

**AMENDMENT IN THE NATURE OF A SUBSTITUTE
TO H.R. 7613
OFFERED BY MR. GRAVES OF MISSOURI**

Strike all after the enacting clause and insert the following:

1 SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

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

5 (b) **TABLE OF CONTENTS.**—The table of contents for
6 this Act is as follows:

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

TITLE I—CIVIL AVIATION MATTERS

- Sec. 101. Airborne Collision Avoidance System Xa inhibit altitude.
- Sec. 102. Airborne Collision Avoidance System upgrades.
- Sec. 103. Airborne collision avoidance systems for rotorcraft.
- Sec. 104. Collision prevention systems.
- Sec. 105. Prohibition on certain use of ADS-B data.
- Sec. 106. Rulemaking accountability.
- Sec. 107. Time-on-position limits.
- Sec. 108. Controller threat and error management training.
- Sec. 109. Controller visual separation training.
- Sec. 110. Safety risk assessment tool.
- Sec. 111. Operational rates at Ronald Reagan Washington National Airport.
- Sec. 112. Time-based flow management.
- Sec. 113. Air traffic control facility levels.
- Sec. 114. Working group to evaluate shared frequency around Ronald Reagan Washington National Airport.
- Sec. 115. Anti-blocking technology.
- Sec. 116. Task force to identify improvements to air traffic controller conflict alert system.
- Sec. 117. Postaccident and postincident drug and alcohol testing.

- Sec. 118. Further modifications to Ronald Reagan Washington National Airport area helicopter routes.
- Sec. 119. Requiring vertical separation near airports during critical phases of flight.
- Sec. 120. Helicopter Route Chart annual review.
- Sec. 121. Visual charts.
- Sec. 122. Close proximity encounters.
- Sec. 123. Notification of close proximity encounters and analysis of data.
- Sec. 124. Safety culture and safety management review.
- Sec. 125. Documentation of control position combinations.
- Sec. 126. Review of miles-in-trail procedures or agreements.

TITLE II—PLACEHOLDER

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

1 the Committee on Commerce, Science, and Trans-
2 portation of the Senate.

3 (4) COLLISION PREVENTION TECHNOLOGY.—

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

6 (A) has ADS-B In;

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

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

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

15 (6) SECRETARY.—The term “Secretary” means
16 the Secretary of Transportation.

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

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

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

1 Reagan Washington National Airport (DCA), Ar-
2 lington, Virginia, and impacted the Potomac River
3 in southwest Washington, D.C.

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

7 (3) This tragedy represents the deadliest avia-
8 tion disaster in the United States since the crash of
9 American Airlines Flight 587 in 2001 and the first
10 fatal major commercial passenger flight accident in
11 the United States since Colgan Air Flight 3407 in
12 2009.

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

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

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

1 near-freezing water temperatures and strong
2 winds—working tirelessly to recover all 67 victims
3 and reunite them with their loved ones.

4 (7) The National Transportation Safety Board
5 (NTSB) immediately launched a full investigation
6 and, on March 11, 2025, issued urgent safety rec-
7 ommendations to prohibit operations on Helicopter
8 Route 4 during simultaneous runway operations,
9 which the Department of Transportation and Fed-
10 eral Aviation Administration promptly implemented.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

24 (6) Congress affirms its full support for the
25 National Transportation Safety Board, its mission

1 of independent accident investigation, and the integ-
2 rity of its investigative process, and herein the
3 ALERT Act responds to all of the 50 recommenda-
4 tions to prevent a similar tragedy from reoccurring;

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

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

17 **TITLE I—CIVIL AVIATION**
18 **MATTERS**

19 **SEC. 101. AIRBORNE COLLISION AVOIDANCE SYSTEM XA IN-**
20 **HIBIT ALTITUDE.**

21 (a) IN GENERAL.—Not later than 180 days after the
22 date of enactment of this Act, the Administrator shall
23 complete an evaluation of the hazards and safety benefits
24 of decreasing the traffic advisory and resolution advisory
25 inhibit altitudes in Airborne Collision Avoidance System

1 Xa (hereinafter referred to as “ACAS Xa”) to enable im-
2 proved alerting throughout more of the flight maneuvering
3 envelope of an aircraft than is required under the RTCA
4 minimum operational performance standards for the Air-
5 borne Collision Avoidance System (DO-385A, issued June
6 22, 2023).

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

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

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

16 (3) Air carriers operating under part 91 of title
17 14, Code of Federal Regulations.

18 (4) Cargo air carriers.

19 (5) Transport category aircraft manufacturers.

20 (6) General aviation aircraft manufactures.

21 (7) Avionics manufacturers.

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

1 (9) Organizations representing certified collec-
2 tive bargaining representatives of airline pilots.

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

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

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

12 (13) The National Transportation Safety
13 Board.

14 (14) Any other stakeholders the Administrator
15 determines appropriate.

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

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

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

1 (3) false, misleading, or potential overlapping
2 alerts or resolution advisories;

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

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

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

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

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

18 (9) any other considerations the Administrator
19 determines appropriate.

20 **SEC. 102. AIRBORNE COLLISION AVOIDANCE SYSTEM UP-**
21 **GRADES.**

22 (a) IN GENERAL.—Not later than 45 days after the
23 date of enactment of this Act, the Administrator shall es-
24 tablish an aviation rulemaking committee (in this section
25 referred to as the “Committee”) to review and develop

1 findings and recommendations to require selected aircraft
2 to be equipped and operating with ACAS Xa that is—

3 (1) integrated and uses both ADS-B In and
4 transponder interrogations, as required under the
5 RTCA minimum operational performance standards
6 for the Airborne Collision Avoidance System (DO-
7 385A, issued June 22, 2023); and

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

10 (b) COMPOSITION.—The Committee shall consist of
11 members appointed by the Administrator, including rep-
12 resentatives of—

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

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

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

21 (4) business aviation operators;

22 (5) cargo air carriers;

23 (6) air ambulance operators;

24 (7) transport category aircraft manufacturers;

25 (8) general aviation aircraft manufactures;

- 1 (9) avionics manufacturers;
- 2 (10) supplemental type certificate holders;
- 3 (11) modification service providers;
- 4 (12) exclusive bargaining representatives of air
- 5 traffic controllers certified under section 7111 of
- 6 title 5, United States Code;
- 7 (13) the certified bargaining representative of
- 8 aviation safety inspectors and engineers for the Fed-
- 9 eral Aviation Administration;
- 10 (14) organizations representing certified collec-
- 11 tive bargaining representatives of airline pilots;
- 12 (15) aviation safety experts with specific knowl-
- 13 edge of human factors or human factors experts
- 14 with specific knowledge of aviation safety;
- 15 (16) research institutions with relevant aviation
- 16 safety or human factors subject matter expertise;
- 17 (17) a representative from the National Trans-
- 18 portation Safety Board with subject matter expertise
- 19 as an observer; and
- 20 (18) any other stakeholders the Administrator
- 21 determines appropriate.
- 22 (c) CONSIDERATIONS.—In developing the findings
- 23 and recommendations under subsection (a), the Com-
- 24 mittee shall consider—

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

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

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

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

11 (5) actions the Administrator can take to
12 prioritize the certification and installation of inte-
13 grated ACAS Xa;

14 (6) related changes that may be required for
15 the operating rules and training necessary for air
16 traffic controllers, pilots, and others;

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

19 (8) any other considerations the Committee or
20 the Administrator determines appropriate.

21 (d) REPORT.—Not later than 1 year after the date
22 of establishment of the Committee, the Committee shall
23 submit to the Administrator and the appropriate commit-
24 tees of Congress a report containing the findings and rec-
25 ommendations of the Committee.

1 (e) RULEMAKING.—

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

10 (A) is integrated and uses both ADS-B In
11 and transponder interrogations, as required
12 under the RTCA minimum operational perform-
13 ance standards for the Airborne Collision
14 Avoidance System (DO-385A, issued June 22,
15 2023); and

16 (B) provides visual and audible alerting to
17 the pilot and flight crew.

18 (2) CONTENTS.—The notice of proposed rule-
19 making described in paragraph (1) shall include, at
20 a minimum—

21 (A) appropriate guidance for certification
22 of ACAS Xa;

23 (B) a deadline, not to exceed December 31,
24 2031, for any newly manufactured selected air-
25 craft to be equipped with ACAS Xa that re-

1 flects various aircraft types, appropriate main-
2 tenance cycles, and required updates to appro-
3 priate guidance after certification of ACAS Xa;

4 (C) a deadline, not to exceed December 31,
5 2031, for existing selected aircraft to be retrofit
6 with ACAS Xa that reflects various aircraft
7 types, appropriate maintenance cycles, and re-
8 quired updates to appropriate guidance after
9 certification of ACAS Xa;

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

16 (E) a process by which the Administrator
17 may extend the deadlines specified in subpara-
18 graphs (B) and (C), not to exceed a period of
19 2 years, provided that the Administrator pro-
20 vides a report to the appropriate committees of
21 Congress within 14 days of taking such action,
22 with the reasons justifying such action and an
23 assurance that safety will not be compromised
24 by the delay.

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

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

12 (1) if the evaluation conducted pursuant to sec-
13 tion 101 determines that inhibit altitudes can be
14 safely decreased, safely decrease the inhibit altitude
15 in accordance with the results of such evaluation;

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

19 (3) integrate directional traffic symbols into vis-
20 ual displays.

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

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

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

8 **SEC. 103. AIRBORNE COLLISION AVOIDANCE SYSTEMS FOR**
9 **ROTORCRAFT.**

10 (a) **IN GENERAL.**—Not later than December 31,
11 2026, the Administrator shall take necessary action with
12 the appropriate standards setting organization to finalize
13 and publish minimum operational performance standards
14 for the collision avoidance system known as “Airborne Col-
15 lision Avoidance System Xr” (in this section referred to
16 as “ACAS Xr”) that uses both ADS–B In and trans-
17 pponder interrogations.

18 (b) **ACAS XR AVIATION RULEMAKING COM-**
19 **MITTEE.**—

20 (1) **ESTABLISHMENT.**—Not later than 30 days
21 after the date on which the appropriate standards
22 setting organization publishes minimal operational
23 performance standards for ACAS Xr under sub-
24 section (a), or January 31, 2027, (whichever occurs
25 earlier), the Administrator shall establish an aviation

1 rulemaking committee (in this section referred to as
2 the “Committee”) to review and develop findings
3 and recommendations to require selected rotorcraft
4 and selected powered-lift aircraft be equipped and
5 operating with ACAS Xr that has ADS-B In and is
6 configured to provide visual and audible alerting to
7 the pilot and flight crew.

8 (2) COMPOSITION.—The Committee shall con-
9 sist of members appointed by the Administrator, in-
10 cluding representatives of—

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

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

15 (C) rotorcraft manufacturers;

16 (D) an organization representing rotorcraft
17 operators and pilots;

18 (E) an organization representing rotorcraft
19 air medical services;

20 (F) general aviation aircraft manufactur-
21 ers;

22 (G) powered-lift aircraft operators and
23 manufacturers;

24 (H) avionics manufacturers;

25 (I) supplemental type certificate holders;

1 (J) modification service providers;

2 (K) exclusive bargaining representatives of
3 air traffic controllers certified under section
4 7111 of title 5, United States Code;

5 (L) the certified bargaining representative
6 of aviation safety inspectors and engineers for
7 the Federal Aviation Administration;

8 (M) aviation safety experts with specific
9 knowledge of human factors or human factors
10 experts with specific knowledge of aviation safe-
11 ty;

12 (N) a career representative from the Na-
13 tional Transportation Safety Board with subject
14 matter expertise as an observer; and

15 (O) any other stakeholders the Adminis-
16 trator determines appropriate.

17 (3) CONSIDERATIONS.—In developing the find-
18 ings and recommendations required under paragraph
19 (1), the Committee shall consider—

20 (A) any anticipated modifications to the
21 minimum operational performance standards of
22 ACAS Xr that are required by subsection
23 (c)(1)(B);

24 (B) the anticipated certification timeline
25 for ACAS Xr equipment given the technical

1 complexity and requisite procedures for ap-
2 proval;

3 (C) a projected deadline for equipping
4 newly manufactured selected rotorcraft and se-
5 lected powered-lift aircraft with ACAS Xr that
6 considers—

7 (i) the safety benefits of ACAS Xr;

8 (ii) the anticipated timeline needed for
9 the FAA to approve the installation of
10 ACAS Xr on various rotorcraft and pow-
11 ered-lift aircraft or for various operations;

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

15 (iv) the operational and technical con-
16 siderations associated with installing ACAS
17 Xr on newly manufactured selected rotor-
18 craft and selected powered-lift aircraft;

19 (D) a projected deadline to retrofit selected
20 rotorcraft and selected powered-lifted aircraft
21 with ACAS Xr that considers—

22 (i) the safety benefits of ACAS Xr;

23 (ii) the feasibility of using existing an-
24 tennas of existing collision prevention sys-

1 tems equipped in selected rotorcraft and
2 selected powered-lift aircraft;

3 (iii) the feasibility and cost associated
4 with retrofitting selected rotorcraft and se-
5 lected powered-lift aircraft not equipped
6 with existing collision avoidance systems;

7 (iv) the commercial availability of the
8 necessary components associated with
9 ACAS Xr; and

10 (v) the operational and technical con-
11 siderations associated with retrofitting se-
12 lected rotorcraft and selected powered-lift
13 aircraft;

14 (E) actions that the Administrator can
15 take to prioritize the certification and installa-
16 tion of ACAS Xr;

17 (F) the interaction with ACAS Xr with ex-
18 isting collision prevention technologies;

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

21 (H) any available safety data assessing the
22 effectiveness of ACAS Xr in reducing midair
23 collision risk;

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

1 (J) National Transportation Safety Board
2 Aviation Investigation Report AIR-26-02
3 adopted on January 27, 2026; and

4 (K) any other considerations the Com-
5 mittee determines appropriate.

6 (4) REPORT.—Not later than 1 year after the
7 establishment of the Committee, the Committee shall
8 submit to the Administrator and the appropriate
9 committees of Congress a report on the findings and
10 the recommendations developed by the Committee
11 under this subsection.

12 (c) RULEMAKING AND MODIFICATION OF MINIMAL
13 OPERATING PERFORMANCE STANDARDS.—

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

19 (A) issue a notice of proposed rulemaking
20 to prohibit persons from operating selected
21 rotorcraft and selected powered-lift aircraft un-
22 less such rotorcraft or powered-lift aircraft are
23 equipped and operating with ACAS Xr that
24 uses both ADS-B In and transponder interro-
25 gations, as required under the minimum oper-

1 ational performance standards as required
2 under subsection (a); and

3 (B) take necessary actions with the appro-
4 priate standards setting organization to modify
5 the minimal operational performance standards
6 for ACAS Xr to—

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

10 (ii) integrate directional traffic sym-
11 bols into visual displays.

12 (2) CONTENTS.—The notice of proposed rule-
13 making required under paragraph (1)(A) shall in-
14 clude, at a minimum—

15 (A) appropriate guidance for the certifi-
16 cation of ACAS Xr systems;

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

19 (C) a deadline for any newly manufactured
20 selected rotorcraft and selected powered-lift air-
21 craft to be equipped with ACAS Xr, considering
22 the findings and recommendations developed
23 pursuant to subsection (b);

24 (D) a deadline for selected rotorcraft and
25 selected powered-lift aircraft to be retrofit with

1 ACAS Xr, considering the findings and rec-
2 ommendations developed pursuant to subsection
3 (b); and

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

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

13 (d) TECHNICAL ASSISTANCE.—The Administrator
14 shall provide technical assistance to facilitating equipage
15 across the entire fleet of affected aircraft to provide sup-
16 port for selected rotorcraft operators and selected pow-
17 ered-lift aircraft operators in complying with the require-
18 ments of this section.

19 (e) DEFINITIONS.—In this section:

20 (1) SELECTED ROTORCRAFT.—The term “se-
21 lected rotorcraft” means a civil rotorcraft operating
22 in Class B airspace.

23 (2) POWERED-LIFT AIRCRAFT.—The term
24 “powered-lift aircraft” has the meaning given the

1 term “powered-lift” in section 1.1 of title 14, Code
2 of Federal Regulations.

3 (3) **SELECTED POWERED-LIFT AIRCRAFT.**—The
4 term “selected powered-lift aircraft” means a civil
5 powered-lift aircraft operating in Class B airspace.

6 **SEC. 104. COLLISION PREVENTION SYSTEMS.**

7 (a) **FINAL RULE.**—Not later than 2 years after the
8 date of enactment of this Act, the Administrator shall
9 issue a final rule with an effective date not later than De-
10 cember 31, 2031, to require covered aircraft to be
11 equipped and operating with collision prevention tech-
12 nology.

13 (b) **CONSULTATION.**—In developing the final rule
14 under subsection (a), the Administrator shall consult with
15 the following:

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

18 (2) Air carriers operating under part 91 of title
19 14, Code of Federal Regulations.

20 (3) Organizations representing helicopter avia-
21 tion operators and pilots.

22 (4) Organizations representing the general avia-
23 tion community.

24 (5) Organizations representing business avia-
25 tion operators.

1 (6) Organizations representing experimental
2 aircraft operators.

3 (7) Transport category aircraft manufacturers.

4 (8) General aviation aircraft manufactures.

5 (9) Rotorcraft manufacturers.

6 (10) Avionics manufacturers.

7 (11) Powered-lifted aircraft manufacturers.

8 (12) Supplemental type certificate holders.

9 (13) Aircraft modification service providers.

10 (14) Exclusive bargaining representatives of air
11 traffic controllers certified under section 7111 of
12 title 5, United States Code.

13 (15) Certified bargaining representative of avia-
14 tion safety inspectors and engineers for the FAA.

15 (16) Not less than 3 organizations representing
16 certified collective bargaining representatives of air-
17 line pilots operating under part 121 of title 14, Code
18 of Federal Regulations.

19 (17) Aviation safety experts with specific knowl-
20 edge of human factors or human factors experts
21 with specific knowledge of aviation safety.

22 (18) The National Transportation Safety
23 Board.

24 (19) Any other representative the Administrator
25 determines appropriate.

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

3 (1) the safety benefits of collision prevention
4 technologies;

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

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

11 (4) software in existence on the date of enact-
12 ment of this Act, and reasonably projected there-
13 after, that can predict aircraft movements, display
14 surrounding traffic, and provide visual and audible
15 traffic advisories;

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

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

21 (7) the safety benefits of software described in
22 paragraph (4) in informing pilots or flight crews of
23 operational risks, including encounters with fore-
24 casted severe weather using flight information serv-
25 ices broadcast (FIS-B);

1 (8) the effort of the Administrator to modernize
2 the air traffic control system, including timelines,
3 technologies being incorporated, changes to oper-
4 ational rules, and training requirements;

5 (9) the role of air traffic controllers in ensuring
6 aircraft separation, including the need for additional
7 training to air traffic controllers given the require-
8 ments of this section;

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

12 (11) the capacity of the aerospace supply chain
13 to manufacture necessary equipment;

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

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

19 (14) if available at the time of consideration,
20 the results of the studies on ADS-B Out equipage
21 and development of low-cost voluntary ADS-B as re-
22 quired by sections 808 and 810 of FAA Reauthor-
23 ization Act of 2024 (Public Law 118-63); and

24 (15) any other considerations the Administrator
25 determines appropriate.

1 (d) REQUIREMENTS FOR FINAL RULE.—In issuing
2 the final rule required under subsection (a), the Adminis-
3 trator shall—

4 (1) establish performance requirements for
5 equipping collision prevention technology that, as de-
6 termined by the Administrator, are appropriate for
7 the covered aircraft and the operations, including
8 the operating environment;

9 (2) in establishing the performance require-
10 ments described in paragraph (1)—

11 (A) require such technology be configured
12 to provide visual and audible alerting to the
13 pilot and flight crew;

14 (B) consider the field of view of the pilots,
15 human factors, and, if applicable, mounting
16 method of such technology, to ensure that such
17 technology can be readily utilized and has mini-
18 mal risk of unexpected detachment;

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

22 (D) consider the utilization of existing an-
23 tenna locations or the placement of new an-
24 tenna used to receive and, if applicable, trans-

1 mit, data used in collision prevention tech-
2 nology;

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

6 (4) establish an effective date not later than
7 December 31, 2031, for equipping the covered air-
8 craft with technology described in subsection (a)
9 that reflects various aircraft types, appropriate
10 maintenance cycles, and required updates to appro-
11 priate guidance for such technology after certifi-
12 cation of such technologies.

13 (e) EQUIVALENT LEVEL OF SAFETY.—In issuing the
14 final rule required under this section, the Administrator
15 shall allow for the use of any collision prevention tech-
16 nology (including technology that uses portable ADS-B In
17 receivers or other equipment that displays on an existing
18 or future portable device, electronic flight bag, or panel
19 mounted display) available for use at the time of the effec-
20 tive date established in subsection (d)(4), if the Adminis-
21 trator determines it provides an equivalent level of safety
22 as the requirements of the final rule issued pursuant to
23 subsection (a).

24 (f) TECHNICAL ASSISTANCE.—The Administrator
25 shall provide technical assistance to facilitating equipage

1 across the entire fleet of affected aircraft to provide sup-
2 port for affected aircraft operators in complying with the
3 requirements of this section.

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

6 (1) means any civil aircraft (as such term is de-
7 fined in section 40102 of title 49, United States
8 Code), except a selected aircraft as defined in sec-
9 tion 102, that is required to be equipped with ADS-
10 B Out under section 91.225 of title 14, Code of
11 Federal Regulations; and

12 (2) excludes aircraft that have a limited cat-
13 egory special airworthiness certificate or an experi-
14 mental airworthiness certificate, provided the pilot of
15 such aircraft is authorized to deviate from the re-
16 quirements of this section by air traffic control in
17 the same manner ADS-B Out deviations are ap-
18 proved under section 91.225(g) of title 14, Code of
19 Federal Regulations.

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

21 (a) IN GENERAL.—

22 (1) LIMITATION ON USE OF DATA.—Data from
23 Automatic Dependent Surveillance-Broadcast may
24 not be used by any person, governmental agency, or
25 other entity to identify aircraft for the purpose of

1 obtaining revenue from the owner or operator of
2 such aircraft, without the consent of such owner or
3 operator.

4 (2) USE OF DATA BY AIR TRAFFIC CON-
5 TROLLER.—Automatic Dependent Surveillance—
6 Broadcast data may be used to assist air traffic con-
7 trollers in tracking aircraft and improving air traffic
8 safety and efficiency.

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

16 **SEC. 106. RULEMAKING ACCOUNTABILITY.**

17 (a) PUBLIC DASHBOARD.—The Secretary shall estab-
18 lish, maintain, and make available, on a publicly available
19 website of the Department of Transportation, a dashboard
20 that displays, for the rulemakings required in sections
21 102, 103, and 104—

22 (1) dates of publication and links to the min-
23 imum operating performance standards referenced
24 by and developed pursuant to such sections;

1 (2) the date of establishment, membership ros-
2 ter, and tasking memoranda (or similar document)
3 for rulemaking committees established pursuant to
4 such sections;

5 (3) deadlines and actual dates for the submis-
6 sion for all required rulemaking committee reports
7 to the Administrator or Congress;

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

9 (A) advanced notice of proposed
10 rulemakings published pursuant to such sec-
11 tions;

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

14 (C) revised notice of proposed rulemakings
15 published pursuant to rulemakings described in
16 subparagraphs (A) and (B);

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

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

21 (7) all associated official correspondence with
22 the National Transportation Safety Board regarding
23 related safety recommendations; and

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

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

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

16 (1) IN GENERAL.—If the Administrator fails to
17 meet any rulemaking deadline established in sections
18 102, 103, and 104, the Administrator shall brief the
19 appropriate committees of Congress in person not
20 later than 4 weeks after the date on which such
21 deadline is not met .

22 (2) DEADLINE FOR INITIAL OUTREACH AND CO-
23 ORDINATION.—Not later than 4 days after the date
24 described in paragraph (1), the Administrator shall
25 begin initial outreach to and coordination with the

1 appropriate committees of Congress to arrange and
2 organize logistics of the briefing required under
3 paragraph (1).

4 (3) **FORMAT AND TIME OF BRIEFING.**—The
5 briefing required under paragraph (1) shall be in a
6 format and at a time to be determined by the appro-
7 priate committees of Congress.

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

9 (a) **TIME-ON-POSITION LIMITS.**—

10 (1) **IN GENERAL.**—Not later than 1 year after
11 the date of enactment of this Act, the Administrator,
12 in coordination with organizations representing air
13 traffic controller managers and supervisors, shall es-
14 tablish time-on-position limits for operations super-
15 visory personnel.

16 (2) **CONSIDERATIONS.**—In developing the limits
17 described in paragraph (1), the Administrator
18 shall—

19 (A) evaluate appropriate time-on-position
20 limits for operations supervisory personnel,
21 prioritizing the evaluation of such limits at
22 Ronald Reagan Washington National Airport
23 and other air traffic facilities with high volumes
24 of mixed rotorcraft and airplane traffic;

1 (B) establish such limits for Air Traffic
2 Organization operations supervisory personnel
3 at Ronald Reagan Washington National Airport
4 and other air traffic facilities with high volumes
5 of mixed helicopter and airplane traffic;

6 (C) develop guidance for district and facil-
7 ity-level management to adapt such limits to ac-
8 count for their own staffing and local standard
9 operating procedures;

10 (D) consider the operational needs and
11 staffing levels of the air traffic facilities de-
12 scribed in the previous subparagraphs to ensure
13 effective oversight and monitoring of safety crit-
14 ical operations;

15 (E) consider air traffic control specialists
16 performing watch supervision in the controller-
17 in-charge position;

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

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

3 (H) consider any other items determined
4 appropriate by the Administrator.

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

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

16 (c) DEFINITIONS.—In this section:

17 (1) CONTROLLER-IN-CHARGE.—The term “con-
18 troller-in-charge” means the bargaining unit air
19 traffic control specialist responsible for providing
20 watch supervision for the continuous operation of an
21 air traffic control facility or area in any case in
22 which operations supervisory personnel are not avail-
23 able.

24 (2) OPERATIONAL OVERSIGHT.—The term
25 “operational oversight” means the duty of the indi-

1 vidual in charge of the operation to effectively lead
2 and manage the delivery of air traffic services by
3 maintaining intentional engagement, situational
4 awareness, and accountability within the area of su-
5 pervision.

6 (3) OPERATIONS SUPERVISORY PERSONNEL.—

7 The term “operations supervisory personnel” means
8 managerial personnel responsible for the direct su-
9 pervision of air traffic control operational personnel.

10 **SEC. 108. CONTROLLER THREAT AND ERROR MANAGE-**
11 **MENT TRAINING.**

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

20 (b) CONSULTATION.—In developing the training
21 under subsection (a), the Administrator shall consult with
22 representatives of—

23 (1) organizations representing air traffic control
24 managers and operations supervisors;

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

3 (A) human factors and human decision
4 making in realistic operational settings; and

5 (B) threat and error management best
6 practices and policies; and

7 (3) a career representative from the National
8 Transportation Safety Board with subject matter ex-
9 pertise as an observer.

10 (c) CONSIDERATIONS.—In developing the training de-
11 scribed in subsection (a), the Administrator shall consider,
12 at a minimum—

13 (1) the findings and recommendations of the
14 National Transportation Safety Board, including as
15 contained in the final aviation investigation report,
16 AIR-26-02, adopted on January 27, 2026, such
17 as—

18 (A) training controllers to continuously
19 monitor their environment to more quickly and
20 accurately identify threats;

21 (B) promoting team communication to en-
22 sure that communications are clear, timely, and
23 assertive;

24 (C) emphasizing effective scanning habits;

1 (D) recognizing patterns in the develop-
2 ment of adverse events; and

3 (E) enhanced decision making under stress
4 by developing habits that balance procedural
5 compliance with problem-solving;

6 (2) the requirements of—

7 (A) FAA Order JO 3120.4S, titled “Air
8 Traffic Technical Training”, issued on August
9 28, 2024;

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

13 (C) FAA Order JO 7110.65BB, titled “Air
14 Traffic Control”, issued on February 20, 2025;
15 and

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

18 (3) the frequency of the recurrent and refresher
19 training described in subsection (a) and whether fre-
20 quency should be increased for air traffic controllers
21 in facilities managing high-complexity or high-vol-
22 ume airspace;

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

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

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

11 (7) data gathered from aviation safety reporting
12 programs; and

13 (8) any other item determined appropriate by
14 the Administrator.

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

21 (d) BRIEFING TO CONGRESS.—Not later than 1 year
22 after the training requirements under this section and sec-
23 tion 109 are established, the Administrator shall brief the
24 appropriate committees of Congress on the implementa-

1 tion of such training and any potential recommendations
2 for improvements.

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

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

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

17 (b) **CONSULTATION.**—In developing and imple-
18 menting the training required under subsection (a), the
19 Administrator shall consult with representatives of—

20 (1) the certified bargaining representative of
21 aviation safety inspectors and engineers for the
22 FAA;

23 (2) organizations representing certified collec-
24 tive bargaining representatives of airline pilots;

1 (3) organizations representing air traffic control
2 managers and supervisors;

3 (4) organizations representing general aviation
4 pilots; and

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

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

9 (B) tower-applied and pilot-applied visual
10 separation procedures and regulations.

11 (c) CONSIDERATIONS.—In developing the training
12 under subsection (a), the Administrator shall consider, at
13 a minimum—

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

18 (2) the requirements of—

19 (A) FAA Order JO 3120.4S, titled “Air
20 Traffic Technical Training”, issued on August
21 28, 2024;

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

1 (C) FAA Order JO 7110.65BB, titled “Air
2 Traffic Control”, issued on February 20, 2025;
3 and

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

6 (3) the frequency of the recurrent and refresher
7 training described in subsection (a) and whether
8 such frequency should be increased for air traffic
9 controllers in facilities managing high-complexity or
10 high-volume airspace;

11 (4) the appropriate use of tower simulator sys-
12 tems and other advanced training technologies to
13 supplement the recurrent and refresher training de-
14 scribed in subsection (a), including the use of data
15 analytics from such systems and technologies to in-
16 dividualize instruction;

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

21 (6) data gathered from aviation safety reporting
22 programs; and

23 (7) any other item determined appropriate by
24 the Administrator.

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

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

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

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

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

18 (A) identifying safety risks;

19 (B) analyzing the impact of and
20 prioritizing such risks; and

21 (C) developing strategies to reduce or
22 eliminate such risks in real time;

23 (2) data, reports, studies, and best practices on
24 threat and error management;

25 (3) findings and recommendations of the—

1 (A) National Transportation Safety Board,
2 including as contained in the final aviation in-
3 vestigation report, AIR-26-02, adopted on Jan-
4 uary 27, 2026;

5 (B) National Airspace System Safety Re-
6 view Team as contained in the final report ti-
7 tled “Discussion and Recommendations to Ad-
8 dress Risk in the National Airspace System”,
9 issued on November 15, 2023; and

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

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

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

17 (6) data gathered from aviation safety reporting
18 programs;

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

22 (8) the feasibility of leveraging commercially
23 available products or technologies that may be uti-
24 lized to develop such tool;

1 (9) benefits of incorporating such tool into a
2 Common Automation Platform; and

3 (10) any other factors determined relevant by
4 the Administrator.

5 (c) COORDINATION.—In developing the safety risk as-
6 sessment tool under subsection (a), the Administrator
7 shall coordinate with—

8 (1) organizations representing air traffic control
9 supervisors and managers;

10 (2) the exclusive bargaining representative of
11 air traffic controllers certified under section 7111 of
12 title 5, United States Code;

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

15 (4) aviation safety experts with specific knowl-
16 edge of human factors and human decision making
17 in realistic operational settings; and

18 (5) any other stakeholders determined relevant
19 by the Administrator.

20 (d) BRIEFING TO CONGRESS.—Not later than 18
21 months after the date of enactment of this Act, the Ad-
22 ministrator shall brief the appropriate committees of Con-
23 gress on—

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

4 (2) the progress of implementation described in
5 subsection (e); and

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

8 (e) IMPLEMENTATION.—The Administrator shall de-
9 ploy the safety risk assessment tool developed under this
10 section at—

11 (1) the Ronald Reagan Washington National
12 Airport air traffic control tower, not later than 1
13 year after the development of the safety risk assess-
14 ment tool;

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

19 (3) any remaining air traffic control facilities
20 not later than 2 years after the development of the
21 safety risk assessment tool.

22 (f) THREAT AND ERROR MANAGEMENT DEFINED.—
23 In this section, the term “threat and error management”
24 has the meaning described in chapter 6 of the Risk Man-

1 agement Handbook (FAA H-8083-2A) or any successor
2 document.

3 **SEC. 111. OPERATIONAL RATES AT RONALD REAGAN WASH-**
4 **INGTON NATIONAL AIRPORT.**

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

9 (b) CONSIDERATIONS.—In conducting the assess-
10 ment described in subsection (a), the Administrator shall
11 consider—

- 12 (1) airspace complexity;
- 13 (2) airfield limitations;
- 14 (3) mixed-fleet operations;
- 15 (4) traffic volume;
- 16 (5) air carrier scheduling practices;
- 17 (6) the operational capacity of such airport;
- 18 (7) the current hourly instrument flight rules
19 allocation practice at such airport;
- 20 (8) expertise provided by the Air Traffic Orga-
21 nization; and
- 22 (9) any other considerations the Administrator
23 determines appropriate.

24 (c) COMPLETION OF ASSESSMENT.—Not later than
25 180 days after the Administrator initiates the assessment

1 under subsection (a), the Administrator shall complete
2 and submit to the appropriate committees of Congress
3 such assessment, including any related findings and rec-
4 ommendations.

5 (d) RULEMAKING.—Not later than 30 days after
6 completing the assessment pursuant to subsection (c), and
7 taking such assessment into account, the Administrator
8 shall initiate a rulemaking proceeding to update subpart
9 K of part 93 of title 14, Code of Federal Regulations, to
10 require allocated instrument flight rules operations at
11 Ronald Reagan Washington National Airport to be pre-
12 scribed in periods not greater than 30 minutes to ensure
13 such airport does not exceed safe capacity.

14 (e) CONSULTATION.—In conducting the rulemaking
15 required under subsection (d), the Administrator shall
16 consult with the following:

17 (1) Any air carrier operating under part 121 of
18 title 14, Code of Federal Regulations, with scheduled
19 operations at Ronald Reagan Washington National
20 Airport, including regional air carriers and low-cost
21 and ultra-low-cost air carriers.

22 (2) The exclusive bargaining representatives of
23 air traffic controllers certified under section 7111 of
24 title 5, United States Code.

1 (3) The Metropolitan Washington Airports Au-
2 thority.

3 (4) Any other stakeholders the Administrator
4 determines appropriate.

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

6 Not later than 180 days after the date of enactment
7 of this Act, the Administrator shall implement operational
8 use of the time-based flow management system at Poto-
9 mac Consolidated Terminal Radar Approach Control and
10 associated air traffic control towers.

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

12 (a) REVIEW OF AIR TRAFFIC CONTROL FACILITY
13 LEVEL CRITERIA.—

14 (1) IN GENERAL.—The Administrator and the
15 exclusive bargaining representative of air traffic con-
16 trollers certified under section 7111 of title 5,
17 United States Code, (in this section referred to as
18 the “Parties”) may, at their joint election, review
19 and advise, as agreed to, the criteria and procedures
20 used to assess, determine, and validate the facility
21 pay levels of air traffic control facilities.

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

24 (A) the many variables that may affect the
25 difficulty and complexity of air traffic control

1 work, including technological advancements,
2 aviation industry trends, and the modification
3 or extension of air traffic control services;

4 (B) weights and add-ons used to calculate
5 the traffic count index and other related for-
6 mulas for air traffic control facilities; and

7 (C) whether new weights and add-ons
8 should be incorporated into such formulas to
9 more accurately reflect the air traffic density
10 and complexity of the facility operations.

11 (b) REASSESSMENT OF AIR TRAFFIC CONTROL FA-
12 CILITY LEVELS.—

13 (1) LIMITATION.—No changes to facility pay
14 levels due to data source changes may be imple-
15 mented until negotiations pursuant to the collective
16 bargaining agreement of the Parties and title 49,
17 United States Code, have been completed.

18 (2) APPLICATION OF STANDARD.—Upon com-
19 pletion of a review conducted under subsection (a)
20 and related negotiations pursuant to the collective
21 bargaining agreement of the Parties and title 49,
22 United States Code, the Parties shall apply the
23 standard in accordance with any agreements made
24 pursuant to this section at—

1 (A) the Ronald Reagan Washington Na-
2 tional Airport; and

3 (B) all other air traffic control facilities,
4 prioritizing facilities with high volumes of mixed
5 rotorcraft and airplane traffic.

6 (c) **RULE OF CONSTRUCTION.**—Nothing in this sec-
7 tion may be construed to interfere with any agreement be-
8 tween a governmental agency and the exclusive bargaining
9 representative of air traffic controllers certified under sec-
10 tion 7111 of title 5, United States Code, or section 40122
11 of title 49, United States Code.

12 **SEC. 114. WORKING GROUP TO EVALUATE SHARED FRE-**
13 **QUENCY AROUND RONALD REAGAN WASH-**
14 **INGTON NATIONAL AIRPORT.**

15 (a) **IN GENERAL.**—Not later than 3 months after the
16 date of enactment of this Act, the Administrator shall con-
17 vene a working group (in this section referred to as the
18 “Working Group”) to conduct a comprehensive evaluation
19 of the safety benefits and risks of requiring all aircraft
20 to use the same communications frequency during any pe-
21 riod in which helicopter and local air traffic control posi-
22 tions are combined in the Ronald Reagan Washington Na-
23 tional Airport air traffic control tower.

24 (b) **MEMBERS.**—The Working Group convened under
25 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) not fewer than 3 separate organizations
7 representing the certified collective bargaining rep-
8 resentatives of pilots operating under part 121 of
9 title 14, Code of Federal Regulations;

10 (4) air medical services;

11 (5) an organization representing helicopter
12 aviation operators and pilots;

13 (6) an organization representing business avia-
14 tion operators and pilots;

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

17 (8) an individual that has expertise in an oper-
18 ational or academic discipline that is relevant to the
19 analysis of human factors in aviation, which may in-
20 clude air carrier operations, line pilot expertise, air
21 traffic control, linguistics, human-machine integra-
22 tion, general aviation operations, and organizational
23 behavior and culture;

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

4 (10) the Department of Defense, provided the
5 representative has expertise on Department of De-
6 fense flight operations in the area described in sub-
7 section (a);

8 (11) the Coast Guard, provided the representa-
9 tive has expertise on Coast Guard flight operations
10 in the area described in subsection (a);

11 (12) the National Transportation Safety Board;
12 and

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

15 (c) LOCAL OPERATOR PREFERENCE.—The members
16 described in paragraphs (3), (4), (5), (6), and (7) of sub-
17 section (b) shall be, or represent, individuals who operate
18 in the Washington, DC Metropolitan Area Special Flight
19 Rules Area, as defined in subpart V of part 93 of title
20 14, Code of Federal Regulations.

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

1 (1) may not be political appointees; and

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

4 (d) DURATION.—

5 (1) IN GENERAL.—Members of the Working
6 Group shall be appointed for the duration of the
7 Working Group.

8 (2) LENGTH OF EXISTENCE.—

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

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

14 (e) CONSIDERATIONS.—In conducting the com-
15 prehensive evaluation under subsection (a), the Working
16 Group shall, at minimum, consider—

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

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

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

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

3 (5) pilot training requirements;

4 (6) air traffic controller training requirements;

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

8 (8) the potential for overlapping, conflicting,
9 and simultaneous communication transmissions,
10 prior to and after any improvements made as a re-
11 sult of the assessment conducted pursuant to section
12 115;

13 (9) the potential for misdirected, missed, or
14 stepped on communications if requiring all aircraft
15 to use the same communication frequency;

16 (10) National Transportation Safety Board rec-
17 ommendations pertaining to miscommunications on
18 crowded frequencies, including relevant recommenda-
19 tions included in the National Transportation Safety
20 Board Aviation Investigation Report AIR-26-02
21 adopted on January 27, 2026; and

22 (11) solicited feedback from air carriers oper-
23 ating under part 121 and part 135 of title 14, Code
24 of Federal Regulations, and general aviation opera-

1 tors under part 91 of title 14, Code of Federal Reg-
2 ulations.

3 (f) REPORT.—Not later than 6 months after the con-
4 clusion of the Working Group, the Working Group shall
5 submit to the Administrator and the appropriate commit-
6 tees of Congress a report on the findings and rec-
7 ommendations resulting from the activities carried out
8 under this section.

9 (g) IMPLEMENTATION.—Not later than 6 months
10 after receiving recommendations outlined in the report
11 under subsection (f), the Administrator shall operationally
12 validate such recommendations and may take such action,
13 as appropriate, to implement such recommendations.

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

15 (a) ASSESSMENT.—Not later than 30 days after the
16 date of enactment of this Act, the Administrator shall ini-
17 tiate an assessment on the feasibility, maturity, hazards,
18 and safety benefits of technology that serves to alert air
19 traffic controllers or flight crews to instances of potentially
20 blocked transmissions when simultaneous broadcasting oc-
21 curs.

22 (b) CONSIDERATIONS.—In conducting the assess-
23 ment under subsection (a), the Administrator shall, at
24 minimum, consider—

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

5 (2) the technical standards written for, and as-
6 sociated with, the use of such technologies identified
7 under paragraph (1);

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

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

15 (5) the potential benefits and enhanced aware-
16 ness that the adoption of such technologies would
17 provide;

18 (6) the technological limitations associated with
19 such technologies;

20 (7) air traffic controller training requirements;

21 (8) the effort of the FAA to modernize the air
22 traffic control system, including timelines, the incor-
23 poration of new technologies, and planned training;
24 and

1 (9) any benefits and detriments to air traffic
2 controller situational awareness, including avail-
3 ability of information, nuisance alerts, and human
4 factors.

5 (c) CONSULTATION.—In conducting the assessment
6 under subsection (a), the Administrator shall consult with
7 stakeholders or standards organizations, including—

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

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

13 (3) the certified bargaining representative of
14 aviation safety inspectors and engineers for the
15 FAA;

16 (4) an organization representing manufacturers
17 of air traffic management systems, equipment and
18 technologies;

19 (5) an organization representing helicopter
20 aviation operators and pilots;

21 (6) an organization representing general avia-
22 tion operators and pilots; and

23 (7) any other organization or agency the Ad-
24 ministrator determines appropriate.

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

6 (1) a list of technologies identified by the Ad-
7 ministrator serving the purpose described in sub-
8 section (a);

9 (2) a list of technologies the Administrator pro-
10 poses that could serve the purpose described in sub-
11 section (a);

12 (3) results of simulations and testing; and

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

17 (A) the scope of potential upgrades;

18 (B) predicted costs;

19 (C) a projected timeline; and

20 (D) how the potential upgrades to facilities
21 and equipment within the scope of subpara-
22 graph (A) would be prioritized.

1 **SEC. 116. TASK FORCE TO IDENTIFY IMPROVEMENTS TO**
2 **AIR TRAFFIC CONTROLLER CONFLICT ALERT**
3 **SYSTEM.**

4 (a) IN GENERAL.—Not later than 3 months after the
5 date of enactment of this Act, the Administrator shall con-
6 vene a task force (in this section referred to as the “Task
7 Force”) to develop a framework detailing the priorities,
8 goals, timeline, and recommendations to implement im-
9 provements to the conflict alert system to provide more
10 salient and meaningful alerts to air traffic controllers
11 based on the severity of the conflict triggering the alert.

12 (b) MEMBERS.—The Task Force convened under
13 subsection (a) shall be comprised of representatives of—

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

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

19 (3) the organization representing operators
20 under the Contract Tower Program established
21 under section 47124 of title 49, United States Code;

22 (4) the certified bargaining representative of
23 aviation safety inspectors and engineers for the
24 FAA;

1 (5) individuals with expertise in the human fac-
2 tors of alert design and related impacts on human
3 performance;

4 (6) individuals with expertise in an operational
5 or academic discipline that is relevant to the analysis
6 of human factors in aviation, which may include air
7 carrier operations, line pilot expertise, air traffic
8 control, linguistics, human-machine integration, gen-
9 eral aviation operations, and organizational behavior
10 and culture;

11 (7) the FAA, including the Air Traffic Organi-
12 zation and the Office of Finance and Management,
13 provided such representative has expertise on equip-
14 ment procurement; and

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

17 (c) VOTING.—The members described in paragraphs
18 (3), (6), and, in the case of a representative chosen by
19 the Administrator that is from a governmental agency, (7)
20 of subsection (b) shall be nonvoting members of the Task
21 Force.

22 (d) DURATION.—

23 (1) IN GENERAL.—Members of the Task Force
24 shall be appointed for the duration of the Task
25 Force.

1 (2) LENGTH OF EXISTENCE.—

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

4 (B) OPTIONAL EXTENSION.—The Adminis-
5 trator may extend the duration of the Task
6 Force for an additional period of up to 6
7 months.

8 (e) CONSIDERATIONS.—In developing the framework
9 under subsection (a), the Task Force shall, at minimum,
10 consider—

11 (1) the benefits and detriments to air traffic
12 controller situational awareness, including avail-
13 ability of information, nuisance and false alerts, and
14 human factors;

15 (2) opportunities and challenges of consoli-
16 dating numerous systems and underlying data
17 sources into a single display, including through the
18 deployment of the Enterprise-Information Display
19 System;

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

22 (4) air traffic controller training requirements;

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

1 (6) technological limitations;

2 (7) National Transportation Safety Board rec-
3 ommendations pertaining to air traffic controller
4 alerts, distractions, and loss of focus;

5 (8) the effort of the FAA to modernize the air
6 traffic control system, including timelines, new tech-
7 nologies being incorporated, and planned training;
8 and

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

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

18 (g) IMPLEMENTATION PLAN.—

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

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

3 (A) specific training requirements for air
4 traffic controllers, as detailed in—

5 (i) FAA Order JO 3120.4S, titled
6 “Air Traffic Technical Training”, issued
7 on August 28, 2024;

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

11 (iii) any successor or other relevant
12 documents or guidance; and

13 (B) a publicly available prioritized list of
14 airports enumerating the order in which they
15 will receive such upgrades.

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

18 (h) IMPLEMENTATION.—The Administrator shall im-
19 mediately begin implementing the Plan upon the submis-
20 sion of such Plan under subsection (g)(1) to the appro-
21 priate committees of Congress.

22 (i) BRIEFINGS TO CONGRESS.—Not later than 6
23 months after the submission of the Plan to the appropriate
24 committees of Congress under subsection (g)(1), and every
25 6 months thereafter until the full implementation of the

1 Plan, the Administrator shall brief the appropriate com-
2 mittees of Congress on the progress of implementation.

3 **SEC. 117. POSTACCIDENT AND POSTINCIDENT DRUG AND**
4 **ALCOHOL TESTING.**

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

10 (b) REVISION OF PROCEDURES.—Not later than 180
11 days after the date of enactment of this Act, the Adminis-
12 trator shall revise procedures of the Air Traffic Organiza-
13 tion to ensure an appropriate on-site supervisor makes
14 each postaccident and postincident drug and alcohol test-
15 ing determination in a timely manner based on an assess-
16 ment of such supervisor of whether the event meets testing
17 criteria and which controllers had duties pertaining to the
18 involved aircraft without need to wait for investigation or
19 approval.

20 (c) TRAINING.—

21 (1) IN GENERAL.—Not later than 1 year after
22 the date of enactment of this Act, the Administrator
23 shall incorporate training on the revised postaccident
24 and postincident drug and alcohol testing determina-
25 tion procedure described in subsection (b) for all

1 staff of the Air Traffic Organization who have re-
2 sponsibilities under such procedure.

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

5 (A) be administered during initial training,
6 and annually thereafter; and

7 (B) include a postlearning knowledge as-
8 sessment.

9 (d) REVIEW.—

10 (1) IN GENERAL.—Not later than 1 year after
11 the date of enactment of this Act, and annually
12 thereafter, the Secretary shall conduct a review of
13 the ability of each FAA-operated air traffic control
14 facility to routinely accomplish the required
15 postaccident and postincident drug and alcohol test-
16 ing within the Secretary's specified timeframes of
17 within 2 hours for alcohol testing and within 4 hours
18 for drug testing.

19 (2) REQUIREMENTS.—The review described
20 under this subsection shall, at a minimum, require
21 each FAA-operated air traffic control facility to con-
22 duct a demonstration to establish the time that
23 would be required for urine and breath evidence col-
24 lection to begin if testing were unexpectedly needed

1 during a time with the lowest routinely anticipated
2 level of resource availability for testing.

3 (3) REMEDIATION.—After each review under
4 paragraph (1), the Administrator shall work with
5 the Secretary to mitigate identified barriers to time-
6 ly postaccident and postincident drug and alcohol
7 testing, and to remediate the performance of each
8 facility for which the demonstration under para-
9 graph (2) indicated inability to meet required time-
10 frames for postaccident drug or alcohol testing.

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

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

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

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

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

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

10 (2) have operating procedures that require posi-
11 tive control from the controller to ensure safe
12 deconfliction during operations.

13 (c) SAFETY REVIEW REQUIREMENTS.—In carrying
14 out the route revisions required under subsection (b), the
15 Administrator shall conduct a safety risk management re-
16 view, as necessary, for any helicopter route changes, in
17 accordance with FAA Order 8040.4C, titled “Safety Risk
18 Management Policy” (or any successor document).

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

24 (1) the results of the evaluations required under
25 subsection (a);

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

4 (3) the safety risk management review docu-
5 mentation developed as a result of the review con-
6 ducted under subsection (c).

7 **SEC. 119. REQUIRING VERTICAL SEPARATION NEAR AIR-**
8 **PORTS DURING CRITICAL PHASES OF**
9 **FLIGHT.**

10 (a) IN GENERAL.—Except as provided in subsection
11 (b), the Administrator shall ensure that each segment of
12 a helicopter route contains, in the appropriate helicopter
13 route chart, recommended flight altitudes, including alti-
14 tude ceilings and floors, in a manner consistent with FAA
15 Order JO 7210.3EE, titled “Facility Operation and Ad-
16 ministration” (or any successor document).

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

24 (c) CHARTING MINIMUM SEPARATION NEAR AIR-
25 PORTS.—

1 (1) IN GENERAL.—The Administrator shall en-
2 sure that any helicopter chart that represents an
3 area near an airport clearly conveys to an operator
4 the segments of such helicopter routes in the vicinity
5 of such airport.

6 (2) CONTENT REQUIREMENTS.—At minimum,
7 each such chart shall clearly convey for each of the
8 segments, the recommended flight altitudes, includ-
9 ing altitude ceilings and floors, and any necessary
10 instructions, to convey minimum separation, in ac-
11 cordance with FAA Order JO 7110.65BB, titled
12 “Air Traffic Control” (or any successor document),
13 between—

14 (A) a helicopter or powered-lift aircraft
15 utilizing such segment; and

16 (B) a fixed-wing aircraft operating at or
17 near such airport during critical phases of
18 flight.

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

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

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

6 (a) CRITERIA REVIEW.—

7 (1) IN GENERAL.—Not later than 180 days
8 after the date of enactment of this Act, and annually
9 thereafter, the Administrator shall initiate a review
10 of the criteria for annual reviews of helicopter routes
11 as required pursuant to FAA Order JO 7210.3EE,
12 titled “Facility Operation and Administration” (or
13 any successor document).

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

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

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

7 (c) REPORT.—Not later than December 31, 2026,
8 and December 31 of each year thereafter, the Adminis-
9 trator shall submit to the appropriate committees of Con-
10 gress a report containing, at a minimum, the following in-
11 formation:

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

14 (A) changes, additions, or deletions to des-
15 ignated helicopter routes;

16 (B) changes in instrument flight rules
17 routes;

18 (C) additions or deletions of visual check-
19 points; and

20 (D) rationale or safety data to justify any
21 changes described in subparagraphs (A)
22 through (C).

23 (2) The safety risk management documentation
24 completed in accordance with FAA Order JO

1 8040.4C, titled “Safety Risk Management Policy”
2 (or any successor document).

3 (3) A summary of any advanced consultation
4 between the Administrator and impacted helicopter
5 and fixed-wing operators in planning the safety risk
6 management process.

7 (4) A certification that the designated rec-
8 ommended route altitudes and flight ceilings and
9 floors ensure helicopters maintain minimum separa-
10 tion, in accordance with FAA Order 7110.65BB, ti-
11 tled “Air Traffic Control” (or any successor docu-
12 ment), with fixed-wing aircraft operating along air-
13 port approach and departure paths.

14 (d) FAILURE TO SUBMIT.—

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

22 (2) DEADLINE FOR INITIAL OUTREACH AND CO-
23 ORDINATION.—Not later than 4 days after such
24 date, the FAA shall begin initial outreach to and co-
25 ordination with the appropriate committees of Con-

1 gress to arrange and organize logistics of the brief-
2 ing required under paragraph (1).

3 (3) **FORMAT AND TIME OF BRIEFING.**—The
4 briefing required under paragraph (1) shall be in a
5 format and at a time to be determined by such com-
6 mittees.

7 **SEC. 121. VISUAL CHARTS.**

8 (a) **STUDY.**—Not later than 30 days after the date
9 of enactment of this Act, the Administrator shall initiate
10 a study on incorporating the lateral location and published
11 altitudes of helicopter routes into all instrument and visual
12 approach and departure procedures for airports to provide
13 situation awareness to fixed-wing operators of the risk of
14 helicopter traffic operating in the vicinity of such opera-
15 tors.

16 (b) **CONSULTATION.**—In carrying out subsection (a),
17 the Administrator shall consult with relevant stakeholders,
18 including—

19 (1) air carriers;

20 (2) an organization representing helicopter op-
21 erators and pilots;

22 (3) an organization representing general avia-
23 tion operators and pilots;

24 (4) an organization representing business avia-
25 tion operators and pilots;

1 (5) an organization representing emergency air
2 medical services;

3 (6) representatives of the Department of De-
4 fense and United States Coast Guard who are not
5 political appointees;

6 (7) not less than 3 separate organizations rep-
7 resenting certified collective bargaining representa-
8 tives of airline pilots operating under part 121 of
9 title 14, Code of Federal Regulations;

10 (8) the certified exclusive bargaining represent-
11 atives of air traffic controllers certified under section
12 7111 of title 5, United States Code; and

13 (9) an individual that has expertise in an oper-
14 ational or academic discipline that is relevant to the
15 analysis of human factors in aviation, including air
16 carrier operations, line pilot expertise, air traffic
17 control, linguistics, human-machine integration, gen-
18 eral aviation operations, and organizational behavior
19 and culture.

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

22 (1) spacing and legibility of information on
23 charts;

24 (2) workload of flight crews at lower altitudes
25 and during critical phases of flight;

1 (3) feasibility and decipherability of layered in-
2 formation on digital charts;

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

7 (5) human factors involved with approach and
8 departure procedures.

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

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

15 (2) Helicopter Route Charts to include airport
16 approach and departure paths to provide appropriate
17 situational awareness to helicopter operators.

18 (e) CONGRESSIONAL BRIEFING.—If the Adminis-
19 trator makes revisions under subsection (d), the Adminis-
20 trator shall brief the appropriate committees of Congress
21 on such revisions not later than 60 days after making such
22 revisions.

1 **SEC. 122. CLOSE PROXIMITY ENCOUNTERS.**

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

5 (1) an objective definition of close proximity en-
6 counters;

7 (2) associated parameters that can be used to
8 monitor the prevalence of such encounters and iden-
9 tify areas of potential traffic conflict for safety as-
10 surance and safety risk management for such en-
11 counters; and

12 (3) making publicly available aggregated infor-
13 mation about all such encounters, including date and
14 location.

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

17 (1) existing airborne separation rules and re-
18 quired loss of airborne separation reporting require-
19 ments;

20 (2) the development of a definition of, and asso-
21 ciated parameters for, close proximity encounter
22 events;

23 (3) data gathered from aviation safety reporting
24 systems and reports, including the Aviation Safety
25 Information Analysis and Sharing Program, the
26 Aviation Safety Action Program, the Performance

1 Data Analysis and Reporting System, the Aviation
2 Risk Identification and Assessment (“ARLA”) sys-
3 tem, preliminary ARLA reports, the Air Traffic Safe-
4 ty Action Program, the Aviation Safety Reporting
5 System, the Near Midair Collision System, manda-
6 tory occurrence reports, and other relevant systems
7 and reports;

8 (4) National Transportation Safety Board avia-
9 tion investigation report AIR-26-02, adopted on
10 January 27, 2026;

11 (5) FAA risk assessment guidance, policies, and
12 regulations in place prior to the date of enactment
13 of this Act;

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

17 (7) any other factors determined relevant by
18 the working group.

19 (c) MEMBERSHIP.—The working group shall consist
20 of the following:

21 (1) APPOINTED MEMBERS.—The following
22 members appointed by the Administrator:

23 (A) 2 representatives of the National Aero-
24 nautics and Space Administration with exper-
25 tise in safety data.

1 (B) 5 appropriately qualified representa-
2 tives of aviation labor organizations (designated
3 by the applicable represented organization), in-
4 cluding—

5 (i) organizations representing certified
6 collective bargaining representatives of air-
7 line pilots;

8 (ii) the exclusive bargaining represent-
9 atives of FAA air traffic controllers cer-
10 tified under section 7111 of title 5, United
11 States Code;

12 (iii) organizations representing heli-
13 copter operators and pilots, including law
14 enforcement and air ambulance operators;
15 and

16 (iv) organizations representing general
17 aviation operators and pilots.

18 (C) Not fewer than 5 independent subject
19 matter experts in safety management systems
20 and safety data who—

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

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

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

4 (E) 2 individuals representing holders of a
5 certificate issued under part 21 of title 14,
6 Code of Federal Regulations, whose job respon-
7 sibilities include administration of a safety
8 management system.

9 (F) 2 other representatives from the aero-
10 space industry that do not meet the criteria de-
11 scribed in subparagraph (D) or (E) and who
12 have expertise in safety assurance or safety risk
13 or whose job responsibilities include administra-
14 tion of a safety management system.

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

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

24 (d) IMPLEMENTATION.—Not later than 30 days after
25 the working group develops recommendations under sub-

1 section (a), the Administrator shall make publicly avail-
2 able a report containing the recommendations and describ-
3 ing how the Administrator will implement such rec-
4 ommendations.

5 **SEC. 123. NOTIFICATION OF CLOSE PROXIMITY ENCOUN-**
6 **TERS AND ANALYSIS OF DATA.**

7 (a) IN GENERAL.—Not later than 180 days after the
8 date of enactment of this Act, the Administrator, in ac-
9 cordance with the mandatory occurrence reporting re-
10 quirements in FAA Order JO 7210.632A, titled “Air
11 Traffic Organization Occurrence Reporting” (or any suc-
12 cessor document), FAA Order 8020.11D, titled “Aircraft
13 Accident and Incident Notification, Investigation, and Re-
14 porting” (or any successor document), and FAA Advisory
15 Circular AC 90–120, titled “Operational Use of Airborne
16 Collision Avoidance Systems” (or any successor docu-
17 ment), shall establish a process to—

18 (1) notify, with respect to each event, parties
19 involved with—

20 (A) a near midair collision event;

21 (B) a traffic collision avoidance system res-
22 olution advisory event;

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

1 (D) any other events, as determined by the
2 Administrator; and

3 (2) provide deidentified event data to the Avia-
4 tion Safety Information Analysis and Sharing pro-
5 gram.

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

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

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

13 (3) ensure timeliness of notifications to the par-
14 ties described in subsection (a)(1) so that relevant
15 data remains available before meaningful safety
16 analysis, reporting, or corrective action is no longer
17 practicable;

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

21 (5) consider the practicality and usefulness of
22 notification requirements for—

23 (A) airport surface loss of separation;

24 (B) loss of separation with terrain or ob-
25 stacles;

1 (C) airborne loss of separation; and

2 (D) any other close proximity encounters
3 as determined by the Administrator.

4 (c) CONSULTATION.—In establishing the process
5 under subsection (a), the Administrator shall consult
6 with—

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

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

11 (3) air carriers operating under part 91 of title
12 14, Code of Federal Regulations;

13 (4) organizations representing helicopter avia-
14 tion operators and pilots;

15 (5) organizations representing the general avia-
16 tion community;

17 (6) organizations representing business aviation
18 operators;

19 (7) organizations representing experimental air-
20 craft operators;

21 (8) organizations representing powered-lift op-
22 erators;

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

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

5 (11) FAA subject matter experts, including
6 aviation safety inspectors; and

7 (12) other aviation safety experts determined
8 appropriate by the Administrator.

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

13 (e) REPORT.—Not later than 1 year after estab-
14 lishing the process required under subsection (a), and an-
15 nually thereafter, the Administrator shall submit to the
16 appropriate committees of Congress a report containing—

17 (1) data on number and location of—

18 (A) near midair collision events;

19 (B) traffic collision avoidance system reso-
20 lution advisory events; and

21 (C) close proximity encounters, as defined
22 pursuant to section 122;

23 (2) the average time of notification to parties
24 involved in such events;

1 (3) identified locations of concern or other
2 trends; and

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

5 (f) PROTECTION OF DATA.—

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

9 (2) CONSISTENCY WITH EXISTING SAFETY PRO-
10 GRAMS.—The Administrator shall ensure consistency
11 with existing voluntary safety programs, including
12 the Aviation Safety Action Program, the Aviation
13 Safety Reporting System, and flight operational
14 quality assurance programs.

15 **SEC. 124. SAFETY CULTURE AND SAFETY MANAGEMENT RE-**
16 **VIEW.**

17 (a) IN GENERAL.—Not later than 30 days after the
18 date of enactment of this Act, the inspector general of the
19 Department of Transportation shall initiate an audit of
20 the safety culture and the safety management system of
21 the Air Traffic Organization.

22 (b) CONSIDERATIONS.—In conducting the audit
23 under subsection (a), the inspector general shall, at a min-
24 imum, evaluate—

1 (1) the safety management system of the Air
2 Traffic Organization, including the functions and
3 data sharing activities of such system at all air traf-
4 fic control facilities;

5 (2) whether such system effectively coordinates
6 safety assurance and safety risk management activi-
7 ties with external stakeholders consistent with FAA
8 requirements for operators under section 5.57 of
9 title 14, Code of Federal Regulations;

10 (3) which data analysis, safety assurance, and
11 risk assessment processes failed to identify and miti-
12 gate the risk of potential midair collisions near Ron-
13 ald Reagan Washington National Airport before
14 January 29, 2025;

15 (4) the failure of the Air Traffic Organization
16 to recognize external compliance verification results
17 as indicators of systemic traffic management, vol-
18 ume, and flow issues at Ronald Reagan Washington
19 National Airport for which air traffic controllers
20 were required to compensate to mitigate such issues;

21 (5) the failure of the Air Traffic Organization
22 to conduct annual reviews of helicopter route charts
23 as required by FAA Order JO 7210.3EE, titled
24 “Facility Operation and Administration”;

1 (6) the failure of the Air Traffic Organization
2 to understand and implement post-accident and
3 post-incident drug and alcohol testing as required by
4 Department of Transportation Order 3910.1D, titled
5 “Drug and Alcohol-Free Departmental Workplace
6 Program”;

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

10 (8) how the Air Traffic Organization has ad-
11 dressed the findings and utilized the Safety Risk
12 Management process in accordance with FAA Order
13 8040.4C, titled “Safety Risk Management Policy”
14 (or any successor document) in the National Air-
15 space System Helicopter Operations Helicopter
16 Route Analysis of the FAA issued in April 2025.

17 (c) REPORT OF THE INSPECTOR GENERAL.—

18 (1) IN GENERAL.—Not later than 1 year after
19 the date of enactment of this Act, the inspector gen-
20 eral shall submit to the appropriate committees of
21 Congress a report on the audit conducted under sub-
22 section (a).

23 (2) RECOMMENDATIONS.—The inspector gen-
24 eral shall include in the report submitted under
25 paragraph (1)—

1 (A) recommendations for actions the Sec-
2 retary should take with respect to the Air Traf-
3 fic Organization to—

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

6 (ii) increase transparency in the safe-
7 ty management system process, including
8 by adopting policies that provide assur-
9 ances to FAA employees that the Air Traf-
10 fic Organization is addressing any identi-
11 fied safety issues;

12 (iii) increase data sharing and collabo-
13 ration with external stakeholders;

14 (iv) protect against retaliation;

15 (v) encourage open, nonpunitive com-
16 munication; and

17 (vi) foster a just culture across the
18 Air Traffic Organization;

19 (B) recommendations for actions the Sec-
20 retary may take to ensure adequate oversight
21 over the safety management system of the Air
22 Traffic Organization; and

23 (C) any other recommendations the inspec-
24 tor general determines appropriate.

1 (d) RESPONSE TO RECOMMENDATIONS.—Not later
2 than 120 days after submission of the report required
3 under subsection (c)—

4 (1) the Secretary shall respond to any rec-
5 ommendations in such report that are directed at
6 the Department of Transportation or FAA, respec-
7 tively; and

8 (2) the Secretary shall submit to the appro-
9 priate committees of Congress a report describing
10 how the Secretary intends to implement such rec-
11 ommendations.

12 **SEC. 125. DOCUMENTATION OF CONTROL POSITION COM-**
13 **BINATIONS.**

14 (a) IN GENERAL.—Not later than 1 year after the
15 date of enactment of this Act, the Administrator shall re-
16 view and revise, as appropriate, regulations and standard
17 operating procedures regarding the documentation of the
18 combination of air traffic control position responsibilities,
19 including each occurrence in which any air traffic control
20 position is combined with any other position, including a
21 local control position, operations supervisor, or controller-
22 in-charge.

23 (b) REQUIREMENTS.—In reviewing and revising the
24 regulations described in subsection (a), the Administrator
25 shall—

1 (1) evaluate standard operating procedures,
2 guidance, and regulations regarding the combination
3 of controller position responsibilities described in
4 subsection (a) that are in effect prior to the date of
5 enactment of this Act;

6 (2) examine the feasibility of digitizing, or pro-
7 viding an electronic means of, the documentation de-
8 scribed in subsection (a);

9 (3) require the operations supervisor to periodi-
10 cally review documentation of occurrences of com-
11 bined control position responsibilities described in
12 subsection (a) and submit a rationale for atypical oc-
13 currences to the facility air traffic manager;

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

16 (5) consult with representatives of—

17 (A) the exclusive bargaining representative
18 of air traffic controllers certified under section
19 7111 of title 5, United States Code;

20 (B) organizations representing air traffic
21 control managers and operational supervisors;
22 and

23 (C) aviation safety experts with specific
24 knowledge in information technology.

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

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

11 (e) DEFINITIONS.—In this section:

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

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

19 (B) FAA Order JO 7110.65BB, titled
20 “Air Traffic Control”, issued on February 20,
21 2025.

22 (2) OPERATIONS SUPERVISOR.—The term “op-
23 erations supervisor” means managerial personnel re-
24 sponsible for the direct supervision of air traffic con-
25 trol operational personnel.

1 **SEC. 126. REVIEW OF MILES-IN-TRAIL PROCEDURES OR**
2 **AGREEMENTS.**

3 (a) IN GENERAL.—Not later than 60 days after the
4 date of enactment of this Act, the Administrator shall
5 complete a review of the miles-in-trail standards in FAA
6 Order JO 7210.3EE, titled “Facility Operation and Ad-
7 ministration” (or any successor document) to determine
8 if such standards provide for a separation of traffic that
9 is appropriate for operational safety.

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

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

15 (2) whether additional criteria should be incor-
16 porated to more appropriately reflect the traffic vol-
17 ume and operational complexity of air traffic control
18 facilities; and

19 (3) the findings and recommendations of the
20 National Transportation Safety Board.

21 (c) STANDARDS UPDATE.—Upon completion of the
22 review conducted under subsection (a), the Administrator
23 shall update the miles-in-trail standards in FAA Order JO
24 7210.3EE, titled “Facility Operation and Administration”
25 (or any successor document) to ensure such standards are
26 appropriate for operational safety.

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

8 (e) CONSULTATION.—In carrying out the review
9 under subsection (d), the Administrator shall consult with,
10 at minimum—

11 (1) the exclusive bargaining representatives of
12 the air traffic controllers certified under section
13 7111 of title 5, United States Code;

14 (2) organizations representing air traffic control
15 managers and operations supervisors;

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

18 (4) organizations representing the certified col-
19 lective bargaining representatives of pilots operating
20 under part 121 of title 14, Code of Federal Regula-
21 tions; and

22 (5) air carriers, business aviation, and general
23 aviation operators with operations at airports with
24 air traffic control facilities described in subsection
25 (d).

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

5 (1) a list of air traffic control facilities identi-
6 fied under subsection (d) as having miles-in-trail
7 procedures or agreements that did not provide for a
8 separation of aircraft traffic appropriate for oper-
9 ational safety; and

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

16 **[TITLE II—PLACEHOLDER]**

Amend the title to read as follows: “A bill to require certain aircraft to be equipped and operating with collision prevention technology, to improve helicopter route safety and separation around airports, to update air traffic control processes and procedures, to address national airspace system safety in Department of Defense activities, and for other purposes.”

