

119TH CONGRESS
2D SESSION

H. R. 7613

AN ACT

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.

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. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
 5 “Airspace Location and Enhanced Risk Transparency Act
 6 of 2026” or the “ALERT Act”.

7 (b) TABLE OF CONTENTS.—The table of contents for
 8 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 Air-
 port 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—DEPARTMENT OF DEFENSE MATTERS

- Sec. 201. Department of Defense matters relating to aviation safety.
- Sec. 202. Repeal of prior provision of law on manned rotary wing aircraft safety.
- Sec. 203. Treatment of superseded memorandum of agreement and provision of law.
- Sec. 204. Report on communications degradation.
- Sec. 205. Annual report on proficiency flights in National Capitol Region.
- Sec. 206. Briefing on virtual constructive training.
- Sec. 207. Transparency regarding midair collision near Ronald Reagan Washington National Airport on January 29, 2025.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

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

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

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

1 (4) COLLISION PREVENTION TECHNOLOGY.—

2 The term “collision prevention technology” means
3 equipment, or a combination of equipment, that—

4 (A) has ADS-B In;

5 (B) uses ADS-B data to provide the pilot
6 and flight crew with situational awareness of
7 surrounding traffic and traffic advisories; and

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

11 (5) FAA.—The term “FAA” means the Fed-
12 eral Aviation Administration.

13 (6) SECRETARY.—The term “Secretary” means
14 the Secretary of Transportation.

15 **SEC. 3. FINDINGS; SENSE OF CONGRESS.**

16 (a) FINDINGS.—Congress finds the following:

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

1 lington, Virginia, and impacted the Potomac River
2 in southwest Washington, D.C.

3 (2) The 2 pilots, 2 flight attendants, and 60
4 passengers onboard the airplane and 3 crewmembers
5 onboard the helicopter died.

6 (3) This tragedy represents the deadliest avia-
7 tion disaster in the United States since the crash of
8 American Airlines Flight 587 in 2001 and the first
9 fatal major commercial passenger flight accident in
10 the United States since Colgan Air Flight 3407 in
11 2009.

12 (4) Passengers aboard Flight 5342 included
13 American citizens from across the country and inter-
14 national travelers, among them championship figure
15 skaters and coaches returning from competition,
16 military servicemembers, and families traveling for
17 personal and professional reasons, each of whom is
18 mourned by loved ones.

19 (5) Crewmembers aboard Flight 5342 served
20 their passengers with professionalism and dedication
21 and the three United States Army soldiers aboard
22 Priority Air Transport 25 gave their lives in service
23 to this Nation.

24 (6) Emergency responders from Alexandria City
25 Fire Department, Alexandria Police Department,

1 Anne Arundel Fire Department, Arlington County
2 Fire & Rescue, Arlington County Office of Emer-
3 gency Management, Arlington Police Department,
4 Baltimore City Fire Department, Baltimore Police,
5 Charles County Fire and Rescue, DC Fire Depart-
6 ment & EMS, DC Metropolitan Police Department,
7 Fairfax City Fire & Rescue, Fairfax County Fire &
8 Rescue Department, Federal Aviation Administra-
9 tion, Federal Bureau of Investigation, Maryland
10 Natural Resources Police, Maryland State Police,
11 Metropolitan Police Department, Montgomery Coun-
12 ty Fire and Rescue, Metropolitan Washington Air-
13 ports Authority (MWAA) Fire & Rescue, MWAA
14 Police, NCR-Incident Management Team, Office of
15 Chief Medical Examiner of the District of Columbia,
16 Prince George's County Fire & Rescue, Prince Wil-
17 liam Fire & Rescue, U.S. Air Force, U.S. Army,
18 U.S. Army Corps of Engineers, U.S. Coast Guard,
19 U.S. Navy Supervisor of Salvage and Diving, Vir-
20 ginia Department of Emergency Management, Vir-
21 ginia State Police, and other local, state, and Fed-
22 eral agencies conducted heroic rescue and recovery
23 operations in frigid, dangerous conditions—including
24 near-freezing water temperatures and strong

1 winds—working tirelessly to recover all 67 victims
2 and reunite them with their loved ones.

3 (7) The National Transportation Safety Board
4 (NTSB) immediately launched a full investigation
5 and, on March 7, 2025, issued urgent safety rec-
6 ommendations to prohibit operations on Helicopter
7 Route 4 during simultaneous runway operations,
8 which the Department of Transportation and Fed-
9 eral Aviation Administration promptly implemented.

10 (8) The NTSB held a public meeting on Janu-
11 ary 27, 2026, where the NTSB determined that the
12 probable cause of the accident was the FAA’s place-
13 ment of a helicopter route in close proximity to a
14 runway approach path; their failure to regularly re-
15 view and evaluate helicopter routes and available
16 data, and their failure to act on recommendations to
17 mitigate the risk of a midair collision near DCA; as
18 well as the air traffic system’s overreliance on visual
19 separation in order to promote efficient traffic flow
20 without consideration for the limitations of the see-
21 and-avoid concept.

22 (9) The NTSB determined that the lack of ef-
23 fective pilot-applied visual separation by the heli-
24 copter crew, the tower team’s loss of situation
25 awareness and degraded performance due to the

1 high workload of the combined helicopter and local
2 control positions and the absence of a risk assess-
3 ment process to identify and mitigate real-time oper-
4 ational risk factors, and the Army's failure to ensure
5 pilots were aware of the effects of error tolerances
6 on barometric altimeters in their helicopters, were
7 also causal to the collision.

8 (10) The NTSB further determined that con-
9 tributing factors included the limitations of the traf-
10 fic awareness and collision alerting systems on both
11 aircraft, which precluded effective alerting of the im-
12 pending collision to the flight crews; an
13 unsustainable airport arrival rate, increasing traffic
14 volume with a changing fleet mix, and airline sched-
15 uling practices at DCA, which regularly strained the
16 DCA air traffic control tower workforce and de-
17 graded safety over time; the Army's lack of a fully
18 implemented safety management system, which
19 should have identified and addressed hazards associ-
20 ated with altitude exceedances on the Washington,
21 DC, helicopter routes; the FAA's failure across mul-
22 tiple organizations to implement previous NTSB rec-
23 ommendations, including Automatic Dependent Sur-
24 veillance–Broadcast In, and to follow and fully inte-
25 grate its established safety management system,

1 which should have led to several organizational and
2 operational changes based on previously identified
3 risks that were known to management; and the ab-
4 sence of effective data sharing and analysis among
5 the FAA, aircraft operators, and other relevant or-
6 ganizations.

7 (11) The NTSB on January 27, 2026, adopted
8 74 findings and issued 50 safety recommendations
9 to the Department of Transportation, the FAA, the
10 United States Army, the Department of Defense
11 Policy Board on Federal Aviation, the inspector gen-
12 eral of the Department of Transportation, and
13 RTCA Program Management Committee to prevent
14 similar accidents in the future.

15 (12) The families of the victims have dem-
16 onstrated extraordinary courage and dignity in their
17 grief, and have called for accountability and systemic
18 reform so that no other family will endure such loss.

19 (13) Congress remains committed to ensuring
20 that the aviation system of the United States
21 achieves the highest possible standard of safety, and
22 that the lessons of this tragedy are fully learned and
23 acted upon.

24 (b) SENSE OF CONGRESS.—It is the sense of Con-
25 gress that—

1 (1) Congress mourns the loss of all 67 lives
2 taken in the midair collision near Ronald Reagan
3 Washington National Airport on January 29, 2025,
4 and extends its deepest condolences to the families,
5 friends, and communities of all those who perished;

6 (2) Congress honors the four crew members of
7 American Airlines Flight 5342 who served their pas-
8 sengers with professionalism and dedication;

9 (3) Congress honors the three United States
10 Army soldiers aboard Priority Air Transport 25,
11 who gave their lives in service to this nation;

12 (4) Congress honors the passengers of Flight
13 5342, including the figure skaters and coaches of
14 the United States figure skating community and all
15 other individuals whose lives, achievements, and con-
16 tributions to their families and communities are irre-
17 placeable;

18 (5) Congress commends the first responders
19 who worked with valor and dedication under dan-
20 gerous conditions to conduct rescue and recovery op-
21 erations in the Potomac River;

22 (6) Congress affirms its full support for the
23 National Transportation Safety Board, its mission
24 of independent accident investigation, and the integ-
25 rity of its investigative process, and herein the

1 ALERT Act responds to all of the 50 recommenda-
2 tions to prevent a similar tragedy from reoccurring;

3 (7) Congress further commits to conducting rig-
4 orous oversight to ensure accountability for imple-
5 menting these safety recommendations and ensuring
6 the systemic failures that contributed to this disaster
7 are fully addressed; and

8 (8) Congress pledges, on behalf of the American
9 people, that the 67 lives lost on January 29, 2025,
10 will not be forgotten, and that their memory will be
11 honored by this Nation’s commitment to an aviation
12 system that is worthy of the trust placed in it by
13 every passenger who boards an aircraft in the
14 United States.

15 **TITLE I—CIVIL AVIATION** 16 **MATTERS**

17 **SEC. 101. AIRBORNE COLLISION AVOIDANCE SYSTEM XA IN-** 18 **HIBIT ALTITUDE.**

19 (a) IN GENERAL.—Not later than 180 days after the
20 date of enactment of this Act, the Administrator shall
21 complete an evaluation of the hazards and safety benefits
22 of decreasing the traffic advisory and resolution advisory
23 inhibit altitudes in Airborne Collision Avoidance System
24 Xa (hereinafter referred to as “ACAS Xa”) to enable im-
25 proved alerting throughout more of the flight maneuvering

1 envelope of an aircraft than is required under the RTCA
2 minimum operational performance standards for the Air-
3 borne Collision Avoidance System (DO-385A, issued June
4 22, 2023).

5 (b) CONSULTATION.—In conducting the evaluation
6 under subsection (a), the Administrator shall consult with
7 representatives of the following:

8 (1) Air carriers operating under part 121 of
9 title 14, Code of Federal Regulations, including re-
10 gional air carriers and air carriers with a low-cost or
11 ultra-low-cost business model.

12 (2) Air carriers operating under part 135 of
13 title 14, Code of Federal Regulations.

14 (3) Air carriers operating under part 91 of title
15 14, Code of Federal Regulations.

16 (4) Cargo air carriers.

17 (5) Transport category aircraft manufacturers.

18 (6) General aviation aircraft manufactures.

19 (7) Avionics manufacturers.

20 (8) Exclusive bargaining representatives of air
21 traffic controllers certified under section 7111 of
22 title 5, United States Code.

23 (9) Organizations representing certified collec-
24 tive bargaining representatives of airline pilots.

1 (10) The certified bargaining representative of
2 aviation safety inspectors and engineers for the Fed-
3 eral Aviation Administration.

4 (11) Aviation safety experts with specific knowl-
5 edge of human factors or human factors experts
6 with specific knowledge of aviation safety.

7 (12) Research institutions with relevant avia-
8 tion safety or human factors subject matter exper-
9 tise.

10 (13) The National Transportation Safety
11 Board.

12 (14) Any other stakeholders the Administrator
13 determines appropriate.

14 (c) CONSIDERATIONS.—In conducting the evaluation
15 under subsection (a), the Administrator shall consider, at
16 a minimum—

17 (1) safety benefits to the public, including re-
18 ductions in the probability of midair and near-midair
19 collisions;

20 (2) the benefits and risks to the ability of pilots
21 and air traffic controllers to ensure operational safe-
22 ty;

23 (3) false, misleading, or potentially overlapping
24 alerts or resolution advisories;

1 (4) technological advances in software logic to
2 limit nuisance or false alerts;

3 (5) air traffic control procedures and the im-
4 pact of such procedures on pilots and air traffic con-
5 trollers during critical phases of flight;

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

8 (7) to the greatest extent practicable, human
9 factors, including products by working groups re-
10 lated to human factors in aviation safety;

11 (8) research and simulations of reduced resolu-
12 tion advisory inhibit altitudes conducted by the Na-
13 tional Transportation Safety Board pursuant to
14 Aviation Investigation Report AIR-26-02 adopted
15 on January 27, 2026; and

16 (9) any other considerations the Administrator
17 determines appropriate.

1 **SEC. 102. AIRBORNE COLLISION AVOIDANCE SYSTEM UP-**
2 **GRADES.**

3 (a) IN GENERAL.—Not later than 45 days after the
4 date of enactment of this Act, the Administrator shall es-
5 tablish an aviation rulemaking committee (in this section
6 referred to as the “Committee”) to review and develop
7 findings and recommendations to require selected aircraft
8 to be equipped and operating with ACAS Xa that is—

9 (1) integrated and uses both ADS-B In and
10 transponder interrogations, as required under the
11 RTCA minimum operational performance standards
12 for the Airborne Collision Avoidance System (DO-
13 385A, issued June 22, 2023); and

14 (2) is configured to provide visual and audible
15 alerting to the pilot and flight crew.

16 (b) COMPOSITION.—The Committee shall consist of
17 members appointed by the Administrator, including rep-
18 resentatives of—

19 (1) air carriers operating under part 121 of
20 title 14, Code of Federal Regulations, including re-
21 gional air carriers and air carriers with a low-cost or
22 ultra-low-cost business model;

23 (2) air carriers operating under part 135 of
24 title 14, Code of Federal Regulations;

25 (3) air carriers operating under subpart K of
26 part 91 of title 14, Code of Federal Regulations;

- 1 (4) business aviation operators;
- 2 (5) cargo air carriers;
- 3 (6) air ambulance operators;
- 4 (7) transport category aircraft manufacturers;
- 5 (8) general aviation aircraft manufactures;
- 6 (9) avionics manufacturers;
- 7 (10) supplemental type certificate holders;
- 8 (11) modification service providers;
- 9 (12) exclusive bargaining representatives of air
- 10 traffic controllers certified under section 7111 of
- 11 title 5, United States Code;
- 12 (13) the certified bargaining representative of
- 13 aviation safety inspectors and engineers for the Fed-
- 14 eral Aviation Administration;
- 15 (14) organizations representing certified collec-
- 16 tive bargaining representatives of airline pilots;
- 17 (15) aviation safety experts with specific knowl-
- 18 edge of human factors or human factors experts
- 19 with specific knowledge of aviation safety;
- 20 (16) research institutions with relevant aviation
- 21 safety or human factors subject matter expertise;
- 22 (17) a representative from the National Trans-
- 23 portation Safety Board with subject matter expertise
- 24 as an observer; and

1 (18) any other stakeholders the Administrator
2 determines appropriate.

3 (c) CONSIDERATIONS.—In developing the findings
4 and recommendations under subsection (a), the Com-
5 mittee shall consider—

6 (1) the anticipated certification timeline for
7 ACAS Xa equipment given the technical complexity
8 and requisite procedures for approval;

9 (2) the feasibility of using the Line Replaceable
10 Units of existing collision avoidance systems in such
11 aircraft;

12 (3) the feasibility of using existing antennas of
13 existing collisions avoidance systems in such aircraft;

14 (4) the commercial availability of all necessary
15 components associated with integrated ACAS Xa;

16 (5) actions the Administrator can take to
17 prioritize the certification and installation of inte-
18 grated ACAS Xa;

19 (6) related changes that may be required for
20 the operating rules and training necessary for air
21 traffic controllers, pilots, and others;

22 (7) harmonization of global standards associ-
23 ated with collision avoidance systems; and

24 (8) any other considerations the Committee or
25 the Administrator determines appropriate.

1 (d) REPORT.—Not later than 1 year after the date
2 of establishment of the Committee, the Committee shall
3 submit to the Administrator and the appropriate commit-
4 tees of Congress a report containing the findings and rec-
5 ommendations of the Committee.

6 (e) RULEMAKING.—

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

15 (A) is integrated and uses both ADS-B In
16 and transponder interrogations, as required
17 under the RTCA minimum operational perform-
18 ance standards for the Airborne Collision
19 Avoidance System (DO-385A, issued June 22,
20 2023); and

21 (B) provides visual and audible alerting to
22 the pilot and flight crew.

23 (2) CONTENTS.—The notice of proposed rule-
24 making described in paragraph (1) shall include, at
25 a minimum—

1 (A) appropriate guidance for certification
2 of ACAS Xa;

3 (B) a deadline, not to exceed December 31,
4 2031, for any newly manufactured selected air-
5 craft to be equipped with ACAS Xa that re-
6 flects various aircraft types, appropriate main-
7 tenance cycles, and required updates to appro-
8 priate guidance after certification of ACAS Xa;

9 (C) a deadline, not to exceed December 31,
10 2031, for existing selected aircraft to be retrofit
11 with ACAS Xa that reflects various aircraft
12 types, appropriate maintenance cycles, and re-
13 quired updates to appropriate guidance after
14 certification of ACAS Xa;

15 (D) if the new minimal operating perform-
16 ance standards promulgated under subsection
17 (f) require an upgrade of software, an upgrade
18 of hardware, or additional training, a deadline
19 for selected aircraft to be upgraded, not to ex-
20 ceed December 31, 2033; and

21 (E) a process by which the Administrator
22 may extend the deadlines specified in subpara-
23 graphs (B) and (C), not to exceed a period of
24 2 years, provided that the Administrator pro-
25 vides a report to the appropriate committees of

1 Congress within 14 days of taking such action,
2 with the reasons justifying such action and an
3 assurance that safety will not be compromised
4 by the delay.

5 (3) FINAL RULE.—Not later than 1 year after
6 the issuance of the notice of proposed rulemaking re-
7 quired under paragraph (1)(A), the Administrator
8 shall issue a final rule to carry out the requirements
9 of this section.

10 (f) MODIFICATION OF MINIMAL OPERATING PER-
11 FORMANCE STANDARDS.—Not later than 30 days after
12 the issuance of a final rule under subsection (e), the Ad-
13 ministrator shall work with the appropriate standards-set-
14 ting organization to update the minimal operation stand-
15 ards for ACAS Xa to—

16 (1) if the evaluation conducted pursuant to sec-
17 tion 101 determines that inhibit altitudes can be
18 safely decreased, safely decrease the inhibit altitude
19 in accordance with the results of such evaluation;

20 (2) update traffic advisory aural alert standards
21 to include clock position, relative altitude, range, and
22 vertical tendency; and

23 (3) integrate directional traffic symbols into vis-
24 ual displays.

1 (g) TECHNICAL ASSISTANCE.—The Administrator
2 shall provide technical assistance for facilitating equipage
3 across the entire fleet of affected aircraft, including, as
4 appropriate, guidance under part 26 of title 14, Code of
5 Federal Regulations, to provide support for affected air-
6 craft operators in complying with the requirements of this
7 section.

8 (h) SELECTED AIRCRAFT DEFINED.—In this section,
9 the term “selected aircraft” means aircraft that are re-
10 quired to be equipped with traffic alert and collision avoid-
11 ance systems as required in sections 121.356, 135.180,
12 and 91.1045 of title 14, Code of Federal Regulations.

13 **SEC. 103. AIRBORNE COLLISION AVOIDANCE SYSTEMS FOR**
14 **ROTORCRAFT.**

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

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

1 (1) ESTABLISHMENT.—Not later than 30 days
2 after the date on which the appropriate standards-
3 setting organization publishes minimal operational
4 performance standards for ACAS Xr under sub-
5 section (a), or January 31, 2027, (whichever is ear-
6 lier), the Administrator shall establish an aviation
7 rulemaking committee (in this section referred to as
8 the “Committee”) to review and develop findings
9 and recommendations to require selected rotorcraft
10 and selected powered-lift aircraft be equipped and
11 operating with ACAS Xr that has ADS-B In and is
12 configured to provide visual and audible alerting to
13 the pilot and flight crew.

14 (2) COMPOSITION.—The Committee shall con-
15 sist of members appointed by the Administrator, in-
16 cluding representatives of—

17 (A) rotorcraft operating under part 135 of
18 title 14, Code of Federal Regulations;

19 (B) rotorcraft operating under part 91 of
20 title 14, Code of Federal Regulations;

21 (C) rotorcraft manufacturers;

22 (D) an organization representing rotorcraft
23 operators and pilots;

24 (E) an organization representing rotorcraft
25 air medical services;

1 (F) general aviation aircraft manufactur-
2 ers;

3 (G) powered-lift aircraft operators and
4 manufacturers;

5 (H) avionics manufacturers;

6 (I) supplemental type certificate holders;

7 (J) modification service providers;

8 (K) exclusive bargaining representatives of
9 air traffic controllers certified under section
10 7111 of title 5, United States Code;

11 (L) the certified bargaining representative
12 of aviation safety inspectors and engineers for
13 the FAA;

14 (M) aviation safety experts with specific
15 knowledge of human factors or human factors
16 experts with specific knowledge of aviation safe-
17 ty;

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

21 (O) any other stakeholders the Adminis-
22 trator determines appropriate.

23 (3) CONSIDERATIONS.—In developing the find-
24 ings and recommendations required under paragraph
25 (1), the Committee shall consider—

1 (A) any anticipated modifications to the
2 minimum operational performance standards of
3 ACAS Xr that are required by subsection
4 (c)(1)(B);

5 (B) the anticipated certification timeline
6 for ACAS Xr equipment given the technical
7 complexity and requisite procedures for ap-
8 proval;

9 (C) a projected deadline for equipping
10 newly manufactured selected rotorcraft and se-
11 lected powered-lift aircraft with ACAS Xr that
12 considers—

13 (i) the safety benefits of ACAS Xr;

14 (ii) the anticipated timeline needed for
15 the FAA to approve the installation of
16 ACAS Xr on various rotorcraft and pow-
17 ered-lift aircraft or for various operations;

18 (iii) the commercial availability of the
19 necessary components associated with
20 ACAS Xr; and

21 (iv) the operational and technical con-
22 siderations associated with installing ACAS
23 Xr on newly manufactured selected rotor-
24 craft and selected powered-lift aircraft;

1 (D) a projected deadline to retrofit selected
2 rotorcraft and selected powered-lifted aircraft
3 with ACAS Xr that considers—

4 (i) the safety benefits of ACAS Xr;

5 (ii) the feasibility of using existing an-
6 tennas of existing collision prevention sys-
7 tems equipped in selected rotorcraft and
8 selected powered-lift aircraft;

9 (iii) the feasibility and cost associated
10 with retrofitting selected rotorcraft and se-
11 lected powered-lift aircraft not equipped
12 with existing collision avoidance systems;

13 (iv) the commercial availability of the
14 necessary components associated with
15 ACAS Xr; and

16 (v) the operational and technical con-
17 siderations associated with retrofitting se-
18 lected rotorcraft and selected powered-lift
19 aircraft;

20 (E) actions that the Administrator can
21 take to prioritize the certification and installa-
22 tion of ACAS Xr;

23 (F) the interaction of ACAS Xr with exist-
24 ing collision prevention technologies;

1 (G) the efficacy of ACAS Xr in low-alti-
2 tude and high-density airspace environments;

3 (H) any available safety data assessing the
4 effectiveness of ACAS Xr in reducing midair
5 collision risk;

6 (I) related training for air traffic control-
7 lers, pilots, and others;

8 (J) National Transportation Safety Board
9 Aviation Investigation Report AIR-26-02
10 adopted on January 27, 2026; and

11 (K) any other considerations the Com-
12 mittee determines appropriate.

13 (4) REPORT.—Not later than 1 year after the
14 establishment of the Committee, the Committee shall
15 submit to the Administrator and the appropriate
16 committees of Congress a report on the findings and
17 the recommendations developed by the Committee
18 under this subsection.

19 (c) RULEMAKING AND MODIFICATION OF MINIMAL
20 OPERATING PERFORMANCE STANDARDS.—

21 (1) IN GENERAL.—Not later than 18 months
22 after the submission of the report required under
23 subsection (b)(4), or 24 months after the date of en-
24 actment of this Act (whichever is earlier), the Ad-
25 ministrator shall—

(A) issue a notice of proposed rulemaking to prohibit persons from operating selected rotorcraft and selected powered-lift aircraft unless such rotorcraft or powered-lift aircraft are equipped and operating with ACAS Xr that uses both ADS-B In and transponder interrogations, as required under the minimum operational performance standards as required under subsection (a); and

(B) take necessary actions with the appropriate standards-setting organization to modify the minimal operational performance standards for ACAS Xr to—

(i) update traffic advisory aural alert standards to include clock position, relative altitude, range and vertical tendency; and

(ii) integrate directional traffic symbols into visual displays.

(2) CONTENTS.—The notice of proposed rulemaking required under paragraph (1)(A) shall include, at a minimum—

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

(B) defined standards for the modifications to such systems described in paragraph (1)(B);

1 (C) a deadline for any newly manufactured
2 selected rotorcraft and selected powered-lift air-
3 craft to be equipped with ACAS Xr, considering
4 the findings and recommendations developed
5 pursuant to subsection (b);

6 (D) a deadline for selected rotorcraft and
7 selected powered-lift aircraft to be retrofit with
8 ACAS Xr, considering the findings and rec-
9 ommendations developed pursuant to subsection
10 (b); and

11 (E) a deadline for selected rotorcraft and
12 selected powered-lift aircraft to be equipped
13 with collision prevention technology pursuant to
14 section 104, not to exceed December 31, 2031.

15 (3) FINAL RULE.—Not later than 18 months
16 after the issuance of a notice of proposed rule-
17 making under paragraph (1)(A), the Administrator
18 shall issue a final rule associated with such proposed
19 rulemaking.

20 (d) TECHNICAL ASSISTANCE.—The Administrator
21 shall provide technical assistance to facilitating equipage
22 across the entire fleet of affected aircraft to provide sup-
23 port for selected rotorcraft operators and selected pow-
24 ered-lift aircraft operators in complying with the require-
25 ments of this section.

1 (e) DEFINITIONS.—In this section:

2 (1) SELECTED ROTORCRAFT.—The term “se-
3 lected rotorcraft” means a non-military rotorcraft
4 operating in Class B airspace.

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

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

13 **SEC. 104. COLLISION PREVENTION SYSTEMS.**

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

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

23 (1) Air carriers operating under part 135 of
24 title 14, Code of Federal Regulations.

1 (2) Air carriers operating under part 121 of
2 title 14, Code of Federal Regulations.

3 (3) Air carriers operating under part 91 of title
4 14, Code of Federal Regulations.

5 (4) Organizations representing helicopter avia-
6 tion operators and pilots.

7 (5) Organizations representing the general avia-
8 tion community.

9 (6) Organizations representing business avia-
10 tion operators.

11 (7) Organizations representing experimental
12 aircraft operators.

13 (8) Transport category aircraft manufacturers.

14 (9) General aviation aircraft manufactures.

15 (10) Rotorcraft manufacturers.

16 (11) Avionics manufacturers.

17 (12) Powered-lifted aircraft manufacturers.

18 (13) Supplemental type certificate holders.

19 (14) Aircraft modification service providers.

20 (15) Exclusive bargaining representatives of air
21 traffic controllers certified under section 7111 of
22 title 5, United States Code.

23 (16) Certified bargaining representative of avia-
24 tion safety inspectors and engineers for the FAA.

1 (17) Not fewer than 3 organizations rep-
2 resenting certified collective bargaining representa-
3 tives of airline pilots operating under part 121 of
4 title 14, Code of Federal Regulations.

5 (18) Aviation safety experts with specific knowl-
6 edge of human factors or human factors experts
7 with specific knowledge of aviation safety.

8 (19) The National Transportation Safety
9 Board.

10 (20) Any other representative the Administrator
11 determines appropriate.

12 (c) CONSIDERATIONS.—In developing the final rule
13 under subsection (a), the Administrator shall consider—

14 (1) the safety benefits of collision prevention
15 technologies;

16 (2) relevant regulations, guidance, and policies
17 for traffic awareness and traffic advisory technology
18 that uses ADS-B In;

19 (3) ways in which ADS-B In software applica-
20 tions can be used as of the date of enactment of this
21 Act;

22 (4) software in existence on the date of enact-
23 ment of this Act, and reasonably projected there-
24 after, that can predict aircraft movements, display

1 surrounding traffic, and provide visual and audible
2 traffic advisories;

3 (5) the margin of error and accuracy of soft-
4 ware described in paragraph (4);

5 (6) the safety benefits of software described in
6 paragraph (4) in preventing conflicts with both air-
7 craft and ground vehicles on airport surfaces;

8 (7) the safety benefits of software described in
9 paragraph (4) in informing pilots or flight crews of
10 operational risks, including encounters with fore-
11 casted severe weather using flight information serv-
12 ices broadcast (FIS-B);

13 (8) the effort of the Administrator to modernize
14 the air traffic control system, including timelines,
15 technologies being incorporated, changes to oper-
16 ational rules, and training requirements;

17 (9) the role of air traffic controllers in ensuring
18 aircraft separation, including the need for additional
19 training to air traffic controllers given the require-
20 ments of this section;

21 (10) the necessity of certification for imple-
22 menting collision prevention technology based on
23 type of aircraft and operation;

24 (11) the capacity of the aerospace supply chain
25 to manufacture necessary equipment;

1 (12) the use of existing air traffic control devi-
2 ation authorization tools to implement the require-
3 ment in subsection (g)(2);

4 (13) the requirements for the final rule as spec-
5 ified in subsection (d);

6 (14) if available at the time of consideration,
7 the results of the studies on ADS-B Out equipage
8 and development of low-cost voluntary ADS-B as re-
9 quired by sections 808 and 810 of FAA Reauthor-
10 ization Act of 2024 (Public Law 118–63); and

11 (15) any other considerations the Administrator
12 determines appropriate.

13 (d) REQUIREMENTS FOR FINAL RULE.—In issuing
14 the final rule required under subsection (a), the Adminis-
15 trator shall—

16 (1) establish performance requirements for
17 equipping collision prevention technology that, as de-
18 termined by the Administrator, are appropriate for
19 the covered aircraft and the operations, including
20 the operating environment;

21 (2) in establishing the performance require-
22 ments described in paragraph (1)—

23 (A) require such technology be configured
24 to provide visual and audible alerting to the
25 pilot and flight crew;

1 (B) consider the field of view of the pilots,
2 human factors, and, if applicable, mounting
3 method of such technology, to ensure that such
4 technology can be readily utilized and has mini-
5 mal risk of unexpected detachment;

6 (C) consider the reliability and resiliency of
7 alerts in environments where inputs or signals,
8 including GPS, can be jammed or spoofed; and

9 (D) consider the utilization of existing an-
10 tenna locations or the placement of new an-
11 tenna used to receive and, if applicable, trans-
12 mit, data used in collision prevention tech-
13 nology;

14 (3) identify existing or issue additional relevant
15 guidance or technical standard orders to carry out
16 the requirements of this section; and

17 (4) establish an effective date not later than
18 December 31, 2031, for equipping the covered air-
19 craft with technology described in subsection (a)
20 that reflects various aircraft types, appropriate
21 maintenance cycles, and required updates to appro-
22 priate guidance for such technology after certifi-
23 cation of such technologies.

24 (e) EQUIVALENT LEVEL OF SAFETY.—In issuing the
25 final rule required under this section, the Administrator

1 shall allow for the use of any collision prevention tech-
2 nology (including technology that uses portable ADS-B In
3 receivers or other equipment that displays on an existing
4 or future portable device, electronic flight bag, or panel
5 mounted display) available for use at the time of the effec-
6 tive date established in subsection (d)(4), if the Adminis-
7 trator determines it provides an equivalent level of safety
8 as the requirements of the final rule issued pursuant to
9 subsection (a).

10 (f) TECHNICAL ASSISTANCE.—The Administrator
11 shall provide technical assistance to facilitating equipage
12 across the entire fleet of affected aircraft to provide sup-
13 port for affected aircraft operators in complying with the
14 requirements of this section.

15 (g) COVERED AIRCRAFT DEFINED.—In this section,
16 the term “covered aircraft”—

17 (1) means any non-military aircraft, except a
18 selected aircraft as defined in section 102, that is re-
19 quired to be equipped with ADS-B Out under sec-
20 tion 91.225 of title 14, Code of Federal Regulations;
21 and

22 (2) excludes aircraft that have a limited cat-
23 egory special airworthiness certificate or an experi-
24 mental airworthiness certificate, provided the pilot of
25 such aircraft is authorized to deviate from the re-

1 requirements of this section by air traffic control in
2 the same manner ADS-B Out deviations are ap-
3 proved under section 91.225(g) of title 14, Code of
4 Federal Regulations.

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

6 (a) IN GENERAL.—

7 (1) LIMITATION ON USE OF DATA.—Data from
8 Automatic Dependent Surveillance–Broadcast may
9 not be used by any person, governmental agency, or
10 other entity to identify aircraft for the purpose of
11 obtaining revenue from the owner or operator of
12 such aircraft, without the consent of such owner or
13 operator.

14 (2) USE OF DATA BY AIR TRAFFIC CON-
15 TROLLER.—Automatic Dependent Surveillance–
16 Broadcast data may be used to assist air traffic con-
17 trollers in tracking aircraft and improving air traffic
18 safety and efficiency.

19 (b) LIMIT ON USE OF ADS-B DATA.—Section
20 46101(c)(1) of title 49, United States Code, is amended
21 by striking “the Administrator of the Federal Aviation Ad-
22 ministration may not” and inserting “neither the Adminis-
23 trator of the Federal Aviation Administration nor any
24 other Federal, State, local, territorial, or Tribal official
25 may”.

1 **SEC. 106. RULEMAKING ACCOUNTABILITY.**

2 (a) PUBLIC DASHBOARD.—The Secretary shall estab-
3 lish, maintain, and make available, on a publicly available
4 website of the Department of Transportation, a dashboard
5 that displays, for the rulemakings required in sections
6 102, 103, and 104—

7 (1) dates of publication and links to the min-
8 imum operating performance standards referenced
9 by and developed pursuant to such sections;

10 (2) the date of establishment, membership ros-
11 ter, and tasking memoranda (or similar document)
12 for rulemaking committees established pursuant to
13 such sections;

14 (3) deadlines and actual dates for the submis-
15 sion for all required rulemaking committee reports
16 to the Administrator or Congress;

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

18 (A) advanced notice of proposed
19 rulemakings published pursuant to such sec-
20 tions;

21 (B) notice of proposed rulemakings pub-
22 lished pursuant to such sections; and

23 (C) revised notice of proposed rulemakings
24 published pursuant to rulemakings described in
25 subparagraphs (A) and (B);

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

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

5 (7) all associated official correspondence with
6 the National Transportation Safety Board regarding
7 related safety recommendations; and

8 (8) any additional information the Secretary de-
9 termines will increase transparency without delaying
10 the publication of a final rule.

11 (b) CONGRESSIONAL AND FAMILY BRIEFING.—Not
12 later than 180 days after the date of enactment of this
13 Act, and every 180 days thereafter until the final rules
14 required pursuant to sections 102, 103, and 104 are
15 issued, the Administrator shall brief the appropriate com-
16 mittees of Congress and the families of the victims of the
17 midair collision referenced in National Transportation
18 Safety Board Aviation Investigation Report AIR-26-02
19 adopted on January 27, 2026 on the progress in issuing
20 such final rules.

21 (c) CONGRESSIONAL OVERSIGHT IN CASE OF FAIL-
22 URE TO MEET DEADLINES.—

23 (1) IN GENERAL.—If the Administrator fails to
24 meet any rulemaking deadline established in sections
25 102, 103, and 104, the Administrator shall brief the

1 appropriate committees of Congress in person not
2 later than 4 weeks after the date on which such
3 deadline is not met.

4 (2) DEADLINE FOR INITIAL OUTREACH AND CO-
5 ORDINATION.—Not later than 4 days after the date
6 described in paragraph (1), the Administrator shall
7 begin initial outreach to and coordination with the
8 appropriate committees of Congress to arrange and
9 organize logistics of the briefing required under
10 paragraph (1).

11 (3) FORMAT AND TIME OF BRIEFING.—The
12 briefing required under paragraph (1) shall be in a
13 format and at a time to be determined by the appro-
14 priate committees of Congress.

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

16 (a) TIME-ON-POSITION LIMITS.—

17 (1) IN GENERAL.—Not later than 1 year after
18 the date of enactment of this Act, the Administrator,
19 in coordination with organizations representing air
20 traffic controller managers and supervisors, shall es-
21 tablish time-on-position limits for operations super-
22 visory personnel.

23 (2) CONSIDERATIONS.—In developing the limits
24 described in paragraph (1), the Administrator
25 shall—

1 (A) evaluate appropriate time-on-position
2 limits for operations supervisory personnel,
3 prioritizing the evaluation of such limits at
4 Ronald Reagan Washington National Airport
5 and other air traffic facilities with high volumes
6 of mixed rotorcraft and airplane traffic;

7 (B) establish such limits for Air Traffic
8 Organization operations supervisory personnel
9 at Ronald Reagan Washington National Airport
10 and other air traffic facilities with high volumes
11 of mixed helicopter and airplane traffic;

12 (C) develop guidance for district and facil-
13 ity-level management to adapt such limits to ac-
14 count for their own staffing and local standard
15 operating procedures;

16 (D) consider the operational needs and
17 staffing levels of the air traffic facilities de-
18 scribed in the previous subparagraphs to ensure
19 effective oversight and monitoring of safety crit-
20 ical operations;

21 (E) consider air traffic control specialists
22 performing watch supervision in the controller-
23 in-charge position;

24 (F) consider requirements of FAA Order
25 JO 7210.3EE, titled “Facility Operation and

1 Administration”, issued on February 20, 2025,
2 or any successor document, and FAA Order JO
3 7110.65BB, titled “Air Traffic Control”, issued
4 on February 20, 2025, or any successor docu-
5 ment;

6 (G) consider data, reports, and best prac-
7 tices pertaining to human factors; and

8 (H) consider any other items determined
9 appropriate by the Administrator.

10 (3) CONSULTATION.—The Administrator may
11 consult with the exclusive bargaining representative
12 of air traffic controllers certified under section 7111
13 of title 5, United States Code.

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

21 (c) DEFINITIONS.—In this section:

22 (1) CONTROLLER-IN-CHARGE.—The term “con-
23 troller-in-charge” means the bargaining unit air
24 traffic control specialist responsible for providing
25 watch supervision for the continuous operation of an

1 air traffic control facility or area in any case in
2 which operations supervisory personnel are not avail-
3 able.

4 (2) OPERATIONAL OVERSIGHT.—The term
5 “operational oversight” means the duty of the indi-
6 vidual in charge of the operation to effectively lead
7 and manage the delivery of air traffic services by
8 maintaining intentional engagement, situational
9 awareness, and accountability within the area of su-
10 pervision.

11 (3) OPERATIONS SUPERVISORY PERSONNEL.—
12 The term “operations supervisory personnel” means
13 managerial personnel responsible for the direct su-
14 pervision of air traffic control operational personnel.

15 **SEC. 108. CONTROLLER THREAT AND ERROR MANAGE-**
16 **MENT TRAINING.**

17 (a) IN GENERAL.—Not later than 9 months after the
18 date of enactment of this Act, the Administrator shall, in
19 coordination with the exclusive bargaining representative
20 of air traffic controllers certified under section 7111 of
21 title 5, United States Code, develop and implement initial,
22 recurrent, and refresher training for air traffic controllers
23 on threat and error management that is instructor-led and
24 scenario-based.

1 (b) CONSULTATION.—In developing the training
2 under subsection (a), the Administrator shall consult with
3 representatives of—

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

6 (2) aviation safety experts with specific knowl-
7 edge of—

8 (A) human factors and human decision
9 making in realistic operational settings; and

10 (B) threat and error management best
11 practices and policies; and

12 (3) a career representative from the National
13 Transportation Safety Board with subject matter ex-
14 pertise as an observer.

15 (c) CONSIDERATIONS.—In developing the training de-
16 scribed in subsection (a), the Administrator shall consider,
17 at a minimum—

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

23 (A) training controllers to continuously
24 monitor their environment to more quickly and
25 accurately identify threats;

1 (B) promoting team communication to en-
2 sure that communications are clear, timely, and
3 assertive;

4 (C) emphasizing effective scanning habits;

5 (D) recognizing patterns in the develop-
6 ment of adverse events; and

7 (E) enhanced decision making under stress
8 by developing habits that balance procedural
9 compliance with problem-solving;

10 (2) the requirements of—

11 (A) FAA Order JO 3120.4S, titled “Air
12 Traffic Technical Training”, issued on August
13 28, 2024;

14 (B) FAA Order JO 7210.3EE, titled “Fa-
15 cility Operation and Administration”, issued on
16 February 20, 2025;

17 (C) FAA Order JO 7110.65BB, titled “Air
18 Traffic Control”, issued on February 20, 2025;
19 and

20 (D) other relevant air traffic control stand-
21 ards, guidance, and policies;

22 (3) the frequency of the recurrent and refresher
23 training described in subsection (a) and whether fre-
24 quency should be increased for air traffic controllers

1 in facilities managing high-complexity or high-vol-
2 ume airspace;

3 (4) data, reports, and peer-reviewed studies on
4 human factors and threat and error management
5 best practices;

6 (5) the appropriate use of tower simulator sys-
7 tems and other advanced training technologies to
8 supplement the recurrent training described in sub-
9 section (a), including the use of data analytics from
10 such systems and technologies to individualize in-
11 struction;

12 (6) the use of data analytics to identify sys-
13 temic gaps in the recurrent and refresher training
14 described in subsection (a) and to dynamically en-
15 hance training curriculum and techniques;

16 (7) data gathered from aviation safety reporting
17 programs; and

18 (8) any other item determined appropriate by
19 the Administrator.

20 (d) IMPLEMENTATION.—Not later than 90 days after
21 the development of the training under subsection (a), the
22 Administrator shall revise the orders of the FAA described
23 in subsection (c)(2), or any successor documents, and any
24 corresponding policy or guidance materials, to reflect the
25 requirements of this section.

1 (e) BRIEFING TO CONGRESS.—Not later than 1 year
 2 after the training requirements under this section and sec-
 3 tion 109 are established, the Administrator shall brief the
 4 appropriate committees of Congress on the implementa-
 5 tion of such training and any potential recommendations
 6 for improvements.

7 (f) THREAT AND ERROR MANAGEMENT DEFINED.—
 8 In this section, the term “threat and error management”
 9 has the meaning described in chapter 6 of the Risk Man-
 10 agement Handbook (FAA H-8083-2A) or any successor
 11 document.

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

13 (a) IN GENERAL.—Not later than 270 days after the
 14 date of enactment of this Act, the Administrator shall, in
 15 coordination with the exclusive bargaining representative
 16 of air traffic controllers certified under section 7111 of
 17 title 5, United States Code, develop and implement initial,
 18 recurrent, and refresher training for air traffic controllers
 19 on tower-applied and pilot-applied visual separation proce-
 20 dures that is instructor-led and scenario-based.

21 (b) CONSULTATION.—In developing and imple-
 22 menting the training required under subsection (a), the
 23 Administrator shall consult with representatives of—

1 (1) the certified bargaining representative of
2 aviation safety inspectors and engineers for the
3 FAA;

4 (2) organizations representing certified collec-
5 tive bargaining representatives of airline pilots;

6 (3) organizations representing air traffic control
7 managers and supervisors;

8 (4) organizations representing general aviation
9 pilots; and

10 (5) aviation safety experts with specific knowl-
11 edge of—

12 (A) human factors and human decision
13 making in realistic operational settings; and

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

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

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

23 (2) the requirements of—

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

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

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

10 (D) other relevant air traffic control stand-
11 ards, guidance, and policies;

12 (3) the frequency of the recurrent and refresher
13 training described in subsection (a), including—

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

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

21 (4) the appropriate use of tower simulator sys-
22 tems and other advanced training technologies to
23 supplement the recurrent and refresher training de-
24 scribed in subsection (a), including the use of data

1 analytics from such systems and technologies to in-
2 dividualize instruction;

3 (5) the use of data analytics to identify sys-
4 temic gaps in the recurrent and refresher training
5 described in subsection (a) and to dynamically en-
6 hance training curriculum and techniques;

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

9 (7) any other item determined appropriate by
10 the Administrator.

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

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

18 (a) IN GENERAL.—Not later than 180 days after the
19 date of enactment of this Act, the Administrator shall de-
20 velop a safety risk assessment tool for use by air traffic
21 controllers, including by supervisory air traffic control per-
22 sonnel, to assist in airspace risk identification, mitigation,
23 and operational decision making.

24 (b) CONSIDERATIONS.—In carrying out subsection
25 (a), the Administrator shall consider, at a minimum—

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

3 (A) identifying safety risks;

4 (B) analyzing the impact of and
5 prioritizing such risks; and

6 (C) developing strategies to reduce or
7 eliminate such risks in real time;

8 (2) data, reports, studies, and best practices on
9 threat and error management;

10 (3) findings and recommendations of the—

11 (A) National Transportation Safety Board,
12 including as contained in the final aviation in-
13 vestigation report, AIR-26-02, adopted on Jan-
14 uary 27, 2026;

15 (B) National Airspace System Safety Re-
16 view Team as contained in the final report ti-
17 tled “Discussion and Recommendations to Ad-
18 dress Risk in the National Airspace System”,
19 issued on November 15, 2023; and

20 (C) frontline manager workload study au-
21 thorized under section 412 of the FAA Reau-
22 thorization Act of 2024 (Public Law 118-63);

23 (4) air traffic facility type and staffing level;

1 (5) risk assessment guidance, policies, and reg-
2 ulations of the Administration in place prior to the
3 date of enactment of this Act;

4 (6) data gathered from aviation safety reporting
5 programs;

6 (7) best practices or similar relevant risk as-
7 sessment tools and methods used by foreign civil
8 aviation authorities;

9 (8) the feasibility of leveraging commercially
10 available products or technologies that may be uti-
11 lized to develop such tool;

12 (9) benefits of incorporating such tool into a
13 Common Automation Platform; and

14 (10) any other factors determined relevant by
15 the Administrator.

16 (c) COORDINATION.—In developing the safety risk as-
17 sessment tool under subsection (a), the Administrator
18 shall coordinate with—

19 (1) organizations representing air traffic control
20 supervisors and managers;

21 (2) the exclusive bargaining representative of
22 air traffic controllers certified under section 7111 of
23 title 5, United States Code;

24 (3) aviation safety experts with specific knowl-
25 edge of threat and error management;

1 (4) aviation safety experts with specific knowl-
2 edge of human factors and human decision making
3 in realistic operational settings;

4 (5) organizations representing operators of Fed-
5 eral contract towers pursuant to section 47124 of
6 title 49, United States Code; and

7 (6) any other stakeholders determined relevant
8 by the Administrator.

9 (d) BRIEFING TO CONGRESS.—Not later than 18
10 months after the date of enactment of this Act, the Ad-
11 ministrator shall brief the appropriate committees of Con-
12 gress on—

13 (1) the development of the safety risk assess-
14 ment tool required under this section and rec-
15 ommendations for implementation;

16 (2) the progress of implementation described in
17 subsection (e); and

18 (3) any recommendations to improve the de-
19 ployment of the safety risk assessment tool.

20 (e) IMPLEMENTATION.—The Administrator shall de-
21 ploy the safety risk assessment tool developed under this
22 section at—

23 (1) the Ronald Reagan Washington National
24 Airport air traffic control tower, not later than 1

1 year after the development of the safety risk assess-
 2 ment tool;

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

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

10 (f) THREAT AND ERROR MANAGEMENT DEFINED.—

11 In this section, the term “threat and error management”
 12 has the meaning described in chapter 6 of the Risk Man-
 13 agement Handbook (FAA H-8083-2A) or any successor
 14 document.

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

17 (a) IN GENERAL.—Not later than 30 days after the
 18 date of enactment of this Act, the Administrator shall ini-
 19 tiate an assessment of the aircraft arrival rate at Ronald
 20 Reagan Washington National Airport.

21 (b) CONSIDERATIONS.—In conducting the assess-
 22 ment described in subsection (a), the Administrator shall
 23 consider—

24 (1) airspace complexity;

25 (2) airfield limitations;

- 1 (3) mixed-fleet operations;
- 2 (4) traffic volume;
- 3 (5) air carrier scheduling practices;
- 4 (6) the operational capacity of such airport;
- 5 (7) the current hourly instrument flight rules
- 6 allocation practice at such airport;
- 7 (8) expertise provided by the Air Traffic Orga-
- 8 nization; and
- 9 (9) any other considerations the Administrator
- 10 determines appropriate.

11 (c) COMPLETION OF ASSESSMENT.—Not later than
12 180 days after the Administrator initiates the assessment
13 under subsection (a), the Administrator shall complete
14 and submit to the appropriate committees of Congress
15 such assessment, including any related findings and rec-
16 ommendations.

17 (d) RULEMAKING.—Not later than 30 days after
18 completing the assessment pursuant to subsection (c), and
19 taking such assessment into account, the Administrator
20 shall initiate a rulemaking proceeding to update subpart
21 K of part 93 of title 14, Code of Federal Regulations, to
22 require allocated instrument flight rules operations at
23 Ronald Reagan Washington National Airport to be pre-
24 scribed in periods not greater than 30 minutes to ensure
25 such airport does not exceed safe capacity.

1 (e) CONSULTATION.—In conducting the rulemaking
2 required under subsection (d), the Administrator shall
3 consult with the following:

4 (1) Any air carrier operating under part 121 of
5 title 14, Code of Federal Regulations, with scheduled
6 operations at Ronald Reagan Washington National
7 Airport, including regional air carriers and low-cost
8 and ultra-low-cost air carriers.

9 (2) Air carriers operating under parts 91, in-
10 cluding subpart K, and 135 of title 14, Code of Fed-
11 eral Regulations, authorized to conduct non-sched-
12 uled operations at Ronald Reagan Washington Na-
13 tional Airport.

14 (3) The exclusive bargaining representatives of
15 air traffic controllers certified under section 7111 of
16 title 5, United States Code.

17 (4) The Metropolitan Washington Airports Au-
18 thority.

19 (5) Any other stakeholders the Administrator
20 determines appropriate.

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

22 Not later than 180 days after the date of enactment
23 of this Act, the Administrator shall implement operational
24 use of the time-based flow management system at Poto-

1 mac Consolidated Terminal Radar Approach Control and
2 associated air traffic control towers.

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

4 (a) REVIEW OF AIR TRAFFIC CONTROL FACILITY
5 LEVEL CRITERIA.—

6 (1) IN GENERAL.—The Administrator and the
7 exclusive bargaining representative of air traffic con-
8 trollers certified under section 7111 of title 5,
9 United States Code, (in this section referred to as
10 the “Parties”) may, at their joint election, review
11 and advise, as agreed to, the criteria and procedures
12 used to assess, determine, and validate the facility
13 pay levels of air traffic control facilities.

14 (2) CONSIDERATIONS.—In conducting a review
15 under paragraph (1), the Parties may consider—

16 (A) the many variables that may affect the
17 difficulty and complexity of air traffic control
18 work, including technological advancements,
19 aviation industry trends, and the modification
20 or extension of air traffic control services;

21 (B) weights and add-ons used to calculate
22 the traffic count index and other related for-
23 mulas for air traffic control facilities; and

24 (C) whether new weights and add-ons
25 should be incorporated into such formulas to

1 more accurately reflect the air traffic density
2 and complexity of the facility operations.

3 (b) REASSESSMENT OF AIR TRAFFIC CONTROL FA-
4 CILITY LEVELS.—

5 (1) LIMITATION.—No changes to facility pay
6 levels due to data source changes may be imple-
7 mented until negotiations pursuant to the collective
8 bargaining agreement of the Parties and title 49,
9 United States Code, have been completed.

10 (2) APPLICATION OF STANDARD.—Upon com-
11 pletion of a review conducted under subsection (a)
12 and related negotiations pursuant to the collective
13 bargaining agreement of the Parties and title 49,
14 United States Code, the Parties shall apply the
15 standard in accordance with any agreements made
16 pursuant to this section at—

17 (A) the Ronald Reagan Washington Na-
18 tional Airport; and

19 (B) all other air traffic control facilities,
20 prioritizing facilities with high volumes of mixed
21 rotorcraft and airplane traffic.

22 (c) RULE OF CONSTRUCTION.—Nothing in this sec-
23 tion may be construed to interfere with any agreement be-
24 tween a governmental agency and the exclusive bargaining
25 representative of air traffic controllers certified under sec-

tion 7111 of title 5, United States Code, or section 40122 of title 49, United States Code.

SEC. 114. WORKING GROUP TO EVALUATE SHARED FREQUENCY AROUND RONALD REAGAN WASHINGTON NATIONAL AIRPORT.

(a) IN GENERAL.—Not later than 3 months after the date of enactment of this Act, the Administrator shall convene a working group (in this section referred to as the “Working Group”) to conduct a comprehensive evaluation of the safety benefits and risks of requiring all aircraft to use the same communications frequency during any period in which helicopter and local air traffic control positions are combined in the Ronald Reagan Washington National Airport air traffic control tower.

(b) MEMBERS.—The Working Group convened under subsection (a) shall be comprised of representatives of—

(1) the exclusive bargaining representatives of air traffic controllers certified under section 7111 of title 5, United States Code;

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

(3) not fewer than 3 separate organizations representing the certified collective bargaining representatives of pilots operating under part 121 of title 14, Code of Federal Regulations;

1 (4) air medical services;

2 (5) an organization representing helicopter
3 aviation operators and pilots;

4 (6) an organization representing business avia-
5 tion operators and pilots;

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

8 (8) an individual that has expertise in an oper-
9 ational or academic discipline that is relevant to the
10 analysis of human factors in aviation, which may in-
11 clude air carrier operations, line pilot expertise, air
12 traffic control, linguistics, human-machine integra-
13 tion, general aviation operations, and organizational
14 behavior and culture;

15 (9) the FAA, provided the representative has
16 expertise on flight operations in the area described
17 in subsection (a);

18 (10) the Department of Defense, provided the
19 representative has expertise on Department of De-
20 fense flight operations in the area described in sub-
21 section (a);

22 (11) the Coast Guard, provided the representa-
23 tive has expertise on Coast Guard flight operations
24 in the area described in subsection (a);

1 (12) the National Transportation Safety Board;
2 and

3 (13) other organizations or agencies as deter-
4 mined necessary by the Administrator.

5 (c) LOCAL OPERATOR PREFERENCE.—The members
6 described in paragraphs (3), (4), (5), (6), and (7) of sub-
7 section (b) shall be, or represent, individuals who operate
8 in the Washington, DC Metropolitan Area Special Flight
9 Rules Area, as defined in subpart V of part 93 of title
10 14, Code of Federal Regulations.

11 (d) GOVERNMENT REPRESENTATIVES.—The mem-
12 bers described in paragraphs (11), (12), (13), (14), and,
13 in the case of a representative chosen by the Administrator
14 that is from a governmental agency, (15) of subsection
15 (b)—

16 (1) may not be political appointees; and

17 (2) shall be nonvoting members of the Working
18 Group.

19 (e) DURATION.—

20 (1) IN GENERAL.—Members of the Working
21 Group shall be appointed for the duration of the
22 Working Group.

23 (2) LENGTH OF EXISTENCE.—

24 (A) IN GENERAL.—The Working Group
25 shall have an initial duration of 1 year.

1 (B) OPTIONAL EXTENSION.—The Adminis-
2 trator may extend the duration of the Working
3 Group for an additional period of up to 1 year.

4 (f) CONSIDERATIONS.—In conducting the com-
5 prehensive evaluation under subsection (a), the Working
6 Group shall, at minimum, consider—

7 (1) the benefits or detriments to pilot and air
8 traffic controller situation awareness;

9 (2) to the greatest extent possible, the human
10 factors that would impact pilot and air traffic con-
11 troller situation awareness;

12 (3) to the greatest extent possible, the human
13 factors that would impact pilot and air traffic con-
14 trollers during critical phases of flight;

15 (4) existing products by other working groups
16 related to human factors in aviation safety;

17 (5) pilot training requirements;

18 (6) air traffic controller training requirements;

19 (7) if any, technological limitations or chal-
20 lenges that would impede aircraft from using the
21 same communications frequency;

22 (8) the potential for overlapping, conflicting,
23 and simultaneous communication transmissions,
24 prior to and after any improvements made as a re-

1 sult of the assessment conducted pursuant to section
2 115;

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

6 (10) National Transportation Safety Board rec-
7 ommendations pertaining to miscommunications on
8 crowded frequencies, including relevant recommenda-
9 tions included in the National Transportation Safety
10 Board Aviation Investigation Report AIR–26–02
11 adopted on January 27, 2026; and

12 (11) solicited feedback from air carriers oper-
13 ating under part 121 and part 135 of title 14, Code
14 of Federal Regulations, and general aviation opera-
15 tors under part 91 of title 14, Code of Federal Reg-
16 ulations.

17 (g) REPORT.—Not later than 6 months after the con-
18 clusion of the Working Group, the Working Group shall
19 submit to the Administrator and the appropriate commit-
20 tees of Congress a report on the findings and rec-
21 ommendations resulting from the activities carried out
22 under this section.

23 (h) IMPLEMENTATION.—Not later than 6 months
24 after receiving recommendations outlined in the report
25 under subsection (g), the Administrator shall operationally

1 validate such recommendations and may take such action,
2 as appropriate, to implement such recommendations.

3 **SEC. 115. ANTI-BLOCKING TECHNOLOGY.**

4 (a) ASSESSMENT.—Not later than 30 days after the
5 date of enactment of this Act, the Administrator shall ini-
6 tiate an assessment on the feasibility, maturity, hazards,
7 and safety benefits of technology that serves to alert air
8 traffic controllers or flight crews to instances of potentially
9 blocked transmissions when simultaneous broadcasting oc-
10 curs.

11 (b) CONSIDERATIONS.—In conducting the assess-
12 ment under subsection (a), the Administrator shall, at
13 minimum, consider—

14 (1) technologies currently in use domestically
15 and internationally that alert an air traffic controller
16 or flight crew to instances in which radio trans-
17 missions may have been blocked;

18 (2) the technical standards written for, and as-
19 sociated with, the use of such technologies identified
20 under paragraph (1);

21 (3) existing and proposed technologies not in
22 use that could alert an air traffic controller or flight
23 crew to instances in which radio transmissions may
24 have been blocked;

1 (4) the technical standards that would be need-
2 ed to implement the technologies identified under
3 paragraph (3);

4 (5) the potential benefits and enhanced aware-
5 ness that the adoption of such technologies would
6 provide;

7 (6) the technological limitations associated with
8 such technologies;

9 (7) air traffic controller training requirements;

10 (8) the effort of the FAA to modernize the air
11 traffic control system, including timelines, the incor-
12 poration of new technologies, and planned training;
13 and

14 (9) any benefits and detriments to air traffic
15 controller situational awareness, including avail-
16 ability of information, nuisance alerts, and human
17 factors.

18 (c) CONSULTATION.—In conducting the assessment
19 under subsection (a), the Administrator shall consult with
20 stakeholders or standards organizations, including—

21 (1) the exclusive bargaining representatives of
22 air traffic controllers certified under section 7111 of
23 title 5, United States Code;

24 (2) the organization representing air traffic
25 control operational supervisors and managers;

1 (3) the certified bargaining representative of
2 aviation safety inspectors and engineers for the
3 FAA;

4 (4) an organization representing manufacturers
5 of air traffic management systems, equipment and
6 technologies;

7 (5) an organization representing helicopter
8 aviation operators and pilots;

9 (6) an organization representing general avia-
10 tion operators and pilots; and

11 (7) any other organization or agency the Ad-
12 ministrator determines appropriate.

13 (d) REPORT.—Not later than 1 year after the date
14 of enactment of this Act, the Administrator shall submit
15 to the appropriate committees of Congress a report on the
16 results of the assessment under subsection (a) that in-
17 cludes—

18 (1) a list of technologies identified by the Ad-
19 ministrator serving the purpose described in sub-
20 section (a);

21 (2) a list of technologies the Administrator pro-
22 poses that could serve the purpose described in sub-
23 section (a);

24 (3) results of simulations and testing; and

1 (4) a plan to implement the technologies listed
2 under paragraphs (1) and (2) if the assessment
3 under subsection (a) finds such technology can be
4 safely implemented, including—

5 (A) the scope of potential upgrades;

6 (B) predicted costs;

7 (C) a projected timeline; and

8 (D) how the potential upgrades to facilities
9 and equipment within the scope of subpara-
10 graph (A) would be prioritized.

11 **SEC. 116. TASK FORCE TO IDENTIFY IMPROVEMENTS TO**
12 **AIR TRAFFIC CONTROLLER CONFLICT ALERT**
13 **SYSTEM.**

14 (a) **IN GENERAL.**—Not later than 3 months after the
15 date of enactment of this Act, the Administrator shall con-
16 vene a task force (in this section referred to as the “Task
17 Force”) to develop a framework detailing the priorities,
18 goals, timeline, and recommendations to implement im-
19 provements to the conflict alert system to provide more
20 salient and meaningful alerts to air traffic controllers
21 based on the severity of the conflict triggering the alert.

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

1 (1) the exclusive bargaining representatives of
2 air traffic controllers certified under section 7111 of
3 title 5, United States Code;

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

6 (3) the organization representing operators
7 under the Contract Tower Program established
8 under section 47124 of title 49, United States Code;

9 (4) the certified bargaining representative of
10 aviation safety inspectors and engineers for the
11 FAA;

12 (5) individuals with expertise in the human fac-
13 tors of alert design and related impacts on human
14 performance;

15 (6) individuals with expertise in an operational
16 or academic discipline that is relevant to the analysis
17 of human factors in aviation, which may include air
18 carrier operations, line pilot expertise, air traffic
19 control, linguistics, human-machine integration, gen-
20 eral aviation operations, and organizational behavior
21 and culture;

22 (7) the FAA, including the Air Traffic Organi-
23 zation and the Office of Finance and Management,
24 provided such representative has expertise on equip-
25 ment procurement; and

1 (8) other organizations or agencies as deter-
2 mined necessary by the Administrator.

3 (c) VOTING.—The members described in paragraphs
4 (3), (6), and, in the case of a representative chosen by
5 the Administrator that is from a governmental agency, (7)
6 of subsection (b) shall be nonvoting members of the Task
7 Force.

8 (d) DURATION.—

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

12 (2) LENGTH OF EXISTENCE.—

13 (A) IN GENERAL.—The Task Force shall
14 have an initial duration of 1 year.

15 (B) OPTIONAL EXTENSION.—The Adminis-
16 trator may extend the duration of the Task
17 Force for an additional period of up to 6
18 months.

19 (e) CONSIDERATIONS.—In developing the framework
20 under subsection (a), the Task Force shall, at minimum,
21 consider—

22 (1) the benefits and detriments to air traffic
23 controller situational awareness, including avail-
24 ability of information, nuisance and false alerts, and
25 human factors;

1 (2) opportunities and challenges of consoli-
2 dating numerous systems and underlying data
3 sources into a single display, including through the
4 deployment of the Enterprise-Information Display
5 System;

6 (3) existing products by other working groups
7 related to human factors in aviation safety;

8 (4) air traffic controller training requirements;

9 (5) advances in available technology not being
10 utilized as of the date on which the Task Force is
11 convened;

12 (6) technological limitations;

13 (7) National Transportation Safety Board rec-
14 ommendations pertaining to air traffic controller
15 alerts, distractions, and loss of focus;

16 (8) the effort of the FAA to modernize the air
17 traffic control system, including timelines, new tech-
18 nologies being incorporated, and planned training;
19 and

20 (9) solicited feedback from equipment manufac-
21 turers and entities involved with the air traffic con-
22 trol modernization effort of the Administrator.

23 (f) REPORT.—Not later than 4 months after the con-
24 clusion of the Task Force, the Task Force shall submit
25 to the Administrator and the appropriate committees of

1 Congress a report that includes the framework developed
2 as a result of the activities carried out under subsection
3 (a).

4 (g) IMPLEMENTATION PLAN.—

5 (1) IN GENERAL.—Not later than 8 months
6 after receiving the framework outlined in the report
7 under subsection (f), the Administrator shall finalize
8 and submit to the appropriate committees of Con-
9 gress a plan (in this section referred to as the
10 “Plan”) to implement such framework.

11 (2) CONTENTS.—Such Plan shall include, as
12 appropriate—

13 (A) specific training requirements for air
14 traffic controllers, as detailed in—

15 (i) FAA Order JO 3120.4S, titled
16 “Air Traffic Technical Training”, issued
17 on August 28, 2024;

18 (ii) FAA Order JO 7210.3EE, titled
19 “Facility Operation and Administration”,
20 issued on February 20, 2025; and

21 (iii) any successor or other relevant
22 documents or guidance; and

23 (B) a publicly available prioritized list of
24 airports enumerating the order in which they
25 will receive such upgrades.

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

3 (h) IMPLEMENTATION.—The Administrator shall im-
4 mediately begin implementing the Plan upon the submis-
5 sion of such Plan under subsection (g)(1) to the appro-
6 priate committees of Congress.

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

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

15 (a) SENSE OF CONGRESS.—The Administrator shall
16 abide by DOT Order 3910.1D, titled “Drug and Alcohol-
17 Free Departmental Workplace Program” (or any suc-
18 cessor document) to ensure appropriate postaccident and
19 postincident drug and alcohol testing.

20 (b) REVISION OF PROCEDURES.—Not later than 180
21 days after the date of enactment of this Act, the Adminis-
22 trator shall revise procedures of the Air Traffic Organiza-
23 tion to ensure an appropriate on-site supervisor makes
24 each postaccident and postincident drug and alcohol test-
25 ing determination in a timely manner based on an assess-

1 ment of such supervisor of whether the event meets testing
2 criteria and which controllers had duties pertaining to the
3 involved aircraft without need to wait for investigation or
4 approval.

5 (c) TRAINING.—

6 (1) IN GENERAL.—Not later than 1 year after
7 the date of enactment of this Act, the Administrator
8 shall incorporate training on the revised postaccident
9 and postincident drug and alcohol testing determina-
10 tion procedure described in subsection (b) for all
11 staff of the Air Traffic Organization who have re-
12 sponsibilities under such procedure.

13 (2) REQUIREMENTS.—The training described
14 under this subsection shall, at a minimum—

15 (A) be administered during initial training,
16 and annually thereafter; and

17 (B) include a postlearning knowledge as-
18 sessment.

19 (d) REVIEW.—

20 (1) IN GENERAL.—Not later than 1 year after
21 the date of enactment of this Act, and annually
22 thereafter, the Secretary shall conduct a review of
23 the ability of each FAA-operated air traffic control
24 facility to routinely accomplish the required
25 postaccident and postincident drug and alcohol test-

1 ing within the Secretary's specified timeframes of
2 within 2 hours for alcohol testing and within 4 hours
3 for drug testing.

4 (2) REQUIREMENTS.—The review described
5 under this subsection shall, at a minimum, require
6 each FAA-operated air traffic control facility to con-
7 duct a demonstration to establish the time that
8 would be required for urine and breath evidence col-
9 lection to begin if testing were unexpectedly needed
10 during a time with the lowest routinely anticipated
11 level of resource availability for testing.

12 (3) REMEDIATION.—After each review under
13 paragraph (1), the Administrator shall work with
14 the Secretary to mitigate identified barriers to time-
15 ly postaccident and postincident drug and alcohol
16 testing, and to remediate the performance of each
17 facility for which the demonstration under para-
18 graph (2) indicated inability to meet required time-
19 frames for postaccident drug or alcohol testing.

20 (4) REPORT.—Not later than 3 months after
21 each review under paragraph (1), the Secretary shall
22 submit to the appropriate committees of Congress a
23 report detailing the results of the review, including
24 facilities in need of remediation, progress at facilities

1 previously identified for remediation, and planned
2 approaches to remediation.

3 **SEC. 118. FURTHER MODIFICATIONS TO RONALD REAGAN**
4 **WASHINGTON NATIONAL AIRPORT AREA HEL-**
5 **ICOPTER ROUTES.**

6 (a) IN GENERAL.—Not later than 90 days after the
7 date of enactment of this Act, the Administrator shall
8 evaluate, via the safety risk management process in ac-
9 cordance with FAA Order JO 8040.4C, titled “Safety
10 Risk Management Policy” (or any successor document),
11 charted helicopter routes in the vicinity of Ronald Reagan
12 Washington National Airport.

13 (b) REVISIONS TO DECONFLICT TRAFFIC.—Upon the
14 completion of each route evaluation under subsection (a),
15 the Administrator shall immediately, as necessary, revise
16 such route to ensure that the route and routes utilized
17 by fixed-wing aircraft—

18 (1) are safely deconflicted physically at all
19 times; or

20 (2) have operating procedures that require posi-
21 tive control from the controller to ensure safe
22 deconfliction during operations.

23 (c) SAFETY REVIEW REQUIREMENTS.—In carrying
24 out the route revisions required under subsection (b), the
25 Administrator shall conduct a safety risk management re-

1 view, as necessary, for any helicopter route changes, in
2 accordance with FAA Order 8040.4C, titled “Safety Risk
3 Management Policy” (or any successor document).

4 (d) REPORT.—Not later than 120 days after the Ad-
5 ministrator completes all the evaluations and subsequent
6 route revisions required under this section, the Adminis-
7 trator shall submit to the appropriate committees of Con-
8 gress a report containing—

9 (1) the results of the evaluations required under
10 subsection (a);

11 (2) the route revisions required under sub-
12 section (b), including an explanation for such revi-
13 sions; and

14 (3) the safety risk management review docu-
15 mentation developed as a result of the review con-
16 ducted under subsection (c).

17 **SEC. 119. REQUIRING VERTICAL SEPARATION NEAR AIR-**
18 **PORTS DURING CRITICAL PHASES OF**
19 **FLIGHT.**

20 (a) IN GENERAL.—Except as provided in subsection
21 (b), the Administrator shall ensure that each segment of
22 a helicopter route contains, in the appropriate helicopter
23 route chart, recommended flight altitudes, including alti-
24 tude ceilings and floors, in a manner consistent with FAA

1 Order JO 7210.3EE, titled “Facility Operation and Ad-
2 ministration” (or any successor document).

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

10 (c) CHARTING MINIMUM SEPARATION NEAR AIR-
11 PORTS.—

12 (1) IN GENERAL.—The Administrator shall en-
13 sure that any helicopter chart that represents an
14 area near an airport clearly conveys to an operator
15 the segments of such helicopter routes in the vicinity
16 of such airport.

17 (2) CONTENT REQUIREMENTS.—At minimum,
18 each such chart shall clearly convey for each of the
19 segments, the recommended flight altitudes, includ-
20 ing altitude ceilings and floors, and any necessary
21 instructions, to convey minimum separation, in ac-
22 cordance with FAA Order JO 7110.65BB, titled
23 “Air Traffic Control” (or any successor document),
24 between—

1 (A) a helicopter or powered-lift aircraft
2 utilizing such segment; and

3 (B) a fixed-wing aircraft operating at or
4 near such airport during critical phases of
5 flight.

6 (d) UPDATE POLICY.—Not later than 90 days after
7 the date of enactment of this Act, the Administrator shall
8 update FAA Order JO 7210.3EE, titled “Facility Oper-
9 ation and Administration” (or any successor document),
10 to account for any additional changes made by this sec-
11 tion.

12 (e) ANNUAL REVIEW.—The Administrator shall en-
13 sure that any changes made to Helicopter Route Charts
14 as a result of this section are assessed on an annual basis
15 as part of the annual review described in section 120.

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

17 (a) CRITERIA REVIEW.—

18 (1) IN GENERAL.—Not later than 180 days
19 after the date of enactment of this Act, and annually
20 thereafter, the Administrator shall initiate a review
21 of the criteria for annual reviews of helicopter routes
22 as required pursuant to FAA Order JO 7210.3EE,
23 titled “Facility Operation and Administration” (or
24 any successor document).

1 (2) UPDATE OF CRITERIA.—After each annual
2 criteria review under paragraph (1), the Adminis-
3 trator shall update the criteria based on such review
4 and publish the updated criteria on a publicly avail-
5 able website of the FAA.

6 (3) CHANGES TO ROUTE REVIEWS.—After any
7 change is made to FAA Order JO 7210.3EE, titled
8 “Facility Operation and Administration” (or any
9 successor document) pursuant to section 119(d), the
10 Administrator shall update the criteria for annual
11 reviews of helicopter routes to reflect such change.

12 (b) PUBLICATION.—The Administrator shall publish,
13 on a publicly available website of the FAA, the date on
14 which the annual review for each Helicopter Route Chart
15 has been most recently completed, as required pursuant
16 to FAA Order JO 7210.3EE, titled “Facility Operation
17 and Administration” (or any successor document).

18 (c) REPORT.—Not later than December 31, 2026,
19 and December 31 of each year thereafter, the Adminis-
20 trator shall submit to the appropriate committees of Con-
21 gress a report containing, at a minimum, the following in-
22 formation:

23 (1) A summary of changes, if applicable, made
24 to each Helicopter Route Chart, including—

1 (A) changes, additions, or deletions to des-
2 ignated helicopter routes;

3 (B) changes in instrument flight rules
4 routes;

5 (C) additions or deletions of visual check-
6 points; and

7 (D) rationale or safety data to justify any
8 changes described in subparagraphs (A)
9 through (C).

10 (2) The safety risk management documentation
11 completed in accordance with FAA Order JO
12 8040.4C, titled “Safety Risk Management Policy”
13 (or any successor document).

14 (3) A summary of any advanced consultation
15 between the Administrator and impacted helicopter
16 and fixed-wing operators in planning the safety risk
17 management process.

18 (4) A certification that the designated rec-
19 ommended route altitudes and flight ceilings and
20 floors ensure helicopters maintain minimum separa-
21 tion, in accordance with FAA Order 7110.65BB, ti-
22 tled “Air Traffic Control” (or any successor docu-
23 ment), with fixed-wing aircraft operating along air-
24 port approach and departure paths.

25 (d) FAILURE TO SUBMIT.—

1 (1) IN GENERAL.—If the Administrator fails to
2 submit an annual report required under subsection
3 (b) on or before the date on which such report is re-
4 quired to be submitted, the Chief Operating Officer
5 of the Air Traffic Organization shall brief the appro-
6 priate committees of Congress in person not later
7 than 4 weeks after such date.

8 (2) DEADLINE FOR INITIAL OUTREACH AND CO-
9 ORDINATION.—Not later than 4 days after such
10 date, the FAA shall begin initial outreach to and co-
11 ordination with the appropriate committees of Con-
12 gress to arrange and organize logistics of the brief-
13 ing required under paragraph (1).

14 (3) FORMAT AND TIME OF BRIEFING.—The
15 briefing required under paragraph (1) shall be in a
16 format and at a time to be determined by such com-
17 mittees.

18 **SEC. 121. VISUAL CHARTS.**

19 (a) STUDY.—Not later than 30 days after the date
20 of enactment of this Act, the Administrator shall initiate
21 a study on incorporating the lateral location and published
22 altitudes of helicopter routes into all instrument and visual
23 approach and departure procedures for airports to provide
24 situation awareness to fixed-wing operators of the risk of

1 helicopter traffic operating in the vicinity of such opera-
2 tors.

3 (b) CONSULTATION.—In carrying out subsection (a),
4 the Administrator shall consult with relevant stakeholders,
5 including—

6 (1) air carriers;

7 (2) an organization representing helicopter op-
8 erators and pilots;

9 (3) an organization representing general avia-
10 tion operators and pilots;

11 (4) an organization representing business avia-
12 tion operators and pilots;

13 (5) an organization representing emergency air
14 medical services;

15 (6) representatives of the Department of De-
16 fense and United States Coast Guard who are not
17 political appointees;

18 (7) not fewer than 3 separate organizations
19 representing certified collective bargaining represent-
20 atives of airline pilots operating under part 121 of
21 title 14, Code of Federal Regulations;

22 (8) the certified exclusive bargaining represent-
23 atives of air traffic controllers certified under section
24 7111 of title 5, United States Code; and

1 (9) an individual that has expertise in an oper-
2 ational or academic discipline that is relevant to the
3 analysis of human factors in aviation, including air
4 carrier operations, line pilot expertise, air traffic
5 control, linguistics, human-machine integration, gen-
6 eral aviation operations, and organizational behavior
7 and culture.

8 (c) CONSIDERATIONS.—In carrying out subsection
9 (a), the Administrator shall consider the—

10 (1) spacing and legibility of information on
11 charts;

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

14 (3) feasibility and decipherability of layered in-
15 formation on digital charts;

16 (4) current best practices for pilots when land-
17 ing at or departing from airports with high volume
18 helicopter traffic but that do not have charted heli-
19 copter routes; and

20 (5) human factors involved with approach and
21 departure procedures.

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

1 (1) Terminal Procedures Publications to include
2 charted helicopter routes to provide appropriate situ-
3 ational awareness to fixed-wing operators; and

4 (2) Helicopter Route Charts to include airport
5 approach and departure paths to provide appropriate
6 situational awareness to helicopter operators.

7 (e) CONGRESSIONAL BRIEFING.—If the Adminis-
8 trator makes revisions under subsection (d), the Adminis-
9 trator shall brief the appropriate committees of Congress
10 on such revisions not later than 60 days after making such
11 revisions.

12 **SEC. 122. CLOSE PROXIMITY ENCOUNTERS.**

13 (a) IN GENERAL.—Not later than 60 days after the
14 date of enactment of this Act, the Administrator shall es-
15 tablish a working group to make recommendations on—

16 (1) an objective definition of close proximity en-
17 counters;

18 (2) associated parameters that can be used to
19 monitor the prevalence of such encounters and iden-
20 tify areas of potential traffic conflict for safety as-
21 surance and safety risk management for such en-
22 counters; and

23 (3) making publicly available aggregated infor-
24 mation about all such encounters, including date and
25 location.

1 (b) CONSIDERATIONS.—In carrying out subsection
2 (a), the working group shall consider—

3 (1) existing airborne separation rules and re-
4 quired loss of airborne separation reporting require-
5 ments;

6 (2) the development of a definition of, and asso-
7 ciated parameters for, close proximity encounter
8 events;

9 (3) data gathered from aviation safety reporting
10 systems and reports, including the Aviation Safety
11 Information Analysis and Sharing Program, the
12 Aviation Safety Action Program, the Performance
13 Data Analysis and Reporting System, the Aviation
14 Risk Identification and Assessment (“ARIA”) sys-
15 tem, preliminary ARIA reports, the Air Traffic Safe-
16 ty Action Program, the Aviation Safety Reporting
17 System, the Near Midair Collision System, manda-
18 tory occurrence reports, and other relevant systems
19 and reports;

20 (4) National Transportation Safety Board avia-
21 tion investigation report AIR–26–02, adopted on
22 January 27, 2026;

23 (5) FAA risk assessment guidance, policies, and
24 regulations in place prior to the date of enactment
25 of this Act;

1 (6) best practices or similar relevant risk as-
2 sessment tools and methods used by foreign civil
3 aviation authorities; and

4 (7) any other factors determined relevant by
5 the working group.

6 (c) MEMBERSHIP.—The working group shall consist
7 of the following:

8 (1) APPOINTED MEMBERS.—The following
9 members appointed by the Administrator:

10 (A) 2 representatives of the National Aero-
11 nautics and Space Administration with exper-
12 tise in safety data.

13 (B) 5 appropriately qualified representa-
14 tives of aviation labor organizations (designated
15 by the applicable represented organization), in-
16 cluding—

17 (i) organizations representing certified
18 collective bargaining representatives of air-
19 line pilots;

20 (ii) the exclusive bargaining represent-
21 atives of FAA air traffic controllers cer-
22 tified under section 7111 of title 5, United
23 States Code;

24 (iii) organizations representing heli-
25 copter operators and pilots, including law

1 enforcement and air ambulance operators;

2 and

3 (iv) organizations representing general
4 aviation operators and pilots.

5 (C) Not fewer than 5 independent subject
6 matter experts in safety management systems
7 and safety data who—

8 (i) have not served as a political ap-
9 pointee in the Administration; and

10 (ii) have a minimum of 10 years of
11 relevant applied experience.

12 (D) 2 air carrier employees whose job re-
13 sponsibilities include administration of a safety
14 management system.

15 (E) 2 individuals representing holders of a
16 certificate issued under part 21 of title 14,
17 Code of Federal Regulations, whose job respon-
18 sibilities include administration of a safety
19 management system.

20 (F) 2 other representatives from the aero-
21 space industry that do not meet the criteria de-
22 scribed in subparagraph (D) or (E) and who
23 have expertise in safety assurance or safety risk
24 or whose job responsibilities include administra-
25 tion of a safety management system.

1 (G) A career representative from the Na-
2 tional Transportation Safety Board with subject
3 matter expertise, as a nonvoting member.

4 (2) ADVISORY MEMBERS.—In addition to the
5 appointed members described in paragraph (1), the
6 working group shall be advised by up to 5 employees
7 of the Administration, at least 3 of whom shall be
8 subject matter experts in implementing safety assur-
9 ance and safety risk management.

10 (d) IMPLEMENTATION.—Not later than 30 days after
11 the working group develops recommendations under sub-
12 section (a), the Administrator shall make publicly avail-
13 able a report containing the recommendations and describ-
14 ing how the Administrator will implement such rec-
15 ommendations.

16 **SEC. 123. NOTIFICATION OF CLOSE PROXIMITY ENCOUN-**
17 **TERS AND ANALYSIS OF DATA.**

18 (a) IN GENERAL.—Not later than 180 days after the
19 date of enactment of this Act, the Administrator, in ac-
20 cordance with the mandatory occurrence reporting re-
21 quirements in FAA Order JO 7210.632A, titled “Air
22 Traffic Organization Occurrence Reporting” (or any suc-
23 cessor document), FAA Order 8020.11D, titled “Aircraft
24 Accident and Incident Notification, Investigation, and Re-
25 porting” (or any successor document), and FAA Advisory

1 Circular AC 90–120, titled “Operational Use of Airborne
2 Collision Avoidance Systems” (or any successor docu-
3 ment), shall establish a process to—

4 (1) notify, with respect to each event, parties
5 involved with—

6 (A) a near midair collision event;

7 (B) a traffic collision avoidance system res-
8 olution advisory event;

9 (C) a close proximity encounter, as defined
10 pursuant to section 122; and

11 (D) any other events, as determined by the
12 Administrator; and

13 (2) provide deidentified event data to the Avia-
14 tion Safety Information Analysis and Sharing pro-
15 gram.

16 (b) REQUIREMENTS.—In establishing the process
17 under subsection (a), the Administrator shall—

18 (1) establish a database that tracks the details
19 of events described in subsection (a)(1);

20 (2) continuously monitor and review such data-
21 base to identify areas of potential traffic conflict for
22 safety assurance and safety risk management;

23 (3) ensure timeliness of notifications to the par-
24 ties described in subsection (a)(1) so that relevant
25 data remains available before meaningful safety

1 analysis, reporting, or corrective action is no longer
2 practicable;

3 (4) consider informing, with deidentified or ag-
4 gregated data, other frequent operators of events de-
5 scribed in subsection (a)(1); and

6 (5) consider the practicality and usefulness of
7 notification requirements for—

8 (A) airport surface loss of separation;

9 (B) loss of separation with terrain or ob-
10 stacles;

11 (C) airborne loss of separation; and

12 (D) any other close proximity encounters
13 as determined by the Administrator.

14 (c) CONSULTATION.—In establishing the process
15 under subsection (a), the Administrator shall consult
16 with—

17 (1) air carriers operating under part 121 of
18 title 14, Code of Federal Regulations;

19 (2) air carriers operating under part 135 of
20 title 14, Code of Federal Regulations;

21 (3) air carriers operating under part 91 of title
22 14, Code of Federal Regulations;

23 (4) organizations representing helicopter avia-
24 tion operators and pilots;

1 (5) organizations representing the general avia-
2 tion community;

3 (6) organizations representing business aviation
4 operators;

5 (7) organizations representing experimental air-
6 craft operators;

7 (8) organizations representing powered-lift op-
8 erators;

9 (9) organizations representing certified collec-
10 tive bargaining representatives of airline pilots;

11 (10) the certified exclusive bargaining rep-
12 resentatives of air traffic controllers of the Adminis-
13 tration certified under section 7111 of title 5,
14 United States Code;

15 (11) FAA subject matter experts, including
16 aviation safety inspectors; and

17 (12) other aviation safety experts determined
18 appropriate by the Administrator.

19 (d) BRIEFING.—Not later than 30 days after estab-
20 lishing the process required under subsection (a), the Ad-
21 ministrator shall brief the appropriate committees of Con-
22 gress on the implementation of this section.

23 (e) REPORT.—Not later than 1 year after estab-
24 lishing the process required under subsection (a), and an-

1 nually thereafter, the Administrator shall submit to the
2 appropriate committees of Congress a report containing—

3 (1) data on number and location of—

4 (A) near midair collision events;

5 (B) traffic collision avoidance system reso-
6 lution advisory events; and

7 (C) close proximity encounters, as defined
8 pursuant to section 122;

9 (2) the average time of notification to parties
10 involved in such events;

11 (3) identified locations of concern or other
12 trends; and

13 (4) actions taken to mitigate identified risks
14 and reduce such events.

15 (f) PROTECTION OF DATA.—

16 (1) IN GENERAL.—Data collected in response to
17 subsection (a) shall be used solely for safety assur-
18 ance and safety risk management.

19 (2) CONSISTENCY WITH EXISTING SAFETY PRO-
20 GRAMS.—The Administrator shall ensure consistency
21 with existing voluntary safety programs, including
22 the Aviation Safety Action Program, the Aviation
23 Safety Reporting System, the Air Traffic Safety Ac-
24 tion Plan, and flight operational quality assurance
25 programs.

1 **SEC. 124. SAFETY CULTURE AND SAFETY MANAGEMENT RE-**
2 **VIEW.**

3 (a) IN GENERAL.—Not later than 30 days after the
4 date of enactment of this Act, the inspector general of the
5 Department of Transportation shall initiate an audit of
6 the safety culture and the safety management system of
7 the Air Traffic Organization and the Aviation Safety Man-
8 agement Organization.

9 (b) CONSIDERATIONS.—In conducting the audit
10 under subsection (a), the inspector general shall, at a min-
11 imum, evaluate—

12 (1) the safety management system of the Air
13 Traffic Organization and the Aviation Safety Man-
14 agement Organization, including the functions and
15 data sharing activities of such system at all air traf-
16 fic control facilities;

17 (2) whether such system effectively coordinates
18 safety assurance and safety risk management activi-
19 ties with external stakeholders consistent with FAA
20 requirements for operators under section 5.57 of
21 title 14, Code of Federal Regulations;

22 (3) which data analysis, safety assurance, and
23 risk assessment processes failed to identify and miti-
24 gate the risk of potential midair collisions near Ron-
25 ald Reagan Washington National Airport before
26 January 29, 2025;

1 (4) the failure of the Air Traffic Organization
2 and the Aviation Safety Management Organization
3 to recognize external compliance verification results
4 as indicators of systemic traffic management, vol-
5 ume, and flow issues at Ronald Reagan Washington
6 National Airport for which air traffic controllers
7 were required to compensate to mitigate such issues;

8 (5) the failure of the Air Traffic Organization
9 and the Aviation Safety Management Organization
10 to conduct annual reviews of helicopter route charts
11 as required by FAA Order JO 7210.3EE, titled
12 “Facility Operation and Administration”;

13 (6) the failure of the Air Traffic Organization
14 and the Aviation Safety Management Organization
15 to understand and implement post-accident and
16 post-incident drug and alcohol testing as required by
17 Department of Transportation Order 3910.1D, titled
18 “Drug and Alcohol-Free Departmental Workplace
19 Program”;

20 (7) whether there are fears of retaliation
21 against persons identifying or reporting risks in ac-
22 cordance with the safety management system; and

23 (8) how the Air Traffic Organization and the
24 Aviation Safety Management Organization have ad-
25 dressed the findings and utilized the Safety Risk

1 Management process in accordance with FAA Order
2 8040.4C, titled “Safety Risk Management Policy”
3 (or any successor document) in the National Air-
4 space System Helicopter Operations Helicopter
5 Route Analysis of the FAA issued in April 2025.

6 (c) REPORT OF THE INSPECTOR GENERAL.—

7 (1) IN GENERAL.—Not later than 1 year after
8 the date of enactment of this Act, the inspector gen-
9 eral shall submit to the appropriate committees of
10 Congress a report on the audit conducted under sub-
11 section (a).

12 (2) RECOMMENDATIONS.—The inspector gen-
13 eral shall include in the report submitted under
14 paragraph (1)—

15 (A) recommendations for actions the Sec-
16 retary should take with respect to the Air Traf-
17 fic Organization and the Aviation Safety Man-
18 agement Organization to—

19 (i) strengthen and adhere to the te-
20 nets of the safety management system;

21 (ii) increase transparency in the safe-
22 ty management system process, including
23 by adopting policies that provide assur-
24 ances to FAA employees that the Air Traf-

1 fic Organization is addressing any identi-
2 fied safety issues;

3 (iii) increase data sharing and collabo-
4 ration with external stakeholders;

5 (iv) protect against retaliation;

6 (v) encourage open, nonpunitive com-
7 munication; and

8 (vi) foster a just culture across the
9 Air Traffic Organization and the Aviation
10 Safety Management Organization;

11 (B) recommendations for actions the Sec-
12 retary may take to ensure adequate oversight
13 over the safety management system of the Air
14 Traffic Organization; and

15 (C) any other recommendations the inspec-
16 tor general determines appropriate.

17 (d) RESPONSE TO RECOMMENDATIONS.—Not later
18 than 120 days after submission of the report required
19 under subsection (c)—

20 (1) the Secretary shall respond to any rec-
21 ommendations in such report that are directed at
22 the Department of Transportation or FAA, respec-
23 tively; and

24 (2) the Secretary shall submit to the appro-
25 priate committees of Congress a report describing

1 how the Secretary intends to implement such rec-
2 ommendations.

3 **SEC. 125. DOCUMENTATION OF CONTROL POSITION COM-**
4 **BINATIONS.**

5 (a) IN GENERAL.—Not later than 1 year after the
6 date of enactment of this Act, the Administrator shall re-
7 view and revise, as appropriate, procedures regarding the
8 documentation of the combination of air traffic control po-
9 sition responsibilities, including each occurrence in which
10 any air traffic control position is combined with any other
11 position, including a local control position, operations su-
12 pervisor, or controller-in-charge.

13 (b) REQUIREMENTS.—In reviewing and revising the
14 procedures described in subsection (a), the Administrator
15 shall—

16 (1) evaluate procedures and guidance regarding
17 the combination of controller position responsibilities
18 described in subsection (a) that are in effect prior to
19 the date of enactment of this Act;

20 (2) examine the feasibility of digitizing, or pro-
21 viding an electronic means of, the documentation de-
22 scribed in subsection (a);

23 (3) require the operations supervisor to periodi-
24 cally review documentation of occurrences of com-
25 bined control position responsibilities described in

1 subsection (a) and report on deviations from the
2 standard operating procedures to the facility air
3 traffic manager;

4 (4) consider air traffic facility type and staffing
5 level; and

6 (5) consult with representatives of—

7 (A) the exclusive bargaining representative
8 of air traffic controllers certified under section
9 7111 of title 5, United States Code;

10 (B) organizations representing air traffic
11 control managers and operational supervisors;
12 and

13 (C) aviation safety experts with specific
14 knowledge in information technology.

15 (c) BRIEFING TO CONGRESS.—Not later than 1 year
16 after the completion of the review required under sub-
17 section (a), the Administrator shall brief the appropriate
18 committees of Congress on implementation of this section.

19 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
20 tion may be construed to interfere with any agreement be-
21 tween a governmental agency and the exclusive bargaining
22 representative of air traffic controllers certified under sec-
23 tion 7111 of title 5, United States Code or section 7106(a)
24 of title 5, United States Code.

25 (e) DEFINITIONS.—In this section:

1 (1) CONTROLLER-IN-CHARGE.—The term “con-
 2 troller-in-charge” means an air traffic control spe-
 3 cialist performing duties of a shift supervisor in ac-
 4 cordance with—

5 (A) FAA Order JO 7210.3EE, titled “Fa-
 6 cility Operation and Administration”, issued on
 7 February 20, 2025; and

8 (B) FAA Order JO 7110.65BB, titled
 9 “Air Traffic Control”, issued on February 20,
 10 2025.

11 (2) OPERATIONS SUPERVISOR.—The term “op-
 12 erations supervisor” means managerial personnel re-
 13 sponsible for the direct supervision of air traffic con-
 14 trol operational personnel.

15 **SEC. 126. REVIEW OF MILES-IN-TRAIL PROCEDURES OR**
 16 **AGREEMENTS.**

17 (a) IN GENERAL.—Not later than 60 days after the
 18 date of enactment of this Act, the Administrator shall
 19 complete a review of the miles-in-trail standards and pro-
 20 cedures to determine if such standards provide for a sepa-
 21 ration of traffic that is appropriate for operational safety.

22 (b) CONSIDERATIONS.—In conducting the review
 23 under subsection (a), the Administrator may consider—

1 (1) the accuracy of the criteria used to deter-
2 mine the miles-in-trail procedures for air traffic con-
3 trol facilities;

4 (2) whether additional criteria should be incor-
5 porated to more appropriately reflect the traffic vol-
6 ume and operational complexity of air traffic control
7 facilities; and

8 (3) the findings and recommendations of the
9 National Transportation Safety Board.

10 (c) STANDARDS UPDATE.—Upon completion of the
11 review conducted under subsection (a), the Administrator
12 shall update the miles-in-trail standards and procedures
13 to ensure such standards and procedures are appropriate
14 for operational safety.

15 (d) REVIEW OF CERTAIN FACILITIES.—Not later
16 than 90 days after the completion of the review under sub-
17 section (a), the Administrator shall initiate a review of the
18 miles-in-trail procedures or agreements at all air traffic
19 control facilities located within Class B or Class C airspace
20 to ensure such procedures or agreements provide for a sep-
21 aration of traffic that is appropriate for operational safety.

22 (e) CONSULTATION.—In carrying out the review
23 under subsection (d), the Administrator shall consult with,
24 at minimum—

1 (1) the exclusive bargaining representatives of
2 the air traffic controllers certified under section
3 7111 of title 5, United States Code;

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

6 (3) sponsors and operators of airports with air
7 traffic control facilities described in subsection (d);

8 (4) organizations representing the certified col-
9 lective bargaining representatives of pilots operating
10 under part 121 of title 14, Code of Federal Regula-
11 tions; and

12 (5) air carriers, business aviation, and general
13 aviation operators with operations at airports with
14 air traffic control facilities described in subsection
15 (d).

16 (f) REPORT.—Not later than 18 months after the
17 date of enactment of this Act, the Administrator shall sub-
18 mit to the appropriate committees of Congress a report
19 that includes—

20 (1) a list of air traffic control facilities identi-
21 fied under subsection (d) as having miles-in-trail
22 procedures or agreements that did not provide for a
23 separation of aircraft traffic appropriate for oper-
24 ational safety; and

1 (2) steps that the Administrator has taken, or
 2 plans to take, to modify the miles-in-trail procedures
 3 or agreements at each facility listed under para-
 4 graph (1) to ensure such procedures or agreements
 5 provide for a separation of traffic that is appropriate
 6 for operational safety.

7 **SEC. 127. CLOSURE OF HELICOPTER ROUTE 4.**

8 (a) IN GENERAL.—Operations on Helicopter Route
 9 4, as such Route existed on January 29, 2025, on the seg-
 10 ment located between Hains Point and the Woodrow Wil-
 11 son Memorial Bridge in the District of Columbia shall be
 12 prohibited.

13 (b) SEGMENT ELIMINATION.—The segment of Heli-
 14 copter Route 4 described in subsection (a) shall remain
 15 eliminated from helicopter charts.

16 **TITLE II—DEPARTMENT OF**
 17 **DEFENSE MATTERS**

18 **SEC. 201. DEPARTMENT OF DEFENSE MATTERS RELATING**
 19 **TO AVIATION SAFETY.**

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

22 **“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 exclusion.

“2660e. Rule of construction.

1 **“§ 2655. Definitions**

2 “In this chapter:

3 “(1) The term ‘ADS–B In’ means technology
4 that receives and processes Automatic Dependent
5 Surveillance–Broadcast (ADS–B) transmissions that
6 are broadcast in accordance with parts 91.225 and
7 91.227 of title 14, Code of Federal Regulations, and
8 other aviation advisory information from ground sta-
9 tions, including Traffic Information Service–Broad-
10 cast (TIS–B) and Automatic Dependent Surveil-
11 lance–Rebroadcast (ADS–R).

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

15 “(3) The term ‘air traffic control services’
16 means services used for the monitoring, directing,
17 control, and guidance of aircraft or flows of aircraft
18 and for the safe conduct of flight, including commu-
19 nications, navigation, and surveillance services and
20 the provision of aeronautical information.

21 “(4) The term ‘appropriate congressional com-
22 mittees’ means the congressional defense commit-

tees, the Committee on Transportation and Infrastructure of the House of Representatives, and the Committee on Commerce, Science, and Transportation of the Senate.

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

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

“(A) has ADS-B In;

“(B) uses ADS-B data; and

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

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

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

“(A) means data derived from Department of Defense or external sources regarding the actual flights taken by relevant Department of Defense aircraft, such as flight paths, altitudes, and other flight characteristics, that would pro-

1 vide a point of comparison to evaluate planned
2 flights or review prior flights for adherence to
3 published flight routes or flight plans; and

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

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

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

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

12 “(10) The term ‘National Capital Region’
13 means—

14 “(A) the geographic area located within
15 the boundaries of—

16 “(i) the District of Columbia;

17 “(ii) Montgomery and Prince Georges
18 Counties in the State of Maryland;

19 “(iii) Arlington, Fairfax, Loudoun,
20 and Prince William Counties and the City
21 of Alexandria in the Commonwealth of Vir-
22 ginia; and

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

1 “(B) the geographic area prescribed for
2 such region in the memorandum of agreement
3 required by section 2656 of this title, except
4 that such geographic area may not exceed the
5 boundaries described in clauses (i) through (iv)
6 of subparagraph (A).

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

9 “(A) Department of Defense aircraft infor-
10 mation relating to classified aircraft, aircraft
11 involved in continuity of government operations
12 or nuclear command and control, fighter air-
13 craft, bomber aircraft, special mission aircraft,
14 or unmanned aircraft systems; and

15 “(B) other information which, if publicly
16 disclosed or aggregated, would reveal the capa-
17 bilities of Department of Defense aircraft and
18 could reasonably be expected to cause serious
19 damage to national security.

20 “(12) The term ‘special mission’—

21 “(A) means any mission of the Depart-
22 ment of Defense relating to activities which, if
23 publicly disclosed, could reasonably be expected
24 to cause serious damage to national security;
25 and

1 “(B) does not include—

2 “(i) unclassified flights;

3 “(ii) flight crew proficiency flights; or

4 “(iii) the transportation of any Gov-

5 ernment official other than a head of an

6 executive department (as such term is de-

7 fined in section 101 of title 5), a member

8 of the Joint Chiefs of Staff, a commander

9 of a combatant command, or any other in-

10 dividual designated by the President for

11 purposes of this paragraph.

12 “(13) The term ‘special mission aircraft’ means

13 a Department of Defense aircraft performing a spe-

14 cial mission, either permanently or temporarily.

15 “(14) The term ‘unmanned aircraft system’ has

16 the meaning given such term in section 44801 of

17 title 49.

18 **“§ 2656. Memorandum of agreement**

19 “(a) MEMORANDUM REQUIRED.—(1) Not later than

20 September 30, 2026, the Secretary of Transportation and

21 the Secretary of Defense shall enter into, and jointly sub-

22 mit to the appropriate congressional committees a copy

23 of, a memorandum of agreement that—

24 “(A) provides that fighter aircraft, bomber air-

25 craft, unmanned aircraft systems, and other special

1 mission aircraft that are not equipped or not yet
2 equipped with collision prevention technologies or
3 ADS-B Out, or successor technologies, will be rea-
4 sonably accommodated for safe operations in the na-
5 tional airspace system and provided with necessary
6 air traffic control services; and

7 “(B) establishes policies governing the oper-
8 ation of collision prevention technologies and ADS-
9 B Out, or successor technologies, including proper
10 maintenance and routine verification practices for
11 such systems, on Department of Defense aircraft,
12 consistent with this chapter.

13 “(2) The Secretary of Transportation and the Sec-
14 retary of Defense, or the designees thereof, shall consult
15 not less frequently than semiannually on any appropriate
16 updates to the memorandum required by this subsection
17 to reflect safe, effective, and modern air traffic identifica-
18 tion, air space management, and related equipment.

19 “(b) COLLISION AVOIDANCE MATTERS.—(1) The
20 Secretary of Defense shall ensure that the memorandum
21 of agreement required by subsection (a) includes, at a
22 minimum—

23 “(A) a requirement that, beginning on a date
24 agreed to and set forth in such memorandum or the
25 date that is one year after the date of the enactment

1 of this section, whichever occurs first, the Secretary
2 of a military department may not authorize any De-
3 partment of Defense manned rotary wing aircraft to
4 operate a mission in the National Capital Region un-
5 less such aircraft is actively transmitting an ADS-
6 B Out broadcast, or successor technology, unless—

7 “(i) the Secretary of the military depart-
8 ment, in coordination with the Secretary of
9 Transportation, has conducted a safety risk as-
10 sessment and implemented mitigations, as ap-
11 propriate, to ensure safety in the National Cap-
12 ital Region; and

13 “(ii) such aircraft is carrying out a special
14 mission;

15 “(B) procedures requiring the use of ADS-B
16 Out as the default practice by Department of De-
17 fense manned rotary wing aircraft when operating in
18 the national airspace system, unless such use would
19 affect the operational security of Department of De-
20 fense aircraft or special missions;

21 “(C) consistent with section 2660b of this title,
22 procedures for ensuring the correct configuration of
23 ADS-B Out and other transponders, including rou-
24 tine intervals for verifying transponder settings and
25 proper operation;

1 “(D) operational procedures to allow flight
2 crews to enable ADS-B Out transmission while in
3 flight in the national airspace system, including in
4 response to air traffic or weather conditions; and

5 “(E) provisions to protect sensitive aircraft
6 data from unnecessary disclosure, including by miti-
7 gating risks regarding the inadvertent disclosure of
8 such data or information regarding special missions.

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

10 “(i) by not later than 180 days after the date
11 on which the Secretary of Defense and the Secretary
12 of Transportation submit to the appropriate congres-
13 sional committees a copy of the memorandum of
14 agreement required by subsection (a), Department
15 of Defense aircraft that are not fighter aircraft,
16 bomber aircraft, unmanned aircraft systems, or
17 other special mission aircraft, are equipped and op-
18 erating with an integrated system, federated system,
19 or standalone device that displays traffic information
20 to the pilot and flight crew; and

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

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

3 “(i) any need to protect the technology or sys-
4 tems described in such subparagraph against man-
5 made electronic interference;

6 “(ii) appropriate mitigations to known security
7 vulnerabilities associated with such technology or
8 systems;

9 “(iii) appropriate safeguards for sensitive air-
10 craft data, classified material, equipment, or special
11 missions when aircraft described in such subpara-
12 graph are equipped and operating with collision pre-
13 vention technology;

14 “(iv) updated guidance, tactics, techniques, pro-
15 cedures, or training with respect to electromagnetic
16 emissions related to such technology and systems;
17 and

18 “(v) placement in flight deck, field of view of
19 pilots, and human factors, to ensure such technology
20 is effective, may be readily used, and has minimal
21 risk of unexpected detachment.

22 “(3) The Secretary of Defense shall ensure that the
23 Secretary of Transportation receives accurate information
24 regarding the configurations recommended by each mili-

1 tary department for each relevant aircraft type while such
2 aircraft operate in the national airspace system.

3 “(4) In implementing the memorandum of agreement
4 required by subsection (a), the Secretary of Defense, or
5 the Secretary of a military department, may exempt from
6 relevant portions of such memorandum an individual air-
7 craft on a case-by-case basis if such Secretary determines
8 that the aircraft—

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

11 “(B) is an aircraft for which depot-level mainte-
12 nance or a substantial overhaul of avionics-related
13 equipment, including the installation of collision pre-
14 vention technology, is scheduled to occur prior to
15 December 31, 2030;

16 “(C) is scheduled to be retired from service
17 prior to September 30, 2028; or

18 “(D) is an unpowered aircraft not suitable for
19 collision prevention technology due to airframe limi-
20 tations, including gliders used for pilot instruction.

21 “(c) NOTIFICATION REQUIREMENT.—The Secretary
22 of Defense shall provide to the Secretary of Transpor-
23 tation notification of any aircraft the Secretary of Defense
24 designates as a special mission aircraft operating within
25 the United States (as such term is defined in section 1.1

1 of title 14, Code of Federal Regulations), for purposes of
2 this chapter. Such notification may identify such aircraft
3 by type, model, series, or another means agreed to in the
4 memorandum of agreement required by subsection (a).

5 “(d) COLLISION PREVENTION TECHNOLOGY EQUI-
6 PAGE.—In implementing a memorandum of agreement
7 pursuant to this section or any other provision of law, to
8 protect the operational security of Department of Defense
9 aircraft, the Secretary of Defense shall retain the sole con-
10 trol over the determination of which specific collision pre-
11 vention technology is appropriate for installation and oper-
12 ation in any such aircraft.

13 **“§ 2657. Required risk assessment and mitigation for**
14 **special missions**

15 “(a) RISK ASSESSMENT.—The Secretary of each
16 military department, in coordination with the Secretary of
17 Transportation, shall conduct a risk assessment, and rec-
18 ommend and implement, as appropriate, mitigations as a
19 result of such assessment, to ensure safety in the national
20 airspace system for each type of planned or anticipated
21 special mission of a manned rotary wing aircraft of such
22 military department that would involve operations occur-
23 ring in whole or in part within a Class B Mode C veil
24 airspace.

1 “(b) IMPLEMENTATION.—The requirement under
2 subsection (a) shall be carried out in a manner mutually
3 agreed to by the Secretary of Defense and the Secretary
4 of Transportation in the memorandum of agreement re-
5 quired by section 2656 of this title.

6 “(c) INITIAL REPORT.—(1) Not later than one year
7 after the date on which the Secretary of Defense and the
8 Secretary of Transportation submit to the appropriate
9 congressional committees a copy of the memorandum of
10 agreement required by section 2656 of this title, the Sec-
11 retary of Defense shall submit to the congressional defense
12 committees a report on the types of special mission activi-
13 ties assessed, and any mitigation recommended or imple-
14 mented, pursuant to subsection (a). Such report shall in-
15 clude, for each month during the 12-month period pre-
16 ceding the date of the submission of the report, the actual
17 number of special mission flights flown with ADS-B Out
18 turned off, in whole or in part, within a Class B Mode
19 C veil airspace, disaggregated by special mission activity.

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

23 “(d) SUBSEQUENT REPORT.—(1) Not later than one
24 year after the date of the submission of the report under
25 subsection (c), the Secretary of Defense shall submit to

1 the congressional defense committees a report that in-
2 cludes, for each month during the 12-month period pre-
3 ceding the date of the submission of the report, the actual
4 number of special mission flights that the Secretary of De-
5 fense has flown with ADS-B Out turned off, in whole or
6 in part, within a Class B Mode C veil airspace,
7 disaggregated by special mission activity.

8 “(2) The report under paragraph (1) shall be sub-
9 mitted in unclassified form, but may include a classified
10 annex.

11 **“§ 2658. Manned rotary wing aviation safety manage-**
12 **ment system**

13 “(a) REQUIREMENT.—The Secretary of Defense shall
14 ensure that, by not later than March 1, 2027, the Sec-
15 retary of each military department has established a ro-
16 bust manned rotary wing aviation safety management sys-
17 tem, or updated an existing such system, to provide for—

18 “(1) responsibilities with respect to such system
19 that are clearly delineated from other occupational
20 safety responsibilities;

21 “(2) staffing and other resources required for
22 the operation of such system; and

23 “(3) the implementation of such system in a
24 manner that is functionally integrated with relevant
25 units.

1 “(b) QUALIFICATION PROTECTIONS.—The Secretary
2 shall ensure that the implementation of a manned rotary
3 wing aviation safety management system required under
4 subsection (a) does not preclude an individual assigned
5 manned rotary wing aviation safety management system
6 duties from maintaining appropriate qualifications, flying
7 hours, professional military education, or other activities
8 required for career advancement on the basis of being as-
9 signed such duties.

10 “(c) AVIATOR SURVEY.—Not later than one year
11 after the date of the enactment of this section, the Sec-
12 retary shall carry out a survey of rotary aircraft flight
13 crews across the Department of Defense to identify oper-
14 ationally relevant and responsive flight safety reporting
15 systems. Such survey shall include the collection of infor-
16 mation regarding—

17 “(1) barriers to the use of such systems per-
18 ceived by pilots;

19 “(2) responsive reporting methods for identi-
20 fying and collecting important safety reporting;

21 “(3) systems for collecting relevant safety re-
22 porting that may be used in conjunction with histor-
23 ical flight data to provide insights that may be used
24 in carrying out section 2660 of this title;

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

5 “(5) preserving reports of persistent issues with
6 communications, either incoming or outgoing, with
7 air traffic controllers or other aircraft in controlled
8 airspace; and

9 “(6) integrating improved flight safety report-
10 ing into current operations.

11 “(d) REPORTS.—Not later than 90 days after the
12 date on which the survey under subsection (c) is com-
13 pleted, and on a semiannual basis thereafter until Decem-
14 ber 31, 2031, the Secretary shall submit to the congres-
15 sional defense committees a report containing—

16 “(1) an outline of the funding and personnel re-
17 sources necessary to implement the requirements
18 under subsection (a), and appropriate findings from
19 the survey under subsection (c), with respect to each
20 military department;

21 “(2) an outline of the safety functions, prac-
22 tices, training, and reporting required under each
23 manned rotary wing aviation safety management
24 system established or updated under subsection (a);

1 “(3) an assessment of which military depart-
2 ment practices most closely align to the best prac-
3 ticable solutions identified pursuant to the findings
4 from the survey under subsection (c);

5 “(4) a plan to implement the requirements
6 under subsection (a) and appropriate findings from
7 the survey under subsection (c); and

8 “(5) a plan to ensure active duty units and Na-
9 tional Guard units receive the same benefits from an
10 improved manned rotary wing aviation safety man-
11 agement system.

12 “(e) COMPTROLLER GENERAL REVIEW.—(1) The
13 Comptroller General of the United States shall conduct
14 a review of the efficacy of the manned rotary wing aviation
15 safety management systems established or updated pursu-
16 ant to subsection (a). Such review shall include—

17 “(A) an assessment of the extent to which the
18 Secretary has implemented the requirements under
19 subsection (a);

20 “(B) an assessment of the extent to which the
21 Secretary has developed an approach to identify and
22 mitigate any risks in implementing subsection (a);
23 and

24 “(C) any other matters the Comptroller General
25 determines are relevant.

1 “(2) Not later than September 1, 2027, the Comp-
2 troller General shall provide to the congressional defense
3 committees a briefing on the preliminary findings of the
4 review required under paragraph (1). The Comptroller
5 General shall provide to such committees the final results
6 of such review in a mutually agreed upon format and time-
7 frame.

8 **“§ 2659. Initial and recurring training on highly con-**
9 **gested airspace**

10 “(a) REQUIRED TRAINING.—The Secretary of De-
11 fense shall ensure that, by not later than March 1, 2027,
12 flight crews for Department of Defense manned rotary
13 wing aircraft operating in the national airspace system re-
14 ceive appropriate initial and recurring training regarding
15 fixed-wing operations within Class B Mode C veil airspace
16 routinely encountered in the course of operations from the
17 assigned duty station of the flight crew. Such training
18 shall include training on approach and departure paths,
19 runway configurations, and the interaction of those traffic
20 flows with published helicopter routes.

21 “(b) USE OF HISTORICAL FLIGHT DATA.—In devel-
22 oping the training described in subsection (a), the Sec-
23 retary shall consider historical flight data from Depart-
24 ment of Defense manned rotary wing aircraft operating
25 in the associated airspace.

1 “(c) REPORT.—Not later than March 1, 2027, the
2 Secretary shall submit to the congressional defense com-
3 mittees a report containing a description of how each mili-
4 tary department has implemented the training require-
5 ments under subsection (a) and how the Secretary has en-
6 sured consistency with respect to such implementation
7 across the military departments.

8 **“§ 2660. Flight data monitoring improvements**

9 “(a) IN GENERAL.—Not later than one year after the
10 date of enactment of this section, the Secretary of Defense
11 shall develop and implement standards across the military
12 departments to ensure that Department of Defense
13 manned rotary wing aircraft operations in the national
14 airspace system, and associated training, routes, and ac-
15 tivities, are informed by accurate recorded flight data to—

16 “(1) monitor operational patterns;

17 “(2) identify operational safety risks; and

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

21 “(b) DATA USE.—In carrying out subsection (a), the
22 Secretary shall—

23 “(1) seek to use—

1 “(A) existing data sets and tools to allow
2 for convenient and expeditious use of such data
3 at the lowest possible level; and

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

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

11 “(c) IMPLEMENTATION UPDATES.—The Secretary
12 shall provide to the congressional defense committees up-
13 dates on—

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

15 “(2) the incorporation of the standards devel-
16 oped and data collected pursuant to this section into
17 the manned rotary wing aviation safety management
18 systems required under section 2658 of this title.

19 “(d) DATA SHARING.—(1) The Secretary of Defense
20 shall—

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

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

1 “(2) To the extent the Secretary of Defense deter-
2 mines necessary, data shared pursuant to paragraph (1)
3 may be de-identified.

4 **“§ 2660a. Barometric altimeters**

5 “(a) MANUALS.—The Secretary of Defense shall
6 promptly update, and maintain, appropriate manuals of
7 the Department of Defense for manned rotary wing air-
8 craft, to provide clear guidance regarding—

9 “(1) the expected standard margin of error for
10 barometric altimeters for each class of such aircraft;
11 and

12 “(2) the total potential error resulting from ad-
13 ditional aircraft equipment with respect to an other-
14 wise airworthy barometric altimeter, including in-
15 creased position error associated with external stores
16 support system configurations.

17 “(b) INCORPORATION OF DATA.—In updating the
18 manuals under subsection (a), the Secretary shall incor-
19 porate observations derived from external data sources, in-
20 cluding historical flight data monitoring from external
21 sources, to better understand the total potential error of
22 barometric altimeters in various aircraft configurations.

23 “(c) TRAINING.—Not later than 30 days after the
24 date on which the Secretary updates the manuals under
25 subsection (a), the Secretary shall require appropriate re-

1 fresher training for the crew of any aircraft subject to
2 such an updated manual.

3 **“§ 2660b. Transponder maintenance**

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

11 “(b) REPORTS.—Not later than 30 days after the
12 date of the submission of the budget of the President
13 under section 1105(a) of title 31 for fiscal years 2028
14 through 2033, the Secretary of each military department
15 shall submit to the congressional defense committees a re-
16 port that details the following:

17 “(1) Compliance across such military depart-
18 ment with respect to the required maintenance inter-
19 vals established under subsection (a).

20 “(2) The total number of instances,
21 disaggregated by military installation, in which an
22 ADS–B Out transponder was not serviced in accord-
23 ance with the applicable maintenance interval estab-
24 lished under subsection (a).

1 “(3) Any additional personnel, resources, or
2 equipment required to simplify or otherwise improve
3 maintenance requirements associated with carrying
4 out this section.

5 **“§ 2660c. Notifications and reports on certain near-**
6 **miss events in National Capital Region**

7 “(a) NOTIFICATIONS.—Not later than one week after
8 the date on which a covered near-miss event occurs, the
9 Secretary of Defense shall submit to the Committees on
10 Armed Services of the House of Representatives and the
11 Senate a notification of such event.

12 “(b) ESTABLISHMENT OF ASSOCIATED DEFINI-
13 TION.—Not later than 60 days after the date of the enact-
14 ment of this section, the Secretary, in coordination with
15 a working group determined appropriate by the Secretary,
16 shall establish a definition of the term ‘close proximity en-
17 counter’ for purposes of this section.

18 “(c) REPORTS.—Not later than 180 days after the
19 date on which the definition under subsection (b) is estab-
20 lished, on a biannual basis thereafter for the following
21 two-year period, and not less frequently than annually
22 thereafter, the Secretary of Defense shall submit to the
23 Committees on Armed Services of the House of Represent-
24 atives and the Senate a report containing, with respect
25 to the period covered by the report—

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

3 “(2) for each such event, an identification of
4 any cause of such event;

5 “(3) a description any modification to relevant
6 standard operating procedures or other policies of
7 the Department of Defense issued, or planned to be
8 issued, to address such events; and

9 “(4) a description of the status of implementa-
10 tion of any such modification.

11 “(d) COVERED NEAR-MISS EVENT DEFINED.—In
12 this section, the term ‘covered near-miss event’ means a
13 close proximity encounter (as such term is defined pursu-
14 ant to subsection (b)) that—

15 “(1) involves at least one Department of De-
16 fense aircraft; and

17 “(2) occurs in the National Capital Region.

18 **“§ 2660d. Reports on individuals designated for pur-
19 poses of special mission exclusion**

20 “(a) REPORTS.—Not later than one year after the
21 date of the enactment of this section, and on an annual
22 basis thereafter, the President shall submit to the Com-
23 mittees on Armed Services of the House of Representa-
24 tives and the Senate a report containing, with respect to
25 the preceding year—

1 “(1) an identification of any individual des-
2 ignated by the President for purposes of section
3 2655(12)(B)(iii) of this title; and

4 “(2) a description of how often individuals so
5 designated were transported in connection with a
6 mission that, but for such designation, would be con-
7 sidered a special mission.

8 “(b) FORM.—Each report under subsection (a) shall
9 be submitted in unclassified form, but may contain a clas-
10 sified annex.

11 **“§ 2660e. Rule of construction**

12 “Nothing in this chapter shall be construed to—

13 “(1) vest in the Secretary of Defense any au-
14 thority of the Secretary of Transportation or the Ad-
15 ministrator of the Federal Aviation Administration
16 under title 49 or any other provision of law;

17 “(2) vest in the Secretary of Transportation or
18 the Administrator of the Federal Aviation Adminis-
19 tration any authority of the Secretary of Defense
20 under this title or any other provision of law;

21 “(3) limit the authority or discretion of the Sec-
22 retary of Transportation or the Administrator of the
23 Federal Aviation Administration to operate air traf-
24 fic control services to ensure the safe minimum sepa-

1 ration of aircraft in flight and the efficient use of
2 airspace;

3 “(4) apply a rule, guidance, plan, carriage re-
4 quirement, or memorandum established, modified, or
5 reissued pursuant to any other provision of law to
6 any Department of Defense aircraft except through
7 a process established in the memorandum of agree-
8 ment required by section 2656 of this title; or

9 “(5) require a Department of Defense aircraft
10 to compromise operational security during a combat
11 operation.”.

12 **SEC. 202. REPEAL OF PRIOR PROVISION OF LAW ON**
13 **MANNED ROTARY WING AIRCRAFT SAFETY.**

14 Section 2654 of title 10, United States Code, is re-
15 pealed.

16 **SEC. 203. TREATMENT OF SUPERSEDED MEMORANDUM OF**
17 **AGREEMENT AND PROVISION OF LAW.**

18 Effective on the date on which the memorandum of
19 agreement required by section 2656 of title 10, United
20 States Code, as added by section 201 of this title, is sub-
21 mitted to the congressional defense committees, the Com-
22 mittee on Transportation and Infrastructure of the House
23 of Representatives, and the Committee on Commerce,
24 Science, and Transportation of the Senate, the following
25 shall have no further force or effect:

1 (1) Section 1046 of the John S. McCain Na-
2 tional Defense Authorization Act for Fiscal Year
3 2019 (Public Law 115–232; 49 U.S.C. 40101 note).

4 (2) The memorandum of agreement between
5 the Department of Defense and the Federal Aviation
6 Administration entered into on May 10, 2024.

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

8 (a) REPORT.—Not later than one year after the date
9 of the enactment of this Act, the Secretary of Defense
10 shall submit to the congressional defense committees a re-
11 port containing—

12 (1) an assessment on the degradation of radio
13 transmission or reception between Department of
14 Defense aircraft and air traffic controllers or other
15 aircraft operating in the national airspace system;

16 (2) an identification of factors that may con-
17 tribute to such degradation; and

18 (3) an assessment of potential actions to reme-
19 diate such degradation.

20 (b) PLAN.—Not later than 90 days after the date on
21 which the Secretary submits to the congressional defense
22 committees a copy of the memorandum under section
23 2656 of title 10, United States Code, as added by section
24 201 of this title, the Secretary shall submit to the congres-
25 sional defense committees a plan to leverage major avi-

1 onics upgrades or depot-level maintenance associated with
2 the installation or provision of collision prevention tech-
3 nology to upgrade communications systems in Department
4 of Defense aircraft (particularly with respect to manned
5 rotary wing aircraft), for the purpose of improving the
6 clarity and reliability of transmissions to and from such
7 aircraft.

8 (c) DEFINITIONS.—In this section, the terms “colli-
9 sion prevention technology” and “Department of Defense
10 aircraft” have the meanings given such terms in section
11 2655 of title 10, United States Code, as added by section
12 201 of this title.

13 **SEC. 205. ANNUAL REPORT ON PROFICIENCY FLIGHTS IN**
14 **NATIONAL CAPITOL REGION.**

15 (a) ANNUAL REPORT.—Not later than one year after
16 the date of the enactment of this Act, and annually there-
17 after for each of the two subsequent years, the Secretary
18 of Defense shall submit to Congress a report on the num-
19 ber of Department of Defense proficiency flights that oc-
20 curred in the National Capitol Region during the 12-
21 month period preceding the date of the submission of the
22 report.

23 (b) NATIONAL CAPITOL REGION.—In this section,
24 the term “National Capitol Region” has the meaning

1 given such term in section 2655(10) of title 10, United
2 States Code, as added by section 201.

3 **SEC. 206. BRIEFING ON VIRTUAL CONSTRUCTIVE TRAIN-**
4 **ING.**

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

12 **SEC. 207. TRANSPARENCY REGARDING MIDAIR COLLISION**
13 **NEAR RONALD REAGAN WASHINGTON NA-**
14 **TIONAL AIRPORT ON JANUARY 29, 2025.**

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

20 (1) a copy of the command investigation of the
21 midair collision that occurred near Ronald Reagan
22 Washington National Airport on January 29, 2025,
23 with redactions limited to those necessary to protect
24 the privacy of the flight crew involved; and

1 (2) an implementation plan for the rec-
2 ommendations contained therein.

3 (b) INSPECTOR GENERAL OF THE ARMY ASSESS-
4 MENT.—

5 (1) ASSESSMENT.—Not later than 120 days
6 after the date of the enactment of this Act, the In-
7 specter General of the Army shall commence an as-
8 sessment of the sufficiency of the recommendations
9 and implementation plan specified in subsection
10 (a)(2).

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

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

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

Passed the House of Representatives April 14, 2026.

Attest:

Clerk.

119TH CONGRESS
2D Session

H. R. 7613

AN ACT

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.