6 **(6) the operational capacity of such**
7 **airport;**
- 8 **(7) the current hourly instrument**
9 **flight rules allocation practice at such**
10 **airport;**
- 11 **(8) expertise provided by the Air Traf-**
12 **fic Organization; and**
- 13 **(9) any other considerations the Ad-**
14 **ministrator determines appropriate.**

15 **(c) COMPLETION OF ASSESSMENT.—Not later**
16 **than 180 days after the Administrator initi-**
17 **ates the assessment under subsection (a), the**
18 **Administrator shall complete and submit to**
19 **the appropriate committees of Congress such**
20 **assessment, including any related findings**
21 **and recommendations.**

22 **(d) RULEMAKING.—Not later than 30 days**
23 **after completing the assessment pursuant to**
24 **subsection (c), and taking such assessment**
25 **into account, the Administrator shall initiate**

1 a rulemaking proceeding to update subpart K
2 of part 93 of title 14, Code of Federal Regula-
3 tions, to require allocated instrument flight
4 rules operations at Ronald Reagan Wash-
5 ington National Airport to be prescribed in
6 periods not greater than 30 minutes to ensure
7 such airport does not exceed safe capacity.

8 (e) CONSULTATION.—In conducting the
9 rulemaking required under subsection (d),
10 the Administrator shall consult with the fol-
11 lowing:

12 (1) Any air carrier operating under
13 part 121 of title 14, Code of Federal Regu-
14 lations, with scheduled operations at
15 Ronald Reagan Washington National Air-
16 port, including regional air carriers and
17 low-cost and ultra-low-cost air carriers.

18 (2) Air carriers operating under parts
19 91, including subpart K, and 135 of title
20 14, Code of Federal Regulations, author-
21 ized to conduct non-scheduled operations
22 at Ronald Reagan Washington National
23 Airport.

24 (3) The exclusive bargaining rep-
25 resentatives of air traffic controllers cer-

1 **tified under section 7111 of title 5, United**
2 **Sates Code.**

3 **(4) The Metropolitan Washington Air-**
4 **ports Authority.**

5 **(5) Any other stakeholders the Ad-**
6 **ministrator determines appropriate.**

7 **SEC. 112. TIME-BASED FLOW MANAGEMENT.**

8 **Not later than 180 days after the date of**
9 **enactment of this Act, the Administrator shall**
10 **implement operational use of the time-based**
11 **flow management system at Potomac Consoli-**
12 **dated Terminal Radar Approach Control and**
13 **associated air traffic control towers.**

14 **SEC. 113. AIR TRAFFIC CONTROL FACILITY LEVELS.**

15 **(a) REVIEW OF AIR TRAFFIC CONTROL FACIL-**
16 **ITY LEVEL CRITERIA.—**

17 **(1) IN GENERAL.—The Administrator**
18 **and the exclusive bargaining representa-**
19 **tive of air traffic controllers certified**
20 **under section 7111 of title 5, United**
21 **States Code, (in this section referred to**
22 **as the “Parties”) may, at their joint elec-**
23 **tion, review and advise, as agreed to, the**
24 **criteria and procedures used to assess,**

1 **determine, and validate the facility pay**
2 **levels of air traffic control facilities.**

3 **(2) CONSIDERATIONS.—In conducting a**
4 **review under paragraph (1), the Parties**
5 **may consider—**

6 **(A) the many variables that may**
7 **affect the difficulty and complexity of**
8 **air traffic control work, including**
9 **technological advancements, aviation**
10 **industry trends, and the modification**
11 **or extension of air traffic control**
12 **services;**

13 **(B) weights and add-ons used to**
14 **calculate the traffic count index and**
15 **other related formulas for air traffic**
16 **control facilities; and**

17 **(C) whether new weights and add-**
18 **ons should be incorporated into such**
19 **formulas to more accurately reflect**
20 **the air traffic density and complexity**
21 **of the facility operations.**

22 **(b) REASSESSMENT OF AIR TRAFFIC CONTROL**
23 **FACILITY LEVELS.—**

24 **(1) LIMITATION.—No changes to facility**
25 **pay levels due to data source changes**

1 may be implemented until negotiations
2 pursuant to the collective bargaining
3 agreement of the Parties and title 49,
4 United States Code, have been completed.

5 (2) APPLICATION OF STANDARD.—Upon
6 completion of a review conducted under
7 subsection (a) and related negotiations
8 pursuant to the collective bargaining
9 agreement of the Parties and title 49,
10 United States Code, the Parties shall
11 apply the standard in accordance with
12 any agreements made pursuant to this
13 section at—

14 (A) the Ronald Reagan Wash-
15 ington National Airport; and

16 (B) all other air traffic control fa-
17 cilities, prioritizing facilities with
18 high volumes of mixed rotorcraft and
19 airplane traffic.

20 (c) RULE OF CONSTRUCTION.—Nothing in
21 this section may be construed to interfere
22 with any agreement between a governmental
23 agency and the exclusive bargaining rep-
24 resentative of air traffic controllers certified
25 under section 7111 of title 5, United States

1 **Code, or section 40122 of title 49, United**
2 **States Code.**

3 **SEC. 114. WORKING GROUP TO EVALUATE SHARED FRE-**
4 **QUENCY AROUND RONALD REAGAN WASH-**
5 **INGTON NATIONAL AIRPORT.**

6 **(a) IN GENERAL.—Not later than 3 months**
7 **after the date of enactment of this Act, the Ad-**
8 **ministrator shall convene a working group (in**
9 **this section referred to as the “Working**
10 **Group”) to conduct a comprehensive evalua-**
11 **tion of the safety benefits and risks of requir-**
12 **ing all aircraft to use the same communica-**
13 **tions frequency during any period in which**
14 **helicopter and local air traffic control posi-**
15 **tions are combined in the Ronald Reagan**
16 **Washington National Airport air traffic con-**
17 **trol tower.**

18 **(b) MEMBERS.—The Working Group con-**
19 **vened under subsection (a) shall be comprised**
20 **of representatives of—**

21 **(1) the exclusive bargaining rep-**
22 **resentatives of air traffic controllers cer-**
23 **tified under section 7111 of title 5, United**
24 **States Code;**

1 **(2) the organization representing air**
2 **traffic control operational supervisors**
3 **and managers;**

4 **(3) not fewer than 3 separate organi-**
5 **zations representing the certified collec-**
6 **tive bargaining representatives of pilots**
7 **operating under part 121 of title 14, Code**
8 **of Federal Regulations;**

9 **(4) air medical services;**

10 **(5) an organization representing heli-**
11 **copter aviation operators and pilots;**

12 **(6) an organization representing busi-**
13 **ness aviation operators and pilots;**

14 **(7) air carriers operating under part**
15 **121 of title 14, United States Code;**

16 **(8) an individual that has expertise in**
17 **an operational or academic discipline**
18 **that is relevant to the analysis of human**
19 **factors in aviation, which may include air**
20 **carrier operations, line pilot expertise,**
21 **air traffic control, linguistics, human-ma-**
22 **chine integration, general aviation oper-**
23 **ations, and organizational behavior and**
24 **culture;**

1 (9) the FAA, provided the representa-
2 tive has expertise on flight operations in
3 the area described in subsection (a);

4 (10) the Department of Defense, pro-
5 vided the representative has expertise on
6 Department of Defense flight operations
7 in the area described in subsection (a);

8 (11) the Coast Guard, provided the
9 representative has expertise on Coast
10 Guard flight operations in the area de-
11 scribed in subsection (a);

12 (12) the National Transportation Safe-
13 ty Board; and

14 (13) other organizations or agencies
15 as determined necessary by the Adminis-
16 trator.

17 (c) LOCAL OPERATOR PREFERENCE.—The
18 members described in paragraphs (3), (4), (5),
19 (6), and (7) of subsection (b) shall be, or rep-
20 resent, individuals who operate in the Wash-
21 ington, DC Metropolitan Area Special Flight
22 Rules Area, as defined in subpart V of part 93
23 of title 14, Code of Federal Regulations.

24 (d) GOVERNMENT REPRESENTATIVES.—The
25 members described in paragraphs (11), (12),

1 (13), (14), and, in the case of a representative
2 chosen by the Administrator that is from a
3 governmental agency, (15) of subsection (b)—

4 (1) may not be political appointees;
5 and

6 (2) shall be nonvoting members of the
7 Working Group.

8 (e) DURATION.—

9 (1) IN GENERAL.—Members of the
10 Working Group shall be appointed for the
11 duration of the Working Group.

12 (2) LENGTH OF EXISTENCE.—

13 (A) IN GENERAL.—The Working
14 Group shall have an initial duration
15 of 1 year.

16 (B) OPTIONAL EXTENSION.—The Ad-
17 ministrator may extend the duration
18 of the Working Group for an addi-
19 tional period of up to 1 year.

20 (f) CONSIDERATIONS.—In conducting the
21 comprehensive evaluation under subsection
22 (a), the Working Group shall, at minimum,
23 consider—

1 **(1) the benefits or detriments to pilot**
2 **and air traffic controller situation aware-**
3 **ness;**

4 **(2) to the greatest extent possible, the**
5 **human factors that would impact pilot**
6 **and air traffic controller situation aware-**
7 **ness;**

8 **(3) to the greatest extent possible, the**
9 **human factors that would impact pilot**
10 **and air traffic controllers during critical**
11 **phases of flight;**

12 **(4) existing products by other work-**
13 **ing groups related to human factors in**
14 **aviation safety;**

15 **(5) pilot training requirements;**

16 **(6) air traffic controller training re-**
17 **quirements;**

18 **(7) if any, technological limitations or**
19 **challenges that would impede aircraft**
20 **from using the same communications fre-**
21 **quency;**

22 **(8) the potential for overlapping, con-**
23 **flicting, and simultaneous communica-**
24 **tion transmissions, prior to and after any**
25 **improvements made as a result of the as-**

1 **assessment conducted pursuant to section**
2 **115;**

3 **(9) the potential for misdirected,**
4 **missed, or stepped on communications if**
5 **requiring all aircraft to use the same**
6 **communication frequency;**

7 **(10) National Transportation Safety**
8 **Board recommendations pertaining to**
9 **miscommunications on crowded fre-**
10 **quencies, including relevant rec-**
11 **ommendations included in the National**
12 **Transportation Safety Board Aviation In-**
13 **vestigation Report AIR-26-02 adopted on**
14 **January 27, 2026; and**

15 **(11) solicited feedback from air car-**
16 **riers operating under part 121 and part**
17 **135 of title 14, Code of Federal Regula-**
18 **tions, and general aviation operators**
19 **under part 91 of title 14, Code of Federal**
20 **Regulations.**

21 **(g) REPORT.—Not later than 6 months after**
22 **the conclusion of the Working Group, the**
23 **Working Group shall submit to the Adminis-**
24 **trator and the appropriate committees of**
25 **Congress a report on the findings and rec-**

1 ommendations resulting from the activities
2 carried out under this section.

3 (h) IMPLEMENTATION.—Not later than 6
4 months after receiving recommendations out-
5 lined in the report under subsection (g), the
6 Administrator shall operationally validate
7 such recommendations and may take such ac-
8 tion, as appropriate, to implement such rec-
9 ommendations.

10 SEC. 115. ANTI-BLOCKING TECHNOLOGY.

11 (a) ASSESSMENT.—Not later than 30 days
12 after the date of enactment of this Act, the Ad-
13 ministrator shall initiate an assessment on
14 the feasibility, maturity, hazards, and safety
15 benefits of technology that serves to alert air
16 traffic controllers or flight crews to instances
17 of potentially blocked transmissions when si-
18 multaneous broadcasting occurs.

19 (b) CONSIDERATIONS.—In conducting the
20 assessment under subsection (a), the Adminis-
21 trator shall, at minimum, consider—

22 (1) technologies currently in use do-
23 mestically and internationally that alert
24 an air traffic controller or flight crew to

1 instances in which radio transmissions
2 may have been blocked;

3 (2) the technical standards written
4 for, and associated with, the use of such
5 technologies identified under paragraph
6 (1);

7 (3) existing and proposed tech-
8 nologies not in use that could alert an air
9 traffic controller or flight crew to in-
10 stances in which radio transmissions may
11 have been blocked;

12 (4) the technical standards that
13 would be needed to implement the tech-
14 nologies identified under paragraph (3);

15 (5) the potential benefits and en-
16 hanced awareness that the adoption of
17 such technologies would provide;

18 (6) the technological limitations asso-
19 ciated with such technologies;

20 (7) air traffic controller training re-
21 quirements;

22 (8) the effort of the FAA to modernize
23 the air traffic control system, including
24 timelines, the incorporation of new tech-
25 nologies, and planned training; and

1 **(9) any benefits and detriments to air**
2 **traffic controller situational awareness,**
3 **including availability of information, nui-**
4 **sance alerts, and human factors.**

5 **(c) CONSULTATION.—In conducting the as-**
6 **essment under subsection (a), the Adminis-**
7 **trator shall consult with stakeholders or**
8 **standards organizations, including—**

9 **(1) the exclusive bargaining rep-**
10 **resentatives of air traffic controllers cer-**
11 **tified under section 7111 of title 5, United**
12 **States Code;**

13 **(2) the organization representing air**
14 **traffic control operational supervisors**
15 **and managers;**

16 **(3) the certified bargaining represent-**
17 **ative of aviation safety inspectors and en-**
18 **gineers for the FAA;**

19 **(4) an organization representing man-**
20 **ufacturers of air traffic management sys-**
21 **tems, equipment and technologies;**

22 **(5) an organization representing heli-**
23 **copter aviation operators and pilots;**

24 **(6) an organization representing gen-**
25 **eral aviation operators and pilots; and**

1 **(7) any other organization or agency**
2 **the Administrator determines appro-**
3 **priate.**

4 **(d) REPORT.—Not later than 1 year after**
5 **the date of enactment of this Act, the Adminis-**
6 **trator shall submit to the appropriate com-**
7 **mittees of Congress a report on the results of**
8 **the assessment under subsection (a) that in-**
9 **cludes—**

10 **(1) a list of technologies identified by**
11 **the Administrator serving the purpose**
12 **described in subsection (a);**

13 **(2) a list of technologies the Adminis-**
14 **trator proposes that could serve the pur-**
15 **pose described in subsection (a);**

16 **(3) results of simulations and testing;**
17 **and**

18 **(4) a plan to implement the tech-**
19 **nologies listed under paragraphs (1) and**
20 **(2) if the assessment under subsection (a)**
21 **finds such technology can be safely im-**
22 **plemented, including—**

23 **(A) the scope of potential up-**
24 **grades;**

25 **(B) predicted costs;**

1 **(C) a projected timeline; and**

2 **(D) how the potential upgrades to**
3 **facilities and equipment within the**
4 **scope of subparagraph (A) would be**
5 **prioritized.**

6 **SEC. 116. TASK FORCE TO IDENTIFY IMPROVEMENTS TO**
7 **AIR TRAFFIC CONTROLLER CONFLICT ALERT**
8 **SYSTEM.**

9 **(a) IN GENERAL.—Not later than 3 months**
10 **after the date of enactment of this Act, the Ad-**
11 **ministrator shall convene a task force (in this**
12 **section referred to as the “Task Force”) to de-**
13 **velop a framework detailing the priorities,**
14 **goals, timeline, and recommendations to im-**
15 **plement improvements to the conflict alert**
16 **system to provide more salient and meaning-**
17 **ful alerts to air traffic controllers based on**
18 **the severity of the conflict triggering the**
19 **alert.**

20 **(b) MEMBERS.—The Task Force convened**
21 **under subsection (a) shall be comprised of**
22 **representatives of—**

23 **(1) the exclusive bargaining rep-**
24 **resentatives of air traffic controllers cer-**

1 **tified under section 7111 of title 5, United**
2 **States Code;**

3 **(2) the organization representing air**
4 **traffic control operational supervisors**
5 **and managers;**

6 **(3) the organization representing op-**
7 **erators under the Contract Tower Pro-**
8 **gram established under section 47124 of**
9 **title 49, United States Code;**

10 **(4) the certified bargaining represent-**
11 **ative of aviation safety inspectors and en-**
12 **gineers for the FAA;**

13 **(5) individuals with expertise in the**
14 **human factors of alert design and related**
15 **impacts on human performance;**

16 **(6) individuals with expertise in an**
17 **operational or academic discipline that is**
18 **relevant to the analysis of human factors**
19 **in aviation, which may include air car-**
20 **rier operations, line pilot expertise, air**
21 **traffic control, linguistics, human-ma-**
22 **chine integration, general aviation oper-**
23 **ations, and organizational behavior and**
24 **culture;**

1 (7) the FAA, including the Air Traffic
2 Organization and the Office of Finance
3 and Management, provided such rep-
4 resentative has expertise on equipment
5 procurement; and

6 (8) other organizations or agencies as
7 determined necessary by the Adminis-
8 trator.

9 (c) VOTING.—The members described in
10 paragraphs (3), (6), and, in the case of a rep-
11 resentative chosen by the Administrator that
12 is from a governmental agency, (7) of sub-
13 section (b) shall be nonvoting members of the
14 Task Force.

15 (d) DURATION.—

16 (1) IN GENERAL.—Members of the Task
17 Force shall be appointed for the duration
18 of the Task Force.

19 (2) LENGTH OF EXISTENCE.—

20 (A) IN GENERAL.—The Task Force
21 shall have an initial duration of 1
22 year.

23 (B) OPTIONAL EXTENSION.—The Ad-
24 ministrator may extend the duration

1 of the Task Force for an additional
2 period of up to 6 months.

3 (e) **CONSIDERATIONS.**—In developing the
4 framework under subsection (a), the Task
5 Force shall, at minimum, consider—

6 (1) the benefits and detriments to air
7 traffic controller situational awareness,
8 including availability of information, nui-
9 sance and false alerts, and human fac-
10 tors;

11 (2) opportunities and challenges of
12 consolidating numerous systems and un-
13 derlying data sources into a single dis-
14 play, including through the deployment
15 of the Enterprise-Information Display
16 System;

17 (3) existing products by other work-
18 ing groups related to human factors in
19 aviation safety;

20 (4) air traffic controller training re-
21 quirements;

22 (5) advances in available technology
23 not being utilized as of the date on which
24 the Task Force is convened;

25 (6) technological limitations;

1 **(7) National Transportation Safety**
2 **Board recommendations pertaining to air**
3 **traffic controller alerts, distractions, and**
4 **loss of focus;**

5 **(8) the effort of the FAA to modernize**
6 **the air traffic control system, including**
7 **timelines, new technologies being incor-**
8 **porated, and planned training; and**

9 **(9) solicited feedback from equipment**
10 **manufacturers and entities involved with**
11 **the air traffic control modernization ef-**
12 **fort of the Administrator.**

13 **(f) REPORT.—Not later than 4 months after**
14 **the conclusion of the Task Force, the Task**
15 **Force shall submit to the Administrator and**
16 **the appropriate committees of Congress a re-**
17 **port that includes the framework developed**
18 **as a result of the activities carried out under**
19 **subsection (a).**

20 **(g) IMPLEMENTATION PLAN.—**

21 **(1) IN GENERAL.—Not later than 8**
22 **months after receiving the framework**
23 **outlined in the report under subsection**
24 **(f), the Administrator shall finalize and**
25 **submit to the appropriate committees of**

1 Congress a plan (in this section referred
2 to as the “Plan”) to implement such
3 framework.

4 (2) CONTENTS.—Such Plan shall in-
5 clude, as appropriate—

6 (A) specific training requirements
7 for air traffic controllers, as detailed
8 in—

9 (i) FAA Order JO 3120.4S, ti-
10 tled “Air Traffic Technical Train-
11 ing”, issued on August 28, 2024;

12 (ii) FAA Order JO 7210.3EE,
13 titled “Facility Operation and Ad-
14 ministration”, issued on February
15 20, 2025; and

16 (iii) any successor or other
17 relevant documents or guidance;
18 and

19 (B) a publicly available
20 prioritized list of airports enumer-
21 ating the order in which they will re-
22 ceive such upgrades.

23 (3) TIME LIMIT.—The Plan may not
24 contain a timeline of implementation that
25 exceeds 2 years.

1 **(h) IMPLEMENTATION.—The Administrator**
2 **shall immediately begin implementing the**
3 **Plan upon the submission of such Plan under**
4 **subsection (g)(1) to the appropriate commit-**
5 **tees of Congress.**

6 **(i) BRIEFINGS TO CONGRESS.—Not later**
7 **than 6 months after the submission of the**
8 **Plan to the appropriate committees of Con-**
9 **gress under subsection (g)(1), and every 6**
10 **months thereafter until the full implementa-**
11 **tion of the Plan, the Administrator shall brief**
12 **the appropriate committees of Congress on**
13 **the progress of implementation.**

14 **SEC. 117. POSTACCIDENT AND POSTINCIDENT DRUG AND**
15 **ALCOHOL TESTING.**

16 **(a) SENSE OF CONGRESS.—The Adminis-**
17 **trator shall abide by DOT Order 3910.1D, ti-**
18 **tled “Drug and Alcohol-Free Departmental**
19 **Workplace Program” (or any successor docu-**
20 **ment) to ensure appropriate postaccident and**
21 **postincident drug and alcohol testing.**

22 **(b) REVISION OF PROCEDURES.—Not later**
23 **than 180 days after the date of enactment of**
24 **this Act, the Administrator shall revise proce-**
25 **dures of the Air Traffic Organization to en-**

1 sure an appropriate on-site supervisor makes
2 each postaccident and postincident drug and
3 alcohol testing determination in a timely
4 manner based on an assessment of such su-
5 pervisor of whether the event meets testing
6 criteria and which controllers had duties per-
7 taining to the involved aircraft without need
8 to wait for investigation or approval.

9 (c) TRAINING.—

10 (1) IN GENERAL.—Not later than 1 year
11 after the date of enactment of this Act,
12 the Administrator shall incorporate
13 training on the revised postaccident and
14 postincident drug and alcohol testing de-
15 termination procedure described in sub-
16 section (b) for all staff of the Air Traffic
17 Organization who have responsibilities
18 under such procedure.

19 (2) REQUIREMENTS.—The training de-
20 scribed under this subsection shall, at a
21 minimum—

22 (A) be administered during initial
23 training, and annually thereafter; and

24 (B) include a postlearning knowl-
25 edge assessment.

1 **(d) REVIEW.—**

2 **(1) IN GENERAL.—**Not later than 1 year
3 after the date of enactment of this Act,
4 and annually thereafter, the Secretary
5 shall conduct a review of the ability of
6 each FAA-operated air traffic control fa-
7 cility to routinely accomplish the re-
8 quired postaccident and postincident
9 drug and alcohol testing within the Sec-
10 retary's specified timeframes of within 2
11 hours for alcohol testing and within 4
12 hours for drug testing.

13 **(2) REQUIREMENTS.—**The review de-
14 scribed under this subsection shall, at a
15 minimum, require each FAA-operated air
16 traffic control facility to conduct a dem-
17 onstration to establish the time that
18 would be required for urine and breath
19 evidence collection to begin if testing
20 were unexpectedly needed during a time
21 with the lowest routinely anticipated
22 level of resource availability for testing.

23 **(3) REMEDIATION.—**After each review
24 under paragraph (1), the Administrator
25 shall work with the Secretary to mitigate

1 identified barriers to timely postaccident
2 and postincident drug and alcohol test-
3 ing, and to remediate the performance of
4 each facility for which the demonstration
5 under paragraph (2) indicated inability
6 to meet required timeframes for
7 postaccident drug or alcohol testing.

8 (4) REPORT.—Not later than 3 months
9 after each review under paragraph (1),
10 the Secretary shall submit to the appro-
11 priate committees of Congress a report
12 detailing the results of the review, in-
13 cluding facilities in need of remediation,
14 progress at facilities previously identified
15 for remediation, and planned approaches
16 to remediation.

17 SEC. 118. FURTHER MODIFICATIONS TO RONALD REAGAN
18 WASHINGTON NATIONAL AIRPORT AREA HEL-
19 ICOPTER ROUTES.

20 (a) IN GENERAL.—Not later than 90 days
21 after the date of enactment of this Act, the Ad-
22 ministrator shall evaluate, via the safety risk
23 management process in accordance with FAA
24 Order JO 8040.4C, titled “Safety Risk Manage-
25 ment Policy” (or any successor document),

1 charted helicopter routes in the vicinity of
2 Ronald Reagan Washington National Airport.

3 (b) REVISIONS TO DECONFLICT TRAFFIC.—

4 Upon the completion of each route evaluation
5 under subsection (a), the Administrator shall
6 immediately, as necessary, revise such route
7 to ensure that the route and routes utilized by
8 fixed-wing aircraft—

9 (1) are safely deconflicted physically
10 at all times; or

11 (2) have operating procedures that re-
12 quire positive control from the controller
13 to ensure safe deconfliction during oper-
14 ations.

15 (c) SAFETY REVIEW REQUIREMENTS.—In car-
16 rying out the route revisions required under
17 subsection (b), the Administrator shall con-
18 duct a safety risk management review, as nec-
19 essary, for any helicopter route changes, in
20 accordance with FAA Order 8040.4C, titled
21 “Safety Risk Management Policy” (or any suc-
22 cessor document).

23 (d) REPORT.—Not later than 120 days after
24 the Administrator completes all the evalua-
25 tions and subsequent route revisions required

1 under this section, the Administrator shall
2 submit to the appropriate committees of Con-
3 gress a report containing—

4 (1) the results of the evaluations re-
5 quired under subsection (a);

6 (2) the route revisions required under
7 subsection (b), including an explanation
8 for such revisions; and

9 (3) the safety risk management re-
10 view documentation developed as a re-
11 sult of the review conducted under sub-
12 section (c).

13 SEC. 119. REQUIRING VERTICAL SEPARATION NEAR AIR-
14 PORTS DURING CRITICAL PHASES OF
15 FLIGHT.

16 (a) IN GENERAL.—Except as provided in
17 subsection (b), the Administrator shall ensure
18 that each segment of a helicopter route con-
19 tains, in the appropriate helicopter route
20 chart, recommended flight altitudes, includ-
21 ing altitude ceilings and floors, in a manner
22 consistent with FAA Order JO 7210.3EE, titled
23 “Facility Operation and Administration” (or
24 any successor document).

1 **(b) CONSIDERATION OF VERTICAL SEPARA-**
2 **TION IN ROUTE CRITERIA.—**Not later than 60
3 **days after the date of enactment of this Act,**
4 **the Administrator shall amend FAA Order JO**
5 **7210.3EE, titled “Facility Operation and Ad-**
6 **ministration” (or any successor document), to**
7 **add minimum vertical separation require-**
8 **ments to the criteria for the helicopter route**
9 **chart program.**

10 **(c) CHARTING MINIMUM SEPARATION NEAR**
11 **AIRPORTS.—**

12 **(1) IN GENERAL.—**The Administrator
13 **shall ensure that any helicopter chart**
14 **that represents an area near an airport**
15 **clearly conveys to an operator the seg-**
16 **ments of such helicopter routes in the vi-**
17 **cinity of such airport.**

18 **(2) CONTENT REQUIREMENTS.—**At min-
19 **imum, each such chart shall clearly con-**
20 **vey for each of the segments, the rec-**
21 **ommended flight altitudes, including alti-**
22 **tude ceilings and floors, and any nec-**
23 **essary instructions, to convey minimum**
24 **separation, in accordance with FAA**
25 **Order JO 7110.65BB, titled “Air Traffic**

1 **Control” (or any successor document), be-**
2 **tween—**

3 **(A) a helicopter or powered-lift**
4 **aircraft utilizing such segment; and**

5 **(B) a fixed-wing aircraft oper-**
6 **ating at or near such airport during**
7 **critical phases of flight.**

8 **(d) UPDATE POLICY.—Not later than 90**
9 **days after the date of enactment of this Act,**
10 **the Administrator shall update FAA Order JO**
11 **7210.3EE, titled “Facility Operation and Ad-**
12 **ministration” (or any successor document), to**
13 **account for any additional changes made by**
14 **this section.**

15 **(e) ANNUAL REVIEW.—The Administrator**
16 **shall ensure that any changes made to Heli-**
17 **copter Route Charts as a result of this section**
18 **are assessed on an annual basis as part of the**
19 **annual review described in section 120.**

20 **SEC. 120. HELICOPTER ROUTE CHART ANNUAL REVIEW.**

21 **(a) CRITERIA REVIEW.—**

22 **(1) IN GENERAL.—Not later than 180**
23 **days after the date of enactment of this**
24 **Act, and annually thereafter, the Admin-**
25 **istrator shall initiate a review of the cri-**

1 **teria for annual reviews of helicopter**
2 **routes as required pursuant to FAA**
3 **Order JO 7210.3EE, titled “Facility Oper-**
4 **ation and Administration” (or any suc-**
5 **cessor document).**

6 **(2) UPDATE OF CRITERIA.—After each**
7 **annual criteria review under paragraph**
8 **(1), the Administrator shall update the**
9 **criteria based on such review and pub-**
10 **lish the updated criteria on a publicly**
11 **available website of the FAA.**

12 **(3) CHANGES TO ROUTE REVIEWS.—After**
13 **any change is made to FAA Order JO**
14 **7210.3EE, titled “Facility Operation and**
15 **Administration” (or any successor docu-**
16 **ment) pursuant to section 119(d), the Ad-**
17 **ministrator shall update the criteria for**
18 **annual reviews of helicopter routes to re-**
19 **fect such change.**

20 **(b) PUBLICATION.—The Administrator shall**
21 **publish, on a publicly available website of the**
22 **FAA, the date on which the annual review for**
23 **each Helicopter Route Chart has been most**
24 **recently completed, as required pursuant to**
25 **FAA Order JO 7210.3EE, titled “Facility Oper-**

1 **ation and Administration” (or any successor**
2 **document).**

3 **(c) REPORT.—Not later than December 31,**
4 **2026, and December 31 of each year there-**
5 **after, the Administrator shall submit to the**
6 **appropriate committees of Congress a report**
7 **containing, at a minimum, the following infor-**
8 **mation:**

9 **(1) A summary of changes, if applica-**
10 **ble, made to each Helicopter Route**
11 **Chart, including—**

12 **(A) changes, additions, or dele-**
13 **tions to designated helicopter routes;**

14 **(B) changes in instrument flight**
15 **rules routes;**

16 **(C) additions or deletions of vis-**
17 **ual checkpoints; and**

18 **(D) rationale or safety data to jus-**
19 **tify any changes described in sub-**
20 **paragraphs (A) through (C).**

21 **(2) The safety risk management docu-**
22 **mentation completed in accordance with**
23 **FAA Order JO 8040.4C, titled “Safety Risk**
24 **Management Policy” (or any successor**
25 **document).**

1 **(3) A summary of any advanced con-**
2 **sultation between the Administrator and**
3 **impacted helicopter and fixed-wing oper-**
4 **ators in planning the safety risk manage-**
5 **ment process.**

6 **(4) A certification that the designated**
7 **recommended route altitudes and flight**
8 **ceilings and floors ensure helicopters**
9 **maintain minimum separation, in accord-**
10 **ance with FAA Order 7110.65BB, titled**
11 **“Air Traffic Control” (or any successor**
12 **document), with fixed-wing aircraft oper-**
13 **ating along airport approach and depar-**
14 **ture paths.**

15 **(d) FAILURE TO SUBMIT.—**

16 **(1) IN GENERAL.—If the Administrator**
17 **fails to submit an annual report required**
18 **under subsection (b) on or before the**
19 **date on which such report is required to**
20 **be submitted, the Chief Operating Officer**
21 **of the Air Traffic Organization shall brief**
22 **the appropriate committees of Congress**
23 **in person not later than 4 weeks after**
24 **such date.**

1 **(2) DEADLINE FOR INITIAL OUTREACH**
2 **AND COORDINATION.—Not later than 4 days**
3 **after such date, the FAA shall begin ini-**
4 **tial outreach to and coordination with**
5 **the appropriate committees of Congress**
6 **to arrange and organize logistics of the**
7 **briefing required under paragraph (1).**

8 **(3) FORMAT AND TIME OF BRIEFING.—**
9 **The briefing required under paragraph**
10 **(1) shall be in a format and at a time to**
11 **be determined by such committees.**

12 **SEC. 121. VISUAL CHARTS.**

13 **(a) STUDY.—Not later than 30 days after**
14 **the date of enactment of this Act, the Adminis-**
15 **trator shall initiate a study on incorporating**
16 **the lateral location and published altitudes of**
17 **helicopter routes into all instrument and vis-**
18 **ual approach and departure procedures for**
19 **airports to provide situation awareness to**
20 **fixed-wing operators of the risk of helicopter**
21 **traffic operating in the vicinity of such opera-**
22 **tors.**

23 **(b) CONSULTATION.—In carrying out sub-**
24 **section (a), the Administrator shall consult**
25 **with relevant stakeholders, including—**

1 **(1) air carriers;**

2 **(2) an organization representing heli-**
3 **copter operators and pilots;**

4 **(3) an organization representing gen-**
5 **eral aviation operators and pilots;**

6 **(4) an organization representing busi-**
7 **ness aviation operators and pilots;**

8 **(5) an organization representing**
9 **emergency air medical services;**

10 **(6) representatives of the Department**
11 **of Defense and United States Coast**
12 **Guard who are not political appointees;**

13 **(7) not fewer than 3 separate organi-**
14 **zations representing certified collective**
15 **bargaining representatives of airline pi-**
16 **lots operating under part 121 of title 14,**
17 **Code of Federal Regulations;**

18 **(8) the certified exclusive bargaining**
19 **representatives of air traffic controllers**
20 **certified under section 7111 of title 5,**
21 **United States Code; and**

22 **(9) an individual that has expertise in**
23 **an operational or academic discipline**
24 **that is relevant to the analysis of human**
25 **factors in aviation, including air carrier**

1 operations, line pilot expertise, air traffic
2 control, linguistics, human-machine inte-
3 gration, general aviation operations, and
4 organizational behavior and culture.

5 (c) CONSIDERATIONS.—In carrying out sub-
6 section (a), the Administrator shall consider
7 the—

8 (1) spacing and legibility of informa-
9 tion on charts;

10 (2) workload of flight crews at lower
11 altitudes and during critical phases of
12 flight;

13 (3) feasibility and decipherability of
14 layered information on digital charts;

15 (4) current best practices for pilots
16 when landing at or departing from air-
17 ports with high volume helicopter traffic
18 but that do not have charted helicopter
19 routes; and

20 (5) human factors involved with ap-
21 proach and departure procedures.

22 (d) IMPLEMENTATION.—Not later than 1
23 year after initiating the study under sub-
24 section (a), the Administrator shall make any
25 revisions necessary to—

1 **(1) Terminal Procedures Publications**
2 **to include charted helicopter routes to**
3 **provide appropriate situational aware-**
4 **ness to fixed-wing operators; and**

5 **(2) Helicopter Route Charts to in-**
6 **clude airport approach and departure**
7 **paths to provide appropriate situational**
8 **awareness to helicopter operators.**

9 **(e) CONGRESSIONAL BRIEFING.—If the Ad-**
10 **ministrator makes revisions under subsection**
11 **(d), the Administrator shall brief the appro-**
12 **priate committees of Congress on such revi-**
13 **sions not later than 60 days after making such**
14 **revisions.**

15 **SEC. 122. CLOSE PROXIMITY ENCOUNTERS.**

16 **(a) IN GENERAL.—Not later than 60 days**
17 **after the date of enactment of this Act, the Ad-**
18 **ministrator shall establish a working group to**
19 **make recommendations on—**

20 **(1) an objective definition of close**
21 **proximity encounters;**

22 **(2) associated parameters that can be**
23 **used to monitor the prevalence of such**
24 **encounters and identify areas of poten-**
25 **tial traffic conflict for safety assurance**

1 **and safety risk management for such en-**
2 **counters; and**

3 **(3) making publicly available aggre-**
4 **gated information about all such encoun-**
5 **ters, including date and location.**

6 **(b) CONSIDERATIONS.—In carrying out sub-**
7 **section (a), the working group shall con-**
8 **sider—**

9 **(1) existing airborne separation rules**
10 **and required loss of airborne separation**
11 **reporting requirements;**

12 **(2) the development of a definition of,**
13 **and associated parameters for, close**
14 **proximity encounter events;**

15 **(3) data gathered from aviation safety**
16 **reporting systems and reports, including**
17 **the Aviation Safety Information Analysis**
18 **and Sharing Program, the Aviation Safe-**
19 **ty Action Program, the Performance Data**
20 **Analysis and Reporting System, the Avia-**
21 **tion Risk Identification and Assessment**
22 **(“ARIA”) system, preliminary ARIA re-**
23 **ports, the Air Traffic Safety Action Pro-**
24 **gram, the Aviation Safety Reporting Sys-**
25 **tem, the Near Midair Collision System,**

1 **mandatory occurrence reports, and other**
2 **relevant systems and reports;**

3 **(4) National Transportation Safety**
4 **Board aviation investigation report AIR-**
5 **26–02, adopted on January 27, 2026;**

6 **(5) FAA risk assessment guidance,**
7 **policies, and regulations in place prior to**
8 **the date of enactment of this Act;**

9 **(6) best practices or similar relevant**
10 **risk assessment tools and methods used**
11 **by foreign civil aviation authorities; and**

12 **(7) any other factors determined rel-**
13 **evant by the working group.**

14 **(c) MEMBERSHIP.—The working group**
15 **shall consist of the following:**

16 **(1) APPOINTED MEMBERS.—The fol-**
17 **lowing members appointed by the Admin-**
18 **istrator:**

19 **(A) 2 representatives of the Na-**
20 **tional Aeronautics and Space Admin-**
21 **istration with expertise in safety**
22 **data.**

23 **(B) 5 appropriately qualified rep-**
24 **resentatives of aviation labor organi-**
25 **zations (designated by the applicable**

1 **represented organization), includ-**
2 **ing—**

3 **(i) organizations representing**
4 **certified collective bargaining**
5 **representatives of airline pilots;**

6 **(ii) the exclusive bargaining**
7 **representatives of FAA air traffic**
8 **controllers certified under section**
9 **7111 of title 5, United States Code;**

10 **(iii) organizations rep-**
11 **resenting helicopter operators**
12 **and pilots, including law enforce-**
13 **ment and air ambulance opera-**
14 **tors; and**

15 **(iv) organizations rep-**
16 **resenting general aviation opera-**
17 **tors and pilots.**

18 **(C) Not fewer than 5 independent**
19 **subject matter experts in safety man-**
20 **agement systems and safety data**
21 **who—**

22 **(i) have not served as a polit-**
23 **ical appointee in the Administra-**
24 **tion; and**

1 (ii) have a minimum of 10
2 years of relevant applied experi-
3 ence.

4 (D) 2 air carrier employees whose
5 job responsibilities include adminis-
6 tration of a safety management sys-
7 tem.

8 (E) 2 individuals representing
9 holders of a certificate issued under
10 part 21 of title 14, Code of Federal
11 Regulations, whose job responsibil-
12 ities include administration of a safe-
13 ty management system.

14 (F) 2 other representatives from
15 the aerospace industry that do not
16 meet the criteria described in sub-
17 paragraph (D) or (E) and who have
18 expertise in safety assurance or safe-
19 ty risk or whose job responsibilities
20 include administration of a safety
21 management system.

22 (G) A career representative from
23 the National Transportation Safety
24 Board with subject matter expertise,
25 as a nonvoting member.

1 **(2) ADVISORY MEMBERS.**—In addition to
2 the appointed members described in
3 paragraph (1), the working group shall be
4 advised by up to 5 employees of the Ad-
5 ministration, at least 3 of whom shall be
6 subject matter experts in implementing
7 safety assurance and safety risk manage-
8 ment.

9 **(d) IMPLEMENTATION.**—Not later than 30
10 days after the working group develops rec-
11 ommendations under subsection (a), the Ad-
12 ministrator shall make publicly available a re-
13 port containing the recommendations and de-
14 scribing how the Administrator will imple-
15 ment such recommendations.

16 SEC. 123. NOTIFICATION OF CLOSE PROXIMITY ENCOUN-
17 TERS AND ANALYSIS OF DATA.

18 **(a) IN GENERAL.**—Not later than 180 days
19 after the date of enactment of this Act, the Ad-
20 ministrator, in accordance with the manda-
21 tory occurrence reporting requirements in
22 FAA Order JO 7210.632A, titled “Air Traffic
23 Organization Occurrence Reporting” (or any
24 successor document), FAA Order 8020.11D, ti-
25 tled “Aircraft Accident and Incident Notifica-

1 tion, Investigation, and Reporting” (or any
2 successor document), and FAA Advisory Cir-
3 cular AC 90–120, titled “Operational Use of
4 Airborne Collision Avoidance Systems” (or
5 any successor document), shall establish a
6 process to—

7 (1) notify, with respect to each event,
8 parties involved with—

9 (A) a near midair collision event;

10 (B) a traffic collision avoidance
11 system resolution advisory event;

12 (C) a close proximity encounter,
13 as defined pursuant to section 122;
14 and

15 (D) any other events, as deter-
16 mined by the Administrator; and

17 (2) provide deidentified event data to
18 the Aviation Safety Information Analysis
19 and Sharing program.

20 (b) REQUIREMENTS.—In establishing the
21 process under subsection (a), the Adminis-
22 trator shall—

23 (1) establish a database that tracks
24 the details of events described in sub-
25 section (a)(1);

1 (2) continuously monitor and review
2 such database to identify areas of poten-
3 tial traffic conflict for safety assurance
4 and safety risk management;

5 (3) ensure timeliness of notifications
6 to the parties described in subsection
7 (a)(1) so that relevant data remains avail-
8 able before meaningful safety analysis,
9 reporting, or corrective action is no
10 longer practicable;

11 (4) consider informing, with
12 deidentified or aggregated data, other
13 frequent operators of events described in
14 subsection (a)(1); and

15 (5) consider the practicality and use-
16 fulness of notification requirements for—

17 (A) airport surface loss of separa-
18 tion;

19 (B) loss of separation with terrain
20 or obstacles;

21 (C) airborne loss of separation;
22 and

23 (D) any other close proximity en-
24 counters as determined by the Ad-
25 ministrator.

1 (c) **CONSULTATION.**—In establishing the
2 process under subsection (a), the Adminis-
3 trator shall consult with—

4 (1) **air carriers operating under part**
5 **121 of title 14, Code of Federal Regula-**
6 **tions;**

7 (2) **air carriers operating under part**
8 **135 of title 14, Code of Federal Regula-**
9 **tions;**

10 (3) **air carriers operating under part**
11 **91 of title 14, Code of Federal Regula-**
12 **tions;**

13 (4) **organizations representing heli-**
14 **copter aviation operators and pilots;**

15 (5) **organizations representing the**
16 **general aviation community;**

17 (6) **organizations representing busi-**
18 **ness aviation operators;**

19 (7) **organizations representing experi-**
20 **mental aircraft operators;**

21 (8) **organizations representing pow-**
22 **ered-lift operators;**

23 (9) **organizations representing cer-**
24 **tified collective bargaining representa-**
25 **tives of airline pilots;**

1 **(10) the certified exclusive bargaining**
2 **representatives of air traffic controllers**
3 **of the Administration certified under sec-**
4 **tion 7111 of title 5, United States Code;**

5 **(11) FAA subject matter experts, in-**
6 **cluding aviation safety inspectors; and**

7 **(12) other aviation safety experts de-**
8 **termined appropriate by the Adminis-**
9 **trator.**

10 **(d) BRIEFING.—Not later than 30 days after**
11 **establishing the process required under sub-**
12 **section (a), the Administrator shall brief the**
13 **appropriate committees of Congress on the**
14 **implementation of this section.**

15 **(e) REPORT.—Not later than 1 year after**
16 **establishing the process required under sub-**
17 **section (a), and annually thereafter, the Ad-**
18 **ministrator shall submit to the appropriate**
19 **committees of Congress a report containing—**

20 **(1) data on number and location of—**

21 **(A) near midair collision events;**

22 **(B) traffic collision avoidance sys-**
23 **tem resolution advisory events; and**

24 **(C) close proximity encounters, as**
25 **defined pursuant to section 122;**

1 **(2) the average time of notification to**
2 **parties involved in such events;**

3 **(3) identified locations of concern or**
4 **other trends; and**

5 **(4) actions taken to mitigate identi-**
6 **fied risks and reduce such events.**

7 **(f) PROTECTION OF DATA.—**

8 **(1) IN GENERAL.—Data collected in re-**
9 **sponse to subsection (a) shall be used**
10 **solely for safety assurance and safety risk**
11 **management.**

12 **(2) CONSISTENCY WITH EXISTING SAFETY**
13 **PROGRAMS.—The Administrator shall en-**
14 **sure consistency with existing voluntary**
15 **safety programs, including the Aviation**
16 **Safety Action Program, the Aviation Safe-**
17 **ty Reporting System, the Air Traffic Safe-**
18 **ty Action Plan, and flight operational**
19 **quality assurance programs.**

20 **SEC. 124. SAFETY CULTURE AND SAFETY MANAGEMENT RE-**
21 **VIEW.**

22 **(a) IN GENERAL.—Not later than 30 days**
23 **after the date of enactment of this Act, the in-**
24 **spector general of the Department of Trans-**
25 **portation shall initiate an audit of the safety**

1 culture and the safety management system of
2 the Air Traffic Organization and the Aviation
3 Safety Management Organization.

4 (b) CONSIDERATIONS.—In conducting the
5 audit under subsection (a), the inspector gen-
6 eral shall, at a minimum, evaluate—

7 (1) the safety management system of
8 the Air Traffic Organization and the
9 Aviation Safety Management Organiza-
10 tion, including the functions and data
11 sharing activities of such system at all air
12 traffic control facilities;

13 (2) whether such system effectively
14 coordinates safety assurance and safety
15 risk management activities with external
16 stakeholders consistent with FAA re-
17 quirements for operators under section
18 5.57 of title 14, Code of Federal Regula-
19 tions;

20 (3) which data analysis, safety assur-
21 ance, and risk assessment processes
22 failed to identify and mitigate the risk of
23 potential midair collisions near Ronald
24 Reagan Washington National Airport be-
25 fore January 29, 2025;

1 (4) the failure of the Air Traffic Orga-
2 nization and the Aviation Safety Manage-
3 ment Organization to recognize external
4 compliance verification results as indica-
5 tors of systemic traffic management, vol-
6 ume, and flow issues at Ronald Reagan
7 Washington National Airport for which
8 air traffic controllers were required to
9 compensate to mitigate such issues;

10 (5) the failure of the Air Traffic Orga-
11 nization and the Aviation Safety Manage-
12 ment Organization to conduct annual re-
13 views of helicopter route charts as re-
14 quired by FAA Order JO 7210.3EE, titled
15 “Facility Operation and Administration”;

16 (6) the failure of the Air Traffic Orga-
17 nization and the Aviation Safety Manage-
18 ment Organization to understand and im-
19 plement post-accident and post-incident
20 drug and alcohol testing as required by
21 Department of Transportation Order
22 3910.1D, titled “Drug and Alcohol-Free
23 Departmental Workplace Program”;

24 (7) whether there are fears of retalia-
25 tion against persons identifying or re-

1 **porting risks in accordance with the safe-**
2 **ty management system; and**

3 **(8) how the Air Traffic Organization**
4 **and the Aviation Safety Management Or-**
5 **ganization have addressed the findings**
6 **and utilized the Safety Risk Management**
7 **process in accordance with FAA Order**
8 **8040.4C, titled “Safety Risk Management**
9 **Policy” (or any successor document) in**
10 **the National Airspace System Helicopter**
11 **Operations Helicopter Route Analysis of**
12 **the FAA issued in April 2025.**

13 **(c) REPORT OF THE INSPECTOR GENERAL.—**

14 **(1) IN GENERAL.—Not later than 1 year**
15 **after the date of enactment of this Act,**
16 **the inspector general shall submit to the**
17 **appropriate committees of Congress a re-**
18 **port on the audit conducted under sub-**
19 **section (a).**

20 **(2) RECOMMENDATIONS.—The inspector**
21 **general shall include in the report sub-**
22 **mitted under paragraph (1)—**

23 **(A) recommendations for actions**
24 **the Secretary should take with re-**
25 **spect to the Air Traffic Organization**

1 **and the Aviation Safety Management**
2 **Organization to—**

3 **(i) strengthen and adhere to**
4 **the tenets of the safety manage-**
5 **ment system;**

6 **(ii) increase transparency in**
7 **the safety management system**
8 **process, including by adopting**
9 **policies that provide assurances**
10 **to FAA employees that the Air**
11 **Traffic Organization is addressing**
12 **any identified safety issues;**

13 **(iii) increase data sharing and**
14 **collaboration with external stake-**
15 **holders;**

16 **(iv) protect against retalia-**
17 **tion;**

18 **(v) encourage open, nonpuni-**
19 **tive communication; and**

20 **(vi) foster a just culture**
21 **across the Air Traffic Organiza-**
22 **tion and the Aviation Safety Man-**
23 **agement Organization;**

24 **(B) recommendations for actions**
25 **the Secretary may take to ensure ade-**

1 **quate oversight over the safety man-**
2 **agement system of the Air Traffic Or-**
3 **ganization; and**

4 **(C) any other recommendations**
5 **the inspector general determines ap-**
6 **propriate.**

7 **(d) RESPONSE TO RECOMMENDATIONS.—Not**
8 **later than 120 days after submission of the re-**
9 **port required under subsection (c)—**

10 **(1) the Secretary shall respond to any**
11 **recommendations in such report that are**
12 **directed at the Department of Transpor-**
13 **tation or FAA, respectively; and**

14 **(2) the Secretary shall submit to the**
15 **appropriate committees of Congress a re-**
16 **port describing how the Secretary in-**
17 **tends to implement such recommenda-**
18 **tions.**

19 **SEC. 125. DOCUMENTATION OF CONTROL POSITION COM-**
20 **BINATIONS.**

21 **(a) IN GENERAL.—Not later than 1 year**
22 **after the date of enactment of this Act, the Ad-**
23 **ministrator shall review and revise, as appro-**
24 **priate, procedures regarding the documenta-**
25 **tion of the combination of air traffic control**

1 position responsibilities, including each oc-
2 currence in which any air traffic control posi-
3 tion is combined with any other position, in-
4 cluding a local control position, operations
5 supervisor, or controller-in-charge.

6 (b) REQUIREMENTS.—In reviewing and re-
7 vising the procedures described in subsection
8 (a), the Administrator shall—

9 (1) evaluate procedures and guidance
10 regarding the combination of controller
11 position responsibilities described in sub-
12 section (a) that are in effect prior to the
13 date of enactment of this Act;

14 (2) examine the feasibility of
15 digitizing, or providing an electronic
16 means of, the documentation described in
17 subsection (a);

18 (3) require the operations supervisor
19 to periodically review documentation of
20 occurrences of combined control position
21 responsibilities described in subsection
22 (a) and report on deviations from the
23 standard operating procedures to the fa-
24 cility air traffic manager;

1 **(4) consider air traffic facility type**
2 **and staffing level; and**

3 **(5) consult with representatives of—**

4 **(A) the exclusive bargaining rep-**
5 **resentative of air traffic controllers**
6 **certified under section 7111 of title 5,**
7 **United States Code;**

8 **(B) organizations representing air**
9 **traffic control managers and oper-**
10 **ational supervisors; and**

11 **(C) aviation safety experts with**
12 **specific knowledge in information**
13 **technology.**

14 **(c) BRIEFING TO CONGRESS.—Not later than**
15 **1 year after the completion of the review re-**
16 **quired under subsection (a), the Adminis-**
17 **trator shall brief the appropriate committees**
18 **of Congress on implementation of this section.**

19 **(d) RULE OF CONSTRUCTION.—Nothing in**
20 **this section may be construed to interfere**
21 **with any agreement between a governmental**
22 **agency and the exclusive bargaining rep-**
23 **resentative of air traffic controllers certified**
24 **under section 7111 of title 5, United States**

1 **Code or section 7106(a) of title 5, United**
2 **States Code.**

3 **(e) DEFINITIONS.—In this section:**

4 **(1) CONTROLLER-IN-CHARGE.—The term**
5 **“controller-in-charge” means an air traf-**
6 **fic control specialist performing duties of**
7 **a shift supervisor in accordance with—**

8 **(A) FAA Order JO 7210.3EE, titled**
9 **“Facility Operation and Administra-**
10 **tion”, issued on February 20, 2025;**
11 **and**

12 **(B) FAA Order JO 7110.65BB, ti-**
13 **tled “Air Traffic Control”, issued on**
14 **February 20, 2025.**

15 **(2) OPERATIONS SUPERVISOR.—The**
16 **term “operations supervisor” means man-**
17 **agerial personnel responsible for the di-**
18 **rect supervision of air traffic control**
19 **operational personnel.**

20 **SEC. 126. REVIEW OF MILES-IN-TRAIL PROCEDURES OR**
21 **AGREEMENTS.**

22 **(a) IN GENERAL.—Not later than 60 days**
23 **after the date of enactment of this Act, the Ad-**
24 **ministrator shall complete a review of the**
25 **miles-in-trail standards and procedures to de-**

1 **termine if such standards provide for a sepa-**
2 **ration of traffic that is appropriate for oper-**
3 **ational safety.**

4 **(b) CONSIDERATIONS.—In conducting the**
5 **review under subsection (a), the Adminis-**
6 **trator may consider—**

7 **(1) the accuracy of the criteria used**
8 **to determine the miles-in-trail proce-**
9 **dures for air traffic control facilities;**

10 **(2) whether additional criteria should**
11 **be incorporated to more appropriately**
12 **reflect the traffic volume and operational**
13 **complexity of air traffic control facilities;**
14 **and**

15 **(3) the findings and recommendations**
16 **of the National Transportation Safety**
17 **Board.**

18 **(c) STANDARDS UPDATE.—Upon completion**
19 **of the review conducted under subsection (a),**
20 **the Administrator shall update the miles-in-**
21 **trail standards and procedures to ensure such**
22 **standards and procedures are appropriate for**
23 **operational safety.**

24 **(d) REVIEW OF CERTAIN FACILITIES.—Not**
25 **later than 90 days after the completion of the**

1 review under subsection (a), the Adminis-
2 trator shall initiate a review of the miles-in-
3 trail procedures or agreements at all air traf-
4 fic control facilities located within Class B or
5 Class C airspace to ensure such procedures or
6 agreements provide for a separation of traffic
7 that is appropriate for operational safety.

8 (e) CONSULTATION.—In carrying out the re-
9 view under subsection (d), the Administrator
10 shall consult with, at minimum—

11 (1) the exclusive bargaining rep-
12 resentatives of the air traffic controllers
13 certified under section 7111 of title 5,
14 United States Code;

15 (2) organizations representing air
16 traffic control managers and operations
17 supervisors;

18 (3) sponsors and operators of airports
19 with air traffic control facilities de-
20 scribed in subsection (d);

21 (4) organizations representing the
22 certified collective bargaining represent-
23 atives of pilots operating under part 121
24 of title 14, Code of Federal Regulations;
25 and

1 **(5) air carriers, business aviation, and**
2 **general aviation operators with oper-**
3 **ations at airports with air traffic control**
4 **facilities described in subsection (d).**

5 **(f) REPORT.—Not later than 18 months**
6 **after the date of enactment of this Act, the Ad-**
7 **ministrator shall submit to the appropriate**
8 **committees of Congress a report that in-**
9 **cludes—**

10 **(1) a list of air traffic control facilities**
11 **identified under subsection (d) as having**
12 **miles-in-trail procedures or agreements**
13 **that did not provide for a separation of**
14 **aircraft traffic appropriate for oper-**
15 **ational safety; and**

16 **(2) steps that the Administrator has**
17 **taken, or plans to take, to modify the**
18 **miles-in-trail procedures or agreements**
19 **at each facility listed under paragraph (1)**
20 **to ensure such procedures or agreements**
21 **provide for a separation of traffic that is**
22 **appropriate for operational safety.**

23 **SEC. 127. CLOSURE OF HELICOPTER ROUTE 4.**

24 **(a) IN GENERAL.—Operations on Heli-**
25 **copter Route 4, as such Route existed on Jan-**

1 uary 29, 2025, on the segment located between
2 Hains Point and the Woodrow Wilson Memo-
3 rial Bridge in the District of Columbia shall
4 be prohibited.

5 (b) SEGMENT ELIMINATION.—The segment
6 of Helicopter Route 4 described in subsection
7 (a) shall remain eliminated from helicopter
8 charts.

9 **TITLE II—[PLACEHOLDER]**

Amend the title so as to read: “A bill to require certain aircraft to be equipped and operating with collision prevention technology, to improve helicopter route safety and separation around airports, to update air traffic control processes and procedures, to address national airspace system safety in Department of Defense activities, and for other purposes.”.

Union Calendar No. 528

119TH CONGRESS
2^D Session

H. R. 7613

[Report No. 119-608, Parts I and II]

A BILL

To require certain aircraft to be equipped with collision mitigation technology, to improve helicopter route safety and separation around airports, to update air traffic control processes and procedures, to address national airspace system safety in Department of Defense activities, and for other purposes.

APRIL 9, 2026

Reported from the Committee on Armed Services with an amendment

APRIL 9, 2026

Reported from the Committee on Transportation and Infrastructure with amendments, committed to the Committee of the Whole House on the State of the Union, and ordered to be printed