



Committee on Transportation and Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

Committee on Armed Services
U.S. House of Representatives
2216 Rayburn House Office Building
Washington, DC 20515

Chairman Graves, Chairman Rogers, Ranking Member Larsen, & Ranking Member Smith,

On behalf of Allegiant Travel Company, I am writing to express our support for the Airspace Location and Enhanced Risk Transparency (ALERT) Act of 2026. Allegiant is dedicated to providing safe, nonstop, and affordable access to world-class leisure destinations across the United States, and we applaud your leadership in introducing legislation that provides for holistic solutions to safeguard the flying public.

While we understand that the ROTOR Act is scheduled for a vote next week, we strongly believe the ALERT Act offers a more comprehensive and effective path forward for aviation safety. Unlike the more technology-focused ROTOR Act, the ALERT Act addresses all 50 NTSB recommendations following the 2025 DCA midair collision. It tackles critical systemic issues, including air traffic control training, interagency data sharing with the Department of War, and revised helicopter routing.

While both the ALERT Act and the ROTOR Act will mandate ADS-B In technology, the ALERT Act provides the FAA and carriers with the flexibility needed for successful implementation. The ALERT Act allows for a thorough rulemaking process and permits alternative means of compliance, such as portable displays for data from the ADS-B In receivers for certain operations. This is critical for carriers like Allegiant, where a rigid mandate could otherwise require unnecessary modifications to entire aircraft flight computer systems rather than just being compatible with equipment currently utilized in the flight deck.

We believe that a bill of this importance deserves the thorough consideration of the Committees on Transportation & Infrastructure and Armed Services. We urge lawmakers to push for regular order so that the ALERT Act can be properly marked up and advanced as the definitive response to America's aviation safety needs. Please let me know if you have any questions or would like to discuss this further.

Sincerely,

Drew Teitelbaum
Director, Alliances and Government Affairs