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119TH CONGRESS
1ST SESSION

S. 2503

To require all aircraft to be equipped with Automatic Dependent Surveillance–Broadcast In, to improve aviation safety, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JULY 29, 2025

Mr. CRUZ (for himself, Mr. MORAN, Mrs. BLACKBURN, Mr. BUDD, Mrs. CAPITO, Mr. MARSHALL, Mr. SCHMITT, Mr. SHEEHY, Mr. YOUNG, Ms. CANTWELL, Ms. DUCKWORTH, Mr. KAINE, Mr. WARNER, and Mr. MARKEY) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

NOVEMBER 18, 2025

Reported by Mr. CRUZ, with an amendment

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

A BILL

To require all aircraft to be equipped with Automatic Dependent Surveillance–Broadcast In, to improve aviation safety, and for other purposes.

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

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Rotorcraft Operations
3 Transparency and Oversight Reform Act” or the
4 “ROTOR Act”.

5 **SEC. 2. REVISION TO EXCEPTION FOR ADS-B OUT TRANS-**
6 **MISSION.**

7 ~~(a) RULEMAKING.—~~

8 ~~(1) IN GENERAL.—~~Not later than 1 year after
9 the date of enactment of this section, the Adminis-
10 trator of the Federal Aviation Administration (in
11 this Act referred to as the “Administrator”) shall
12 issue or revise regulations to clarify that, with re-
13 spect to the exception described in section
14 91.225(f)(1) of title 14, Code of Federal Regula-
15 tions, the term “sensitive government mission” shall
16 not include any proficiency evaluation or training
17 mission operated within the lateral boundaries of the
18 surface area of Class B or Class C airspace, unless
19 such operation is for a national security event.

20 ~~(2) REPORT.—~~If the Administrator fails to
21 issue or revise regulations pursuant to paragraph
22 ~~(1)~~, the Administrator shall, within 30 days, submit
23 to the Committee on Commerce, Science, and Trans-
24 portation of the Senate and the Committee on
25 Transportation and Infrastructure of the House of
26 Representatives a report on the status of such regu-

1 lations, including the reasons that the Administrator
2 has failed to issue or revise such regulations.

3 ~~(b) GUIDANCE ON USE OF TECHNOLOGY OTHER~~
4 ~~THAN ADS-B.~~—Not later than 180 days after the date
5 of enactment of this section, the Administrator shall issue
6 guidance to clarify that, to the extent practicable, all air-
7 craft operating for purposes of national defense, homeland
8 security intelligence, or law enforcement should utilize
9 Traffic Information Services-Broadcast (“TIS-B”) and
10 the Traffic Alert and Collision Avoidance System
11 (“TCAS”).

12 ~~(c) REPORTS.~~—

13 ~~(1) TO THE ADMINISTRATOR.~~—Not later than
14 90 days after the date of enactment of this section,
15 each agency required to operate Automatic Depend-
16 ent Surveillance-Broadcast Out (in this Act referred
17 to as “ADS-B Out”) in transmit mode in accord-
18 ance with section 91.225 of such title 14 shall sub-
19 mit to the Administrator, on a quarterly basis until
20 the date described in paragraph (3), a report that
21 includes—

22 ~~(A)~~ an attestation that such operations are
23 regularly transmitting ADS-B Out and are
24 conducted with proper consideration to aviation
25 safety; and

(B) a summary of operations in which the ADS-B Out equipment is not in transmit mode, including the date, time, duration, and mission type of such operations.

(2) TO CONGRESS.—

(A) IN GENERAL.—Not later than 180 days after the date of enactment of this section, and biannually thereafter until the date described in paragraph (3), the Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the frequency and nature of the ADS-B Out exceptions granted to Federal, State, local, and tribal agencies under section 91.225(f)(1) of title 14, Code of Federal Regulations. Such report shall include—

(i) aggregated data on the operations in which ADS-B Out equipment is not in transmit mode by each agency described in paragraph (1); and

(ii) a determination from the Administrator whether such operations jeopardize aviation safety.

1 ~~(B)~~ SPECIAL NOTIFICATION.—If the Ad-
 2 ministrator determines that an agency de-
 3 scribed in paragraph ~~(1)~~ is too frequently, at
 4 the discretion of the Administrator, using ex-
 5 ceptions granted under section 91.225(f)(1) of
 6 such title 14, the Administrator shall notify the
 7 Committee on Commerce, Science, and Trans-
 8 portation of the Senate and the Committee on
 9 Transportation and Infrastructure of the House
 10 of Representatives of such determination within
 11 14 days of such determination.

12 ~~(3)~~ SUNSET.—The reporting requirements de-
 13 scribed in this subsection shall terminate on the date
 14 that is 10 years after the date of enactment of this
 15 section.

16 **SEC. 3. ADS-B IN REQUIREMENTS.**

17 ~~(a)~~ REQUIREMENT FOR NEWLY MANUFACTURED
 18 MANNED AIRCRAFT.—Subject to subsection ~~(c)~~, not later
 19 than 2 years after the date of enactment of this section,
 20 the Administrator shall issue a final rule that has an effec-
 21 tive date which is not later than 3 years of the date on
 22 which such final rule is issued to require that any newly
 23 manufactured aircraft (other than an unmanned aircraft
 24 as defined in section 44801 of title 49, United States
 25 Code) registered in the United States shall be equipped

1 with Automatic Dependent Surveillance—Broadcast In (re-
 2 ferred to in this section as “ADS—B In”).

3 (b) ~~ADS—B IN REQUIRED IN DESIGNATED AIR-~~
 4 ~~SPACE.—~~

5 (1) ~~IN GENERAL.—~~Subject to subsection (c),
 6 not later than 2 years after the date of enactment
 7 of this section, the Administrator shall issue a final
 8 rule that has an effective date which is not later
 9 than 3 years of the date on which such final rule is
 10 issued to require that any aircraft (other than an
 11 unmanned aircraft as defined in section 44801 of
 12 title 49, United States Code) manufactured as of the
 13 date of enactment of this section that is required to
 14 be equipped with ADS—B Out when operating in an
 15 airspace described in section 91.225(d) of title 14,
 16 Code of Federal Regulations, shall also be required
 17 to install and operate ADS—B In.

18 (2) ~~CONSIDERATIONS.—~~

19 (A) ~~ADDITIONAL TIME.—~~In conducting the
 20 rulemaking under paragraph (1), the Adminis-
 21 trator may consider whether any aircraft de-
 22 scribed in paragraph (1) would require addi-
 23 tional time, not to exceed an additional 2 years
 24 after the effective date described in paragraph
 25 (1), to implement such requirement.

1 (B) NOTIFICATION TO CONGRESS.—If the
 2 Administrator determines there is a need to
 3 provide additional time as described in subpara-
 4 graph (A), the Administrator shall—

5 (i) notify Congress not later than 14
 6 days after making such determination; and

7 (ii) include a justification for such de-
 8 termination, as well as the date on which
 9 full compliance is expected.

10 (3) SPECIAL DETERMINATION.—For purposes
 11 of meeting the requirements of paragraph (1), the
 12 Administrator shall determine whether the use of a
 13 non-Technical Standard Order receiver is permissible
 14 for aircraft with a maximum certificated takeoff
 15 weight of fewer than 12,500 pounds.

16 (c) EXCEPTION.—The requirements of subsections
 17 (a) and (b) shall not apply to any aircraft described in
 18 section 91.225(e) of title 14, Code of Federal Regulations,
 19 including balloons and gliders not certified with an elec-
 20 trical system.

21 **SEC. 4. STUDY ON DYNAMIC RESTRICTED AREA.**

22 (a) IN GENERAL.—Not later than 120 days after the
 23 date of enactment of this section, the Administrator shall
 24 initiate a study on the feasibility, costs, and benefits of
 25 establishing a dynamic restricted area for rotorcraft and

1 powered-lift (as such terms are defined in section 1.1 of
 2 title 14, Code of Federal Regulations (as in effect on the
 3 date of enactment of this section)) over the Potomac River
 4 to the north, south, and east of DCA. Such study's final
 5 report shall be—

6 (1) completed not later than 2 years after the
 7 date of enactment of this section; and

8 (2) submitted to the Committee on Commerce,
 9 Science, and Transportation of the Senate and the
 10 Committee on Transportation and Infrastructure of
 11 the House of Representatives.

12 (b) CONSIDERATIONS.—In conducting the study re-
 13 quired under subsection (a), the Administrator shall re-
 14 view, but is not limited to—

15 (1) terrestrial and aircraft-based technology or
 16 equipment improvements required to operationalize a
 17 dynamic restricted area inside the FRZ and in prox-
 18 imity to DCA;

19 (2) the training requirements to enable the use
 20 of an automated visual warning system in a way
 21 that functions as a traffic signal that is similar to
 22 the system deployed in the FRZ, as of the date of
 23 enactment of this section, to warn aircraft that they
 24 are entering a dynamic restricted airspace that is ac-
 25 tive or inactive;

1 (3) the ways in which the dynamic restricted
2 area can be depicted on various paper and electronic
3 aeronautical charts and other navigational materials;

4 (4) the feasibility of using automated audio
5 sounds to indicate active or inactive restricted area,
6 including a continuous tone being generated on a
7 certain aviation VHF and UHF radio communica-
8 tion and VOR and TACAN frequencies that are
9 modulated in tone frequency and tone length (such
10 as Instrument Landing System marker sounds) such
11 that they are received by existing aviation VHF or
12 UHF radio communications transceivers and an
13 automated visual warning system deployed in the
14 FRZ;

15 (5) the potential and mitigation steps for pilot
16 and air traffic controller distraction;

17 (6) procedures to allow air traffic controllers to
18 override any automatic function of the system for
19 manual control;

20 (7) the creation of an indication or other signal
21 in the air traffic control tower at DCA and the Poto-
22 mac Terminal Radar Approach Control Facility
23 (“TRACON”) to communicate the status of whether
24 the dynamic restricted area is active or inactive;

1 (8) the creation of methods to anticipate fixed
 2 wing aircraft taking off from DCA so to provide suf-
 3 ficient warning to rotorcraft and powered-lift air-
 4 craft of the imminent activation of the dynamic re-
 5 stricted area; and

6 (9) any other matters determined appropriate
 7 by the Administrator.

8 (c) BRIEFING.—Not later than 30 days after com-
 9 pleting the study required by subsection (a), the Adminis-
 10 trator shall brief the Committee on Commerce, Science,
 11 and Transportation of the Senate and the Committee on
 12 Transportation and Infrastructure of the House of Rep-
 13 resentatives on the results of the study.

14 (d) DEFINITIONS.—In this section:

15 (1) DCA.—The term “DCA” means Ronald
 16 Reagan Washington National Airport.

17 (2) DYNAMIC RESTRICTED AREA.—The term
 18 “dynamic restricted area” means an area of restric-
 19 tion placed on specific areas of airspace, which is
 20 contemplated to be an area over the Potomac River
 21 that is 4 miles north, south, and east of DCA, to
 22 prevent the transit of rotorcraft and powered lift air-
 23 craft that activates independently from air traffic
 24 controller action and automatically by computer ac-

1 tion based on criteria that uses position, altitude,
2 and velocity data from fixed wing aircraft.

3 ~~(3) FRZ.~~—The term “FRZ” means the Wash-
4 ington, DC Metropolitan Area Flight Restricted
5 Zone, as defined by section 93.335 of title 14, Code
6 of Federal Regulations (as in effect on the date of
7 enactment of this Act).

8 ~~(4) TACAN.~~—The term “TACAN” means tae-
9 tical air navigation pursuant to Appendix 3 Abbre-
10 viation/Acronyms of the Aeronautical Information
11 Manual.

12 ~~(5) UHF.~~—The term “UHF” means ultra high
13 frequency pursuant to Appendix 3 Abbreviation/
14 Acronyms of the Aeronautical Information Manual.

15 ~~(6) VHF.~~—The term “VHF” means very high
16 frequency pursuant to Appendix 3 Abbreviation/
17 Acronyms of the Aeronautical Information Manual.

18 ~~(7) VOR.~~—The term “VOR” means VHF
19 Omnidirectional Range pursuant to Appendix 3 Ab-
20 breviation/Acronyms of the Aeronautical Information
21 Manual.

22 **SEC. 5. INSPECTOR GENERAL OF THE ARMY AUDIT.**

23 ~~(a) IN GENERAL.~~—Not later than 60 days after the
24 date of enactment of this section, the Inspector General
25 of the Army shall initiate an audit to evaluate the Army’s

1 coordination with the Federal Aviation Administration;
2 pilot training; and qualification standards; and the Army's
3 use of ADS-B Out and whether it adheres to Army policy;
4 regulation; and law.

5 (b) ASSESSMENT.—In conducting the audit required
6 by subsection (a), the Inspector General of the Army shall
7 assess practices and recommendations for the Army, in-
8 cluding—

9 (1) whether Army policy and United States law
10 was adhered to; and the Army's coordination with
11 the Federal Aviation Administration; during Na-
12 tional Capitol Region (in this subsection referred to
13 as the “NCR”) operations of pilot training and
14 qualifications standards in the NCR;

15 (2) the Army's policy on ADS-B Out equipage;
16 usage; and activation;

17 (3) maintenance protocols for UH-60 Black
18 Hawk helicopters operated by the 12th Army Avia-
19 tion Brigade including; but not limited to; the cali-
20 bration of any system that transmits altitude and
21 position information outside the aircraft and the
22 calibration of systems that sends altitude and posi-
23 tion information to the pilots inside the aircraft;

24 (4) compliance with the September 29, 2021,
25 Letter of Agreement executed between the Pentagon

1 Heliport Air Traffic Control Tower and the Ronald
 2 Reagan Washington National Airport Air Traffic
 3 Control Tower regarding flight operations in the
 4 NCR; and

5 (5) the Army's review of loss of separation inci-
 6 dents involving its rotorcraft in the NCR along with
 7 possible mitigations to prevent future mishaps.

8 (e) PUBLIC DISCLOSURE.—Not later than 14 days
 9 after the audit required by subsection (a) is concluded,
 10 the Secretary of the Army shall—

11 (1) transmit a report on the results of the
 12 audit, without redactions, to the Committee on the
 13 Committee on Commerce, Science, and Transpor-
 14 tation and the Committee on Armed Services of the
 15 Senate and the Committee on Transportation and
 16 Infrastructure and the Committee on Armed Serv-
 17 ices of the House of Representatives; and

18 (2) publicly release the report without
 19 redactions, except to the extent required for national
 20 security reasons.

21 **SEC. 6. REVIEW OF ROTORCRAFT TRAFFIC SURROUNDING**
 22 **COMMERCIAL SERVICE AIRPORTS.**

23 (a) REVIEW.—Not later than 30 days after the date
 24 of enactment of this section, the Administrator shall ini-
 25 tiate a review of all currently charted helicopter routes

1 where flight paths of fixed-wing aircraft and rotorcraft (as
 2 defined in section 1.1 of such title 14) may not provide
 3 sufficient separation, as determined by the Administrator.

4 (b) MODIFICATION OF FLIGHT ROUTES.—Based on
 5 the results of the review conducted under subsection (a),
 6 the Administrator shall evaluate and modify flight routes,
 7 as necessary, to improve separation between fixed-wing
 8 aircraft and rotorcraft (as so defined).

9 (c) BRIEFING.—Not later than 180 days after the
 10 date of enactment of this section, the Administrator shall
 11 brief the Committee on Commerce, Science, and Transpor-
 12 tation of the Senate and the Committee on Transportation
 13 and Infrastructure of the House of Representatives on the
 14 results of the review conducted under subsection (a) and
 15 any modifications to flight routes made under subsection
 16 (b).

17 **SEC. 7. REPEAL OF PROVISION REGARDING ADS-B EQUIP-**
 18 **MENT ON CERTAIN AIRCRAFT OF DEPART-**
 19 **MENT OF DEFENSE.**

20 Section 1046 of the John S. McCain National De-
 21 fense Authorization Act for Fiscal Year 2019 (49 U.S.C.
 22 40101 note) is repealed.

1 **SECTION 1. SHORT TITLE.**

2 *This Act may be cited as the “Rotorcraft Operations*
 3 *Transparency and Oversight Reform Act” or the “ROTOR*
 4 *Act”.*

5 **SEC. 2. DEFINITIONS.**

6 *In this Act:*

7 (1) *ADMINISTRATOR.*—*The term “Adminis-*
 8 *trator” means the Administrator of the Federal Avia-*
 9 *tion Administration.*

10 (2) *ADS-B IN.*—*The term “ADS-B In” means*
 11 *onboard avionics equipment that receives and proc-*
 12 *esses Automatic Dependent Surveillance-Broadcast*
 13 *transmissions that are broadcast in accordance with*
 14 *sections 91.225 and 91.227 of title 14, Code of Federal*
 15 *Regulations (or any successor regulations), and other*
 16 *aviation advisory information from ground stations,*
 17 *that provides the aircraft with awareness to the loca-*
 18 *tion of other aircraft and traffic advisories.*

19 (3) *ADS-B OUT.*—*The term “ADS-B Out”—*
 20 (A) *has the meaning given such term in sec-*
 21 *tion 91.227 of title 14, Code of Federal Regula-*
 22 *tions; and*

23 (B) *broadcasts information from the air-*
 24 *craft in accordance with sections 91.225 and*
 25 *91.227 of such title 14 (or any successor regula-*
 26 *tions).*

1 (4) *AFFECTED AIRCRAFT.*—*The term “affected*
 2 *aircraft” means any aircraft that is required to oper-*
 3 *ate in accordance with section 91.225 of title 14, Code*
 4 *of Federal Regulations, or any successor regulation.*

5 (5) *APPROPRIATE COMMITTEES OF CONGRESS.*—
 6 *The term “appropriate committees of Congress”*
 7 *means the Committee on Commerce, Science, and*
 8 *Transportation of the Senate and the Committee on*
 9 *Transportation and Infrastructure of the House of*
 10 *Representatives.*

11 (6) *CABINET MEMBER.*—*The term “Cabinet*
 12 *Member” means an individual who is the head (in-*
 13 *cluding an acting head) of the Department of Agri-*
 14 *culture, the Department of Commerce, the Department*
 15 *of Defense, the Department of Education, the Depart-*
 16 *ment of Energy, the Department of Health and*
 17 *Human Services, the Department of Homeland Secu-*
 18 *rity, the Department of Housing and Urban Develop-*
 19 *ment, the Department of the Interior, the Department*
 20 *of Justice, the Department of Labor, the Department*
 21 *of State, the Department of Transportation, the De-*
 22 *partment of the Treasury, or the Department of Vet-*
 23 *erans Affairs, or any other individual who occupies*
 24 *a position designated by the President as a Cabinet-*
 25 *level position.*

1 (7) *FAA*.—The term “*FAA*” means the Federal
2 *Aviation Administration*.

3 (8) *NATIONAL CAPITAL REGION; NCR*.—The terms
4 “*National Capital Region*” and “*NCR*” mean the geo-
5 *graphic area located within the boundaries of—*

6 (A) *the District of Columbia;*

7 (B) *Montgomery and Prince Georges Coun-*
8 *ties in the State of Maryland;*

9 (C) *Arlington, Fairfax, Loudoun, and*
10 *Prince William Counties and the City of Alexan-*
11 *dria in the Commonwealth of Virginia; and*

12 (D) *all cities and other units of government*
13 *within the geographic areas described in sub-*
14 *paragraphs (A) through (C).*

15 (9) *POWERED-LIFT*.—The term “*powered-lift*”—

16 (A) *has the meaning given such term in sec-*
17 *tion 1.1 of title 14, Code of Federal Regulations*
18 *(or any successor regulation); and*

19 (B) *includes vertical-lift flight mode and*
20 *wing-borne flight mode, as such terms are de-*
21 *finied in section 194.103 of title 14, Code of Fed-*
22 *eral Regulations (or any successor regulation).*

23 (10) *ROTORCRAFT*.—The term “*rotorcraft*” has
24 *the meaning given such term in section 1.1 of title 14,*

1 *Code of Federal Regulations (or any successor regula-*
 2 *tion).*

3 (11) *TRANSPORT AIRPLANE.*—*The term “trans-*
 4 *port airplane” has the meaning given such term in*
 5 *section 44741(i) of title 49, United States Code.*

6 (12) *UNMANNED AIRCRAFT SYSTEM.*—*The term*
 7 *“unmanned aircraft system” has the meaning given*
 8 *such term in section 44801 of title 49, United States*
 9 *Code.*

10 **SEC. 3. REVISION TO EXCEPTION FOR ADS-B OUT TRANS-**
 11 **MISSION.**

12 (a) *ADS-B OUT REFORMS.*—

13 (1) *IN GENERAL.*—*Beginning on the date of en-*
 14 *actment of this section, in applying section*
 15 *91.225(f)(1) of title 14, Code of Federal Regulations,*
 16 *the term “sensitive government mission” shall be nar-*
 17 *rowly construed and shall not include training*
 18 *flights, proficiency flights, or flights of Federal offi-*
 19 *cials below the rank of Cabinet Member.*

20 (2) *RULEMAKING AND ADMINISTRATIVE AC-*
 21 *TION.*—

22 (A) *IN GENERAL.*—*Not later than 1 year*
 23 *after the date of enactment of this section, the*
 24 *Administrator shall—*

1 (i) issue or revise regulations to update
2 section 91.225(f) of title 14, Code of Federal
3 Regulations, to comply with the require-
4 ments of this section; and

5 (ii) revise any memorandum of agree-
6 ment between the FAA and any other Fed-
7 eral, State, local, or Tribal agency to con-
8 form with the revised regulations described
9 in clause (i).

10 (B) *REPORT.*—If the Administrator fails to
11 issue or revise regulations pursuant to subpara-
12 graph (A) or revise any memorandum of agree-
13 ment between the FAA and any other agency
14 pursuant to such subparagraph, the Adminis-
15 trator shall, within 30 days, submit to the ap-
16 propriate committees of Congress a report on the
17 status of such regulations, including the reasons
18 that the Administrator has failed to issue or re-
19 vise such regulations within the period required
20 under such subparagraph.

21 (b) *GAO REVIEW AND REPORT.*—Not later than the
22 date that is 2 years after the date of enactment of this sec-
23 tion, the Comptroller General of the United States shall—

24 (1) review the utilization of exceptions under sec-
25 tion 91.225(f) of title 14, Code of Federal Regulations

1 *(or any successor regulation), as revised under sub-*
 2 *section (a), to determine—*

3 *(A) whether the Department of Defense and*
 4 *other relevant Federal agencies or other applica-*
 5 *ble operators have utilized such exceptions in ac-*
 6 *cordance with relevant laws and regulations; and*

7 *(B) the extent of such utilization;*

8 *(2) compare the utilization of exceptions speci-*
 9 *fied in such section 91.225(f) before and after the*
 10 *issuance of revised regulations under subsection (a);*
 11 *and*

12 *(3) submit to the Administrator and the appro-*
 13 *priate committees of Congress a report on the findings*
 14 *of the review conducted under paragraph (1) and the*
 15 *comparison conducted under paragraph (2).*

16 *(c) FAA REVIEW OF NON-COMPLIANT OPERATORS.—*
 17 *Upon submission of the report under subsection (b)(3), the*
 18 *Administrator shall—*

19 *(1) determine whether any Federal agency or*
 20 *other applicable operator that has been found to have*
 21 *not utilized the exceptions under section 91.225(f) of*
 22 *title 14, Code of Federal Regulations (or any suc-*
 23 *cessor regulation), as revised under subsection (a), in*
 24 *accordance with relevant laws and regulations shall*

1 *be permitted to continue to utilize such exceptions;*
 2 *and*

3 *(2) not later than 30 days after the date on*
 4 *which the Comptroller General submits the report*
 5 *under subsection (b)(3), brief the appropriate commit-*
 6 *tees of Congress on such determination.*

7 *(d) REPORTS.—*

8 *(1) TO THE ADMINISTRATOR.—Not later than 90*
 9 *days after the date of enactment of this section, and*
 10 *on a quarterly basis thereafter, each Federal, State,*
 11 *local, and Tribal agency that performs sensitive gov-*
 12 *ernment missions as described in section 91.225(f)(1)*
 13 *of title 14, Code of Federal Regulations (or any suc-*
 14 *cessor regulation), as revised under subsection (a),*
 15 *shall submit to the Administrator a report that in-*
 16 *cludes—*

17 *(A) an attestation that such operations are*
 18 *regularly transmitting ADS–B Out and are con-*
 19 *ducted with proper consideration to aviation*
 20 *safety; and*

21 *(B) a list of operations delineated by flight*
 22 *in which the ADS–B Out equipment is not in*
 23 *transmit mode because the aircraft was per-*
 24 *forming a sensitive government mission, includ-*

ing the airport, airspace location, date, time, duration, and mission type of each such operation.

(2) *TO CONGRESS.*—

(A) *IN GENERAL.*—Not later than 180 days after the date of enactment of this section, and biannually thereafter, the Administrator shall submit to the appropriate committees of Congress a report on the frequency and nature of the ADS-B Out exceptions granted to Federal, State, local, and Tribal agencies under section 91.225(f)(1) of title 14, Code of Federal Regulations (or any successor regulation), as revised under subsection (a). Such report—

(i) shall include—

(I) aggregated data on the operations in which ADS-B Out equipment is not in transmit mode by each agency described in paragraph (1); and

(II) a determination from the Administrator as to whether each operation described in paragraph (1)(B) jeopardizes aviation safety; and

(ii) may include a classified annex.

1 (B) *SPECIAL NOTIFICATION.*—*If an agency*
2 *described in paragraph (1) operates a flight*
3 *using an exception granted under section*
4 *91.225(f)(1) of title 14, Code of Federal Regula-*
5 *tions (or any successor regulation), as revised*
6 *under subsection (a), 5 or more times in a cal-*
7 *endar month, or fails to provide to the Adminis-*
8 *trator the attestation required under paragraph*
9 *(1)(A), the Administrator shall notify the appro-*
10 *priate committees of Congress of such use within*
11 *14 days of being notified of such use. For the*
12 *purposes of this subparagraph, a flight shall be*
13 *interpreted as the period beginning when an air-*
14 *craft moves under its own power for the purpose*
15 *of flight and ending when the aircraft lands.*

16 (e) *ANNUAL INSPECTOR GENERAL AUDITS.*—

17 (1) *IN GENERAL.*—*Beginning on the date that is*
18 *3 years after the date of enactment of this section, the*
19 *Inspector General of the Department of Transpor-*
20 *tation (in this section referred to as the “Inspector*
21 *General”)* *shall conduct an annual audit of FAA*
22 *oversight of all operations that utilize an exception*
23 *under section 91.225(f) of title 14, Code of Federal*
24 *Regulations (or any successor regulation), as revised*

1 under subsection (a), including Federal agency oper-
2 ations.

3 (2) *CONSIDERATIONS.*—*In conducting an audit*
4 *under paragraph (1), the Inspector General shall as-*
5 *sess the efficacy of FAA oversight related to the fol-*
6 *lowing:*

7 (A) *Ensuring exceptions under such section*
8 *91.225(f)(1) (or any successor regulation) are*
9 *strictly utilized by operators in accordance with*
10 *relevant laws and regulations.*

11 (B) *Ensuring exceptions under such section*
12 *91.225(f)(1) (or any successor regulation) are not*
13 *routinely used by operators.*

14 (C) *Identifying and engaging with any op-*
15 *erator not in compliance with relevant laws and*
16 *regulations relating to exceptions under such sec-*
17 *tion 91.225(f)(1) (or any successor regulation).*

18 (D) *Any other factor determined appro-*
19 *priate by the Inspector General.*

20 (3) *BRIEFINGS TO CONGRESS.*—*The Inspector*
21 *General shall brief the appropriate committees of*
22 *Congress on an annual basis after the completion of*
23 *each annual audit.*

24 **SEC. 4. ADS-B IN REQUIREMENTS.**

25 (a) *REQUIREMENT FOR ADS-B IN OPERATION.*—

1 (1) *IN GENERAL.*—Not later than 2 years after
 2 the date of enactment of this section, the Adminis-
 3 trator shall issue a final rule in accordance with sec-
 4 tion 553 of title 5, United States Code, to require any
 5 person operating an aircraft (other than an un-
 6 manned aircraft, as defined in section 44801 of title
 7 49, United States Code) required to be equipped with
 8 *ADS-B Out* in accordance with section 91.225 of title
 9 14, Code of Federal Regulations (or any successor reg-
 10 ulation), to be equipped with and operating with
 11 *ADS-B In* equipment that provides the aircraft with
 12 awareness to the location of other aircraft and traffic
 13 advisories, unless otherwise authorized by air traffic
 14 control.

15 (2) *COMPLIANCE DEADLINES.*—In issuing a final
 16 rule under paragraph (1), the Administrator shall—

17 (A) include an effective date of not later
 18 than 60 days after the date on which such final
 19 rule is published in the Federal Register; and

20 (B) require aircraft described in paragraph
 21 (1) to be equipped with *ADS-B In* not later than
 22 December 31, 2031.

23 (3) *FINAL REGULATION REQUIREMENTS.*—In
 24 issuing a final rule under paragraph (1), the Admin-
 25 istrator shall, at a minimum, do the following:

1 (A) *PERFORMANCE STANDARDS.*—*The Ad-*
 2 *ministrator shall establish appropriate perform-*
 3 *ance requirements for ADS-B In equipment to*
 4 *provide integrated safety-enhancing capabilities*
 5 *for a pilot or other flight crew, including by in-*
 6 *creasing situational awareness to the location of*
 7 *other aircraft and providing traffic advisories*
 8 *with alerting sufficient to provide traffic advi-*
 9 *sory indications while airborne and on the air-*
 10 *port surface, such as visual and aural advisories.*

11 (B) *ALTERNATIVE EQUIPMENT OR TECH-*
 12 *NOLOGY.*—*With respect to aircraft with a max-*
 13 *imum certificated takeoff weight of less than*
 14 *12,500 pounds when operating under part 91 of*
 15 *title 14, Code of Federal Regulations, the Admin-*
 16 *istrator shall establish performance requirements*
 17 *for alternative equipment or technology that the*
 18 *Administrator determines acceptable in satis-*
 19 *fying the ADS-B In requirement. The perform-*
 20 *ance requirements shall, at a minimum—*

21 (i) *provide similar or improved situa-*
 22 *tional awareness to the location of other*
 23 *airborne traffic, as well as traffic advisory*
 24 *information; and*

1 (ii) leverage the use of portable ADS-
 2 B In receivers or equipment that allow dis-
 3 play on an existing or future electronic
 4 flight bag or panel mounted display, pro-
 5 vided that the installation or use of such
 6 equipment does not adversely affect other re-
 7 quired avionics or the airworthiness of the
 8 aircraft.

9 (C) GUIDANCE.—The Administrator shall
 10 issue relevant guidance for aircraft operators
 11 and other appropriate stakeholders regarding the
 12 types of equipment that satisfy the performance
 13 requirements described in this paragraph.

14 (4) OTHER REQUIREMENTS.—In issuing a final
 15 rule under paragraph (1), the Administrator shall in-
 16 clude—

17 (A) requirements for ADS-B In equipment
 18 and the use of such equipment;

19 (B) technical assistance to facilitating
 20 ADS-B In equipage across the entire fleet of af-
 21 fected aircraft, including, as appropriate, guid-
 22 ance under part 26 of title 14, Code of Federal
 23 Regulations, to provide support for affected
 24 transport airplane operators in complying with
 25 the requirements of this section;

1 (C) any other associated guidance necessary
 2 to assist operators and other stakeholders in
 3 identifying equipment that satisfies the ADS-B
 4 In performance standards described in para-
 5 graph (3) prior to the compliance deadline de-
 6 scribed in paragraph (2)(B);

7 (D) a determination of alternative equip-
 8 ment or technology described in subsection (e);
 9 and

10 (E) a presumption, absent clear and com-
 11 pelling evidence to the contrary, that ADS-B In
 12 equipment is cost beneficial and improves avia-
 13 tion safety.

14 (5) CONGRESSIONAL BRIEFINGS.—Not later than
 15 180 days after the date of enactment of this section,
 16 and every 90 days thereafter, the Administrator shall
 17 brief the appropriate committees of Congress, as well
 18 as publish a publicly available report, on the status
 19 of—

20 (A) the ADS-B In rulemaking required
 21 under paragraph (1); and

22 (B) after the compliance deadline described
 23 in paragraph (2)(A), the implementation and
 24 oversight of such ADS-B In requirement.

25 (b) NEGOTIATED RULEMAKING COMMITTEE.—

1 (1) *COMMITTEE.*—

2 (A) *IN GENERAL.*—Not later than 60 days
3 after the date of enactment of this section, the
4 Administrator may establish a negotiated rule-
5 making committee (in this section referred to as
6 the “committee”) pursuant to section 565 of title
7 5, United States Code, to negotiate proposed reg-
8 ulations to implement the requirements described
9 in subsection (a).

10 (B) *MEMBERSHIP.*—If the Administrator
11 elects to establish a committee under this sub-
12 section, the committee shall be composed of—

13 (i) representatives of—

14 (I) the FAA;

15 (II) air carriers;

16 (III) avionics manufacturers;

17 (IV) aircraft manufacturers; and

18 (V) general aviation organiza-

19 tions;

20 (ii) the exclusive bargaining represent-
21 ative of air traffic controllers of the FAA
22 certified under section 7511 of title 5,
23 United States Code;

24 (iii) organizations representing cer-
25 tified collective bargaining representatives

1 *of airline pilots, including the principal or-*
 2 *ganization representing the largest certified*
 3 *collective bargaining representative of air-*
 4 *line pilots;*

5 *(iv) aviation safety experts outside of*
 6 *the FAA; and*

7 *(v) any other representatives deter-*
 8 *mined appropriate by the Administrator.*

9 (2) *REQUIREMENTS.—If the Administrator elects*
 10 *to establish a committee under this subsection, the Ad-*
 11 *ministrator shall do the following:*

12 (A) *IN GENERAL.—The Administrator shall*
 13 *direct the committee to make recommendations*
 14 *relating to—*

15 *(i) ADS–B In equipment and its use;*

16 *(ii) ADS–B In equipment performance*
 17 *standards pursuant to subsection (a)(3);*

18 *(iii) the consideration of effective ap-*
 19 *proaches to facilitating ADS–B In equipage*
 20 *across the entire fleet of affected aircraft, in-*
 21 *cluding requirements under part 26 of title*
 22 *14, Code of Federal Regulations, to provide*
 23 *support for affected transport category air-*
 24 *plane operators in complying with the re-*
 25 *quirements of this section; and*

1 (iv) with respect to aircraft with a
 2 maximum certificated takeoff weight of less
 3 than 12,500 pounds when operating under
 4 part 91 of title 14, Code of Federal Regula-
 5 tions, a recommendation for low cost alter-
 6 native equipment or technology in accord-
 7 ance with subsection (e).

8 (B) LACK OF COMMITTEE CONSENSUS.—In
 9 the event the committee does not reach a con-
 10 sensus regarding a recommendation for low cost
 11 alternative equipment or technology under sub-
 12 paragraph (A)(iv), the Administrator shall, after
 13 the submission of the committee under para-
 14 graph (3), consider prescribing a low cost alter-
 15 native that includes the criteria described in sub-
 16 section (e).

17 (3) SUBMISSION TO THE ADMINISTRATOR.—If
 18 the Administrator elects to establish a committee
 19 under this subsection, not later than 1 year after the
 20 date of enactment of this section, the committee shall
 21 submit to the Administrator—

22 (A) a consensus proposal of regulations to
 23 implement the requirement described in sub-
 24 section (a)(1); or

1 (B) in the event the committee does not
 2 reach a consensus, a report identifying any
 3 points of agreement and disagreement with re-
 4 spect to such proposed regulations.

5 (4) *PROPOSED RULE.*—If the Administrator
 6 elects to establish a committee under this subsection,
 7 not later than 180 days after receiving the submission
 8 of the committee under paragraph (3), the Adminis-
 9 trator shall issue a proposed rule, in accordance with
 10 section 553 of title 5, United States Code, that ei-
 11 ther—

12 (A) to the maximum extent possible con-
 13 sistent with the legal obligations of the FAA, uses
 14 the consensus proposal of the committee under
 15 paragraph (3)(A) as the basis for the proposed
 16 rule for notice and comment, including with re-
 17 spect to any standards or requirements described
 18 in subsection (a)(3); or

19 (B) in the event the committee does not
 20 reach a consensus, considers the points of agree-
 21 ment and disagreement submitted by the com-
 22 mittee under paragraph (3)(B).

23 (c) *CONSULTATION REQUIRED WITHOUT NEGOTIATED*
 24 *RULEMAKING COMMITTEE.*—If the Administrator does not
 25 establish a committee under subsection (b), prior to issuing

1 *a final rule, the Administrator shall consult with appro-*
 2 *priate stakeholders in conducting the rulemaking required*
 3 *under subsection (a)(1), including at a minimum the rep-*
 4 *resentatives described in subsection (b)(1)(B).*

5 *(d) PHASED-IN RETROFIT.—*

6 *(1) IN GENERAL.—In issuing a final rule under*
 7 *subsection (a)(1), the Administrator shall—*

8 *(A) establish a process by which the oper-*
 9 *ator of an affected aircraft, in service as of the*
 10 *date on which the final rule under subsection*
 11 *(a)(1) is published in the Federal Register in ac-*
 12 *cordance with subsection (a)(2)(A), may apply*
 13 *to the Administrator to request additional time,*
 14 *not to exceed a period of 1 year after the dead-*
 15 *line described in subsection (a)(2)(B), to finalize*
 16 *equipage of its fleet and make ADS-B In oper-*
 17 *ational, provided that—*

18 *(i) an aircraft operator, owner, or*
 19 *their agent submits an application deemed*
 20 *acceptable to the Administrator for addi-*
 21 *tional time for compliance, including a jus-*
 22 *tification for such request and an attesta-*
 23 *tion of actions to date demonstrating*
 24 *progress toward achieving compliance;*

1 (ii) the Administrator, in consultation
 2 with the Secretary of Transportation, deter-
 3 mines additional time is required to miti-
 4 gate a significant disruption to air trans-
 5 portation; and

6 (iii) the Administrator determines the
 7 aircraft operator or owner does not have
 8 any uncorrected violations of subchapters F
 9 and G of chapter I of title 14, Code of Fed-
 10 eral Regulations; and

11 (B) notify the appropriate committees of
 12 Congress not later than 14 days after making a
 13 determination under clause (ii) or (iii) of sub-
 14 paragraph (A).

15 (2) *SPECIAL RULE FOR AGENTS.*—With the ex-
 16 ception of an agent representing an owner or operator
 17 of transport airplanes, for the purposes of this sub-
 18 section, an agent may represent more than 1 aircraft
 19 operator or owner of the same type, model, or manu-
 20 facturer and may submit 1 or more applications
 21 under paragraph (1)(A)(i), each of which may con-
 22 tain multiple aircraft operators or owners.

23 (e) *LOW COST ALTERNATIVE METHOD OF COMPLI-*
 24 *ANCE.*—In issuing a final rule under subsection (a)(1), the
 25 Administrator shall determine low cost equipment or tech-

1 *nologies that provide similar or improved situational*
 2 *awareness to the location of other airborne traffic, as well*
 3 *as traffic advisory information, that satisfy the ADS-B In*
 4 *equipage requirement for aircraft with a maximum certifi-*
 5 *cated takeoff weight of less than 12,500 pounds when oper-*
 6 *ated under part 91 of title 14, Code of Federal Regulations.*
 7 *In making such a determination, the Administrator shall*
 8 *consider the use of—*

9 (1) *portable ADS-B In receivers; and*

10 (2) *equipment that allows display on an existing*
 11 *or future electronic flight bag or panel mounted dis-*
 12 *play, provided the installation or use does not ad-*
 13 *versely affect other required avionics or the airworthi-*
 14 *ness of the aircraft.*

15 (f) *PROACTIVE EQUIPAGE.—With respect to any air-*
 16 *craft for which ADS-B In equipment is available and com-*
 17 *plies with the requirements of the final rule issued under*
 18 *subsection (a)(1), the operator of any such aircraft shall*
 19 *take all appropriate actions necessary to equip such aircraft*
 20 *with ADS-B In prior to the compliance deadline described*
 21 *in subsection (a)(2).*

22 (g) *SEPARATION STANDARDS; RELEVANT CONTROLLER*
 23 *TRAINING.—*

24 (1) *RULEMAKING.—*

1 (A) *IN GENERAL.*—*Not later than 18*
 2 *months after the effective date of the final rule*
 3 *described in subsection (a), the Administrator*
 4 *shall issue a notice of proposed rulemaking to es-*
 5 *tablish separation standards, as appropriate,*
 6 *that leverage ADS-B Out or ADS-B In equip-*
 7 *ment, and all other available technological capa-*
 8 *bilities in the air traffic control system, to*
 9 *achieve safety and efficiency benefits throughout*
 10 *the national airspace system, including on an*
 11 *airport surface and within Class E airspace (as*
 12 *defined in section 71.71 of title 14, Code of Fed-*
 13 *eral Regulations, or any successor regulation).*

14 (B) *CONSULTATION.*—*In conducting the*
 15 *rulemaking under this subsection, the Adminis-*
 16 *trator shall consult with appropriate stake-*
 17 *holders, including, at a minimum—*

18 (i) *representatives of—*

19 (I) *air carriers;*

20 (II) *original equipment manufac-*
 21 *turers; and*

22 (III) *general aviation organiza-*
 23 *tions;*

24 (ii) *organizations representing certified*
 25 *collective bargaining representatives of air-*

line pilots, including the principal organization representing the largest certified collective bargaining representative of airline pilots;

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

(iv) aviation safety experts from outside the FAA; and

(v) any other stakeholder deemed appropriate by the Administrator.

(2) *REQUIRED UPDATES TO FAA ORDERS.*—Not later than 18 months after the issuance of the notice of proposed rulemaking under paragraph (1)(A), the Administrator shall complete revisions, as appropriate, to FAA Order 7110.65 and other relevant FAA Orders, to increase safety and efficiency benefits in the national airspace system.

(3) *RELEVANT CONTROLLER TRAINING.*—

(A) *IN GENERAL.*—Not later than 1 year after the compliance deadline described in subsection (a)(2), the Administrator shall revise initial and recurrent air traffic controller training, as appropriate, in accordance with FAA Orders

1 3000.22 and 3120.4 and revise associated orders
 2 and directives, as appropriate, to ensure such
 3 controllers are trained to apply any new separa-
 4 tion standards and procedures.

5 (B) *REQUIREMENTS.*—In revising training
 6 under subparagraph (A), the Administrator
 7 shall—

8 (i) consider human factors impacts,
 9 appropriate phraseology adjustments, and
 10 surface movement applications; and

11 (ii) consult with the exclusive bar-
 12 gaining representative of air traffic control-
 13 lers of the FAA certified under section 7111
 14 of title 5, United States Code.

15 (h) *ACAS-X ACTION PLAN.*—

16 (1) *IN GENERAL.*—Not later than 180 days after
 17 the date of enactment of this section, the Adminis-
 18 trator shall submit to the appropriate committees of
 19 Congress an action plan for advancing the deploy-
 20 ment of the Airborne Collision Avoidance System-X
 21 (in this section referred to as “ACAS-X”), or any var-
 22 iant or successor technology, in the national airspace
 23 system. The Administrator shall publish the action
 24 plan in a publicly available format not later than 10
 25 days after submitting such action plan to Congress.

1 (2) *CONTENTS.—In developing the action plan*
2 *under paragraph (1), the Administrator shall in-*
3 *clude—*

4 (A) *a strategic roadmap for the deployment*
5 *of ACAS-X technology, including steps required*
6 *for widespread adoption among aircraft opera-*
7 *tors (including rotorcraft operators);*

8 (B) *actions and funding necessary to com-*
9 *plete any applicable research, development, test-*
10 *ing, evaluation, and standards development*
11 *needed to support the certification of such tech-*
12 *nology;*

13 (C) *plans for engagement with appropriate*
14 *stakeholders, including—*

15 (i) *aircraft operators, including those*
16 *in the Department of Defense;*

17 (ii) *aviation safety experts outside the*
18 *FAA;*

19 (iii) *avionics manufacturers;*

20 (iv) *aircraft manufacturers;*

21 (v) *general aviation organizations;*

22 (vi) *the exclusive bargaining represent-*
23 *ative of air traffic controllers of the FAA*
24 *certified under section 7511 of title 5,*
25 *United States Code;*

1 (vii) organizations representing cer-
 2 tified collective bargaining representatives
 3 of airline pilots, including the principal or-
 4 ganization representing the largest certified
 5 collective bargaining representative of air-
 6 line pilots; and

7 (viii) any other stakeholders deter-
 8 mined appropriate by the Administrator;

9 (D) engagement with foreign civil aviation
 10 authorities to harmonize international standards
 11 for certification of such technology;

12 (E) ACAS-X interoperability considerations
 13 for aircraft operators (including rotorcraft oper-
 14 ators) equipped with ADS-B Out and ADS-B
 15 In equipment;

16 (F) an assessment of safety benefits for air-
 17 craft operators equipping with such technology,
 18 including civil and military operators; and

19 (G) any recommendations for administra-
 20 tive or legislative action, as determined appro-
 21 priate by the Administrator, to advance such
 22 technology deployment.

23 (3) IMPLEMENTATION.—The Administrator may
 24 take actions, as appropriate, to implement the action
 25 plan developed under paragraph (1).

1 (4) *BRIEFING.*—Not later than 30 days after the
 2 date on which the Administrator submits the action
 3 plan under paragraph (1), the Administrator shall
 4 brief the appropriate committees of Congress on the
 5 contents of such action plan and any prospective ac-
 6 tions to implement such plan.

7 (i) *ARAC TASKING.*—

8 (1) *IN GENERAL.*—The Administrator shall task
 9 the Aviation Rulemaking Advisory Committee (in
 10 this section referred to as the “ARAC”) with review-
 11 ing and assessing the need for aircraft operating in
 12 Class D airspace to be equipped with ADS-B Out
 13 and ADS-B In equipment.

14 (2) *REPORT AND RECOMMENDATIONS.*—Not later
 15 than 1 year after initiating the review and assess-
 16 ment under this section, the ARAC shall submit to the
 17 Administrator—

18 (A) a report on the findings of the review
 19 and assessment under paragraph (1); and

20 (B) any recommendations for legislative or
 21 regulatory action the ARAC determines appro-
 22 priate.

23 (3) *BRIEFING.*—Not later than 30 days after the
 24 date on which the ARAC submits the report under

1 *paragraph (2), the Administrator shall brief the ap-*
 2 *propriate committees of Congress on—*

3 *(A) the findings and recommendations in-*
 4 *cluded in such report; and*

5 *(B) any plan to implement such rec-*
 6 *ommendations, including a justification for any*
 7 *recommendations the Administrator determines*
 8 *should not be implemented.*

9 **SEC. 5. INSPECTOR GENERAL OF THE ARMY AUDIT.**

10 *(a) IN GENERAL.—Not later than 60 days after the*
 11 *date of enactment of this section, the Inspector General of*
 12 *the Army shall initiate an audit to evaluate the Army’s*
 13 *coordination with the FAA, pilot training, and qualifica-*
 14 *tion standards, and the Army’s use of ADS–B Out and*
 15 *whether it adheres to Army policy, regulation, and law.*

16 *(b) ASSESSMENT.—In conducting the audit required*
 17 *by subsection (a), the Inspector General of the Army shall*
 18 *assess practices and recommendations for the Army, includ-*
 19 *ing—*

20 *(1) whether Army policy and United States law*
 21 *was adhered to, and the Army’s coordination with the*
 22 *FAA, during National Capital Region (“NCR”) oper-*
 23 *ations of pilot training and qualifications standards*
 24 *in the NCR;*

1 (2) *the Army’s policy on ADS–B Out equipage,*
 2 *usage, and activation;*

3 (3) *maintenance protocols for UH-60 Black*
 4 *Hawk helicopters operated by the 12th Army Aviation*
 5 *Brigade including, but not limited to, the calibration*
 6 *of any system that transmits altitude and position*
 7 *information outside the aircraft and the calibration of*
 8 *systems that send altitude and position information*
 9 *to the pilots inside the aircraft, and the frequency*
 10 *with which such maintenance protocols occur;*

11 (4) *compliance with the September 29, 2021,*
 12 *Letter of Agreement executed between the Pentagon*
 13 *Heliport Air Traffic Control Tower and the Ronald*
 14 *Reagan Washington National Airport Air Traffic*
 15 *Control Tower regarding flight operations in the*
 16 *NCR; and*

17 (5) *the Army’s review of loss of separation inci-*
 18 *dents involving its rotorcraft in the NCR along with*
 19 *possible mitigations to prevent future mishaps.*

20 (c) *PUBLIC DISCLOSURE.—Not later than 14 days*
 21 *after the audit required by subsection (a) is concluded, the*
 22 *Secretary of the Army shall—*

23 (1) *transmit a report on the results of the audit,*
 24 *without redactions, to the Committee on Commerce,*
 25 *Science, and Transportation and the Committee on*

1 *Armed Services of the Senate and the Committee on*
 2 *Transportation and Infrastructure and the Committee*
 3 *on Armed Services of the House of Representatives;*
 4 *and*

5 *(2) publicly release the report without redactions,*
 6 *except to the extent required for national security rea-*
 7 *sons.*

8 *(d) INTERIM REPORTING.—Not later than 180 days*
 9 *after initiating the audit required by subsection (a), and*
 10 *every 180 days thereafter until such audit is concluded, the*
 11 *Inspector General of the Army shall brief the committees*
 12 *of Congress described in subsection (c)(1) regarding the*
 13 *progress of such audit.*

14 **SEC. 6. SAFETY REVIEWS OF AIRSPACE.**

15 *(a) FAA-DOD COORDINATION.—Not later than 30*
 16 *days after the date of enactment of this section, the Admin-*
 17 *istrator shall establish or designate an office within the*
 18 *FAA as the “Office of FAA-DOD Coordination” (in this*
 19 *section referred to as the “Office”), which shall—*

20 *(1) coordinate airspace usage of military air-*
 21 *craft and rotorcraft with relevant FAA lines of busi-*
 22 *ness, including the Air Traffic Organization;*

23 *(2) coordinate with the Office of Audit and Eval-*
 24 *uation of the FAA to ensure employee complaints and*
 25 *whistleblower protections are considered;*

1 (3) *consider opportunities to improve manage-*
 2 *ment and consolidation of aviation safety information*
 3 *system databases to enhance civil and military avia-*
 4 *tion incident reporting; and*

5 (4) *carry out the safety review required by sub-*
 6 *section (b).*

7 (b) *SAFETY REVIEWS.—*

8 (1) *REVIEW OF RONALD REAGAN WASHINGTON*
 9 *NATIONAL AIRPORT.—*

10 (A) *IN GENERAL.—Not later than 30 days*
 11 *after the date on which the Office is established*
 12 *or designated, the Administrator shall initiate a*
 13 *safety review of all military, law enforcement,*
 14 *and civilian rotary wing, powered lift, fixed*
 15 *wing, and unmanned aircraft system flight oper-*
 16 *ations and flight routes in the Washington D.C.*
 17 *Metropolitan Area Special Flight Rules Area, in-*
 18 *cluding but not limited to flight operations con-*
 19 *ducted by the Department of Defense, emergency*
 20 *response providers, and air medical transport*
 21 *operators, to evaluate any associated safety risk*
 22 *to commercial transport airplane operations at*
 23 *Ronald Reagan Washington National Airport.*

1 (B) *CONSULTATION.*—*In conducting a safe-*
 2 *ty review under subparagraph (A), the Adminis-*
 3 *trator shall consult with—*

- 4 (i) *the Secretary of Defense;*
- 5 (ii) *Federal, State, and local agencies;*
- 6 (iii) *law enforcement agencies;*
- 7 (iv) *emergency response providers, in-*
 8 *cluding air medical transport operators;*
- 9 (v) *air carriers;*
- 10 (vi) *aviation labor organizations, in-*
 11 *cluding, at a minimum—*

12 (I) *the exclusive bargaining rep-*
 13 *resentative of air traffic controllers of*
 14 *the FAA certified under section 7511 of*
 15 *title 5, United States Code; and*

16 (II) *organizations representing*
 17 *certified collective bargaining rep-*
 18 *resentatives of airline pilots, including*
 19 *the principal organization representing*
 20 *the largest certified collective bar-*
 21 *gaining representative of airline pilots;*
 22 *and*

23 (vii) *other stakeholders determined ap-*
 24 *propriate by the Administrator.*

25 (2) *OTHER AIRPORT REVIEWS.*—

1 (A) *IN GENERAL.*—*The Administrator shall*
2 *conduct safety reviews of all military, law en-*
3 *forcement and civilian rotary wing, powered lift,*
4 *fixed wing, and unmanned aircraft system flight*
5 *operations and flight routes at other Class B air-*
6 *ports (as listed in section 1 of Appendix D to*
7 *part 91 of title 14, Code of Federal Regulations*
8 *(or any successor regulation)) and within the*
9 *lateral boundary of Class B airspace, at commer-*
10 *cial service Class C airports (as listed in FAA*
11 *Order JO 7400.11J (or any successor order))*
12 *and within the lateral boundary of Class C air-*
13 *space in the national airspace system, and at*
14 *Class D airports that provide passenger service*
15 *under part 121 of title 14, Code of Federal Regu-*
16 *lations, determined to meet the risk criteria set*
17 *forth in subparagraph (C), including flight oper-*
18 *ations conducted by the Department of Defense,*
19 *emergency response providers, and air medical*
20 *transport operators, to evaluate any associated*
21 *safety risk to commercial transport airplane op-*
22 *erations.*

23 (B) *CONSULTATION.*—*In conducting a safe-*
24 *ty review under subparagraph (A), the Adminis-*
25 *trator shall consult with—*

- 1 (i) *the Secretary of Defense;*
- 2 (ii) *Federal, State, local, and Tribal*
- 3 *agencies;*
- 4 (iii) *law enforcement agencies;*
- 5 (iv) *emergency response providers;*
- 6 (v) *air carriers;*
- 7 (vi) *aviation labor organizations, in-*
- 8 *cluding, at a minimum—*

9 (I) *the exclusive bargaining rep-*
 10 *resentative of air traffic controllers of*
 11 *the FAA certified under section 7511 of*
 12 *title 5, United States Code; and*

13 (II) *organizations representing*
 14 *certified collective bargaining rep-*
 15 *resentatives of airline pilots, including*
 16 *the principal organization representing*
 17 *the largest certified collective bar-*
 18 *gaining representative of airline pilots;*
 19 *and*

20 (vii) *other stakeholders determined ap-*
 21 *propriate by the Administrator.*

22 (C) *PRIORITIZATION AND RISK CRITERIA.—*
 23 *In prioritizing the safety reviews of Class B,*
 24 *Class C, and Class D airports described in sub-*
 25 *paragraph (A) and conducting the safety reviews*

1 pursuant to subparagraph (A), the Adminis-
2 trator shall, at a minimum, consider the fol-
3 lowing risk criteria:

4 (i) The type of airspace the airport is
5 located in and the type of tower at the air-
6 port.

7 (ii) Whether the airport has radar on
8 the field.

9 (iii) The total number of air traffic op-
10 erations at the airport per calendar year, as
11 reported in the Operations Network
12 (OPSNET) data of the FAA, and the rate
13 of growth measured over a 20-year period
14 prior to the initiation of a safety review
15 under this section.

16 (iv) The Traffic Collision Avoidance
17 System (TCAS) resolution advisory rates at
18 the airport compared to the number of ar-
19 rivals at the airport.

20 (v) The presence of parallel runways.

21 (vi) The presence of visual flights (in
22 this subparagraph referred to as “VFR”)
23 corridors in proximity to the airport.

(vii) *The presence of a helicopter corridor in proximity to the airport or nearby helicopter operations.*

(viii) *The presence of dense VFR operations at the airport.*

(ix) *The presence of complex VFR procedures at the airport or in the adjacent airspace.*

(D) *DEADLINE OF INITIATION OF REVIEWS.—The Administrator shall initiate the reviews under this paragraph by the following deadlines:*

(i) *CLASS B AIRPORTS.—With respect to Class B airports, not later than 90 days after the date of enactment of this section.*

(ii) *CLASS C AIRPORTS.—With respect to Class C airports, not later than 90 days after the initiation date of the Class B airport reviews.*

(iii) *CLASS D AIRPORTS.—With respect to Class D airports, not later than 90 days after the initiation date of the Class C airport reviews.*

1 (3) *REQUIREMENTS.*—*In conducting the safety*
2 *reviews required by paragraphs (1) and (2), the Office*
3 *shall do the following:*

4 (A) *Analyze air traffic and airspace man-*
5 *agement.*

6 (B) *Evaluate the level of coordination the*
7 *Administrator exercises with the Secretary of De-*
8 *fense and the heads of any other Federal agen-*
9 *cies, and emergency response providers as appro-*
10 *priate, to inform the designation and approval*
11 *of airspace use and flight routes for non-trans-*
12 *port airplane operations.*

13 (C) *Assess any risks posed to transport air-*
14 *planes from military aircraft and rotorcraft,*
15 *civil rotorcraft, powered lift aircraft, and un-*
16 *manned aircraft systems operating in Class B,*
17 *Class C, or Class D airspace in proximity to*
18 *Class B, Class C, or Class D airports.*

19 (D) *Review relevant incidents submitted to*
20 *the Administrator through Air Traffic Manda-*
21 *tory Occurrence reports (as documented via FAA*
22 *Form 7210-13), Aviation Safety Reporting Sys-*
23 *tem reports, and Aviation Safety Action Pro-*
24 *gram reports, and relevant reports submitted to*
25 *the Administrator of the National Aeronautics*

1 *and Space Administration through the Aviation*
 2 *Safety Reporting System, to identify any safety*
 3 *trends regarding the operation of military air-*
 4 *craft and rotorcraft, civil rotorcraft, powered lift*
 5 *aircraft, and unmanned aircraft systems in*
 6 *Class B, Class C, or Class D airspace near Class*
 7 *B, Class C, or Class D airports.*

8 *(4) DEADLINES FOR COMPLETION OF SAFETY RE-*
 9 *VIEWS.—*

10 *(A) RONALD REAGAN WASHINGTON NA-*
 11 *TIONAL AIRPORT.—The Administrator shall com-*
 12 *plete the safety review required by paragraph (1)*
 13 *not later than 120 days after the date on which*
 14 *such review is initiated.*

15 *(B) OTHER AIRPORTS.—The Administrator*
 16 *shall complete a safety review required by para-*
 17 *graph (2) not later than 180 days after such re-*
 18 *view is initiated.*

19 *(5) REPORTS.—*

20 *(A) REVIEW OF RONALD REAGAN WASH-*
 21 *INGTON NATIONAL AIRPORT.—Not later than 60*
 22 *days after completing the safety review required*
 23 *by paragraph (1), the Administrator shall sub-*
 24 *mit to the appropriate committees of Congress a*
 25 *report detailing the analyses and results of such*

1 *review, together with relevant findings and rec-*
2 *ommendations, including any corrective action*
3 *plans to address any risks identified, and rec-*
4 *ommendations for legislative or administrative*
5 *action determined appropriate by the Adminis-*
6 *trator.*

7 (B) *OTHER AIRPORT REVIEWS.*—*Not later*
8 *than 6 months after the date of enactment of this*
9 *section, and every 6 months thereafter, the Ad-*
10 *ministrator shall submit to the appropriate com-*
11 *mittees of Congress a report detailing the anal-*
12 *yses and results of the safety reviews completed*
13 *pursuant to paragraph (2) since the preceding*
14 *report under this subparagraph (or, in the case*
15 *of the first such report, since such date of enact-*
16 *ment), together with relevant findings and rec-*
17 *ommendations, including any corrective action*
18 *plans to address any risks identified, and rec-*
19 *ommendations for legislative or administrative*
20 *actions determined appropriate by the Adminis-*
21 *trator.*

22 (6) *DESIGNATION.*—*The Administrator shall des-*
23 *ignate a person within the Senior Executive Service*
24 *of the FAA to be directly responsible for the comple-*
25 *tion of the requirements of this subsection.*

1 (7) *STAFFING.*—*The Administrator shall ensure*
 2 *adequate staffing to conduct the safety reviews within*
 3 *the deadlines specified in this section.*

4 **SEC. 7. FAA-DOD SAFETY INFORMATION SHARING.**

5 (a) *MOU WITH THE DEPARTMENT OF THE ARMY.*—
 6 *Not later than 60 days after the date of enactment of this*
 7 *section, the Administrator shall enter into a Memorandum*
 8 *of Understanding with the Secretary of the Army to permit,*
 9 *as appropriate, the sharing of information from the Army's*
 10 *Safety Management Information System with the FAA to*
 11 *facilitate communications and analysis of any applicable*
 12 *impacts to the safety and efficiency of civil aviation oper-*
 13 *ations and to mitigate risk in the national airspace system.*

14 (b) *OTHER DOD MOUS.*—*Not later than 90 days after*
 15 *the date of enactment of this section, the Administrator*
 16 *shall enter into a Memorandum of Understanding with the*
 17 *following military departments to permit, as appropriate,*
 18 *the sharing of information from applicable aviation safety*
 19 *information systems to facilitate communications and anal-*
 20 *ysis of any applicable impacts to the safety and efficiency*
 21 *of civil aviation operations and to mitigate risk in the na-*
 22 *tional airspace system:*

23 (1) *The Department of the Navy.*

24 (2) *The Department of the Air Force.*

25 (3) *The Coast Guard.*

1 (c) *CONGRESSIONAL NOTIFICATION.*—Not later than 7
2 days after the date on which the Administrator enters into
3 any Memorandum of Understanding under subsection (a)
4 or (b), the Administrator shall notify the Committee on
5 Commerce, Science, and Transportation and the Committee
6 on Armed Services of the Senate and the Committee on
7 Transportation and Infrastructure and the Committee on
8 Armed Services of the House of Representatives.

9 **SEC. 8. REPEAL OF PROVISION REGARDING ADS-B EQUIP-**
10 **MENT ON CERTAIN AIRCRAFT OF DEPART-**
11 **MENT OF DEFENSE.**

12 Section 1046 of the John S. McCain National Defense
13 Authorization Act for Fiscal Year 2019 (49 U.S.C. 40101
14 note) is repealed.

Calendar No. 269

119TH CONGRESS
1ST Session

S. 2503

A BILL

To require all aircraft to be equipped with Automatic Dependent Surveillance–Broadcast In, to improve aviation safety, and for other purposes.

NOVEMBER 18, 2025

Reported with an amendment