



AVIATION BUSINESS ADVOCATES

February 20, 2026

The Honorable Sam Graves
Chairman
Transportation and Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Transportation and Infrastructure Committee
U.S. House of Representatives
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

On behalf of the membership of the National Air Transportation Association (NATA), I write to express strong support for the bipartisan Airspace Location and Enhanced Risk Transparency (ALERT) Act.

NATA appreciates the House Transportation and Infrastructure Committee's continued prioritization of the safety of the National Airspace System (NAS) and that of the flying public. Under your leadership, the Committee has demonstrated a bipartisan commitment to sound aviation policies that address emerging safety risks thoughtfully and comprehensively. The Committee's response to last year's tragic midair collision of Flight 5342 with an Army helicopter near Ronald Reagan Washington National Airport (DCA) builds on this precedent, by working jointly with bipartisan leaders of the House Armed Services Committee on legislation that addresses all 50 safety recommendations recently released by the National Transportation Safety Board (NTSB).

NATA's 3,700 member companies include FAA-certified Part 135 air charter carriers and other business aviation operators that prioritize safety and professionalism while providing vital air transportation, disaster relief, and aero medical services to thousands of communities across the nation. The ALERT Act directs the Federal Aviation Administration (FAA) to work with these operators and other industry leaders on development, certification, and adoption of the latest advancements in aviation safety, including enhanced collision avoidance and ADS-B In cockpit integration. The legislation's performance-based approach will support increased adoption of existing ADS-B In technology, already embraced by many air charter operators, while also accelerating development of Airborne Collision Avoidance System (ACAS-X) technology. This approach will bring deployable safety solutions to the cockpit now, as the FAA works on certification of integrated systems for the Part 135 fleet. The ALERT Act also focuses on system-level safety improvements to strengthen FAA safety culture, enhance air traffic control training and procedures, and reduce risk in complex operating environments.

Thank you for your work on the ALERT Act, which offers an operationally grounded, performance-based path to meaningful risk mitigation and strengthened situational awareness across the NAS. Safety is something we all stand for; together, we can ensure the United States continues to maintain the safest airspace in the world.

Sincerely,

A handwritten signature in black ink, appearing to read "Curt Castagna", is written over a light blue horizontal line.

Curt Castagna, President and CEO

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