

119TH CONGRESS
1ST SESSION

S. 1985

To improve aviation safety, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 5, 2025

Ms. CANTWELL (for herself, Ms. DUCKWORTH, Ms. KLOBUCHAR, Mr. MARKEY, Mr. KAINE, Mr. WARNER, and Mr. WARNOCK) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

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,*

3 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Safe Operations of Shared Airspace Act of 2025”.

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

- Sec. 1. Short title; table of contents.
- Sec. 2. Definitions.
- Sec. 3. Expert compliance review of FAA Safety Management System.
- Sec. 4. ADS-B Out Reforms.
- Sec. 5. ADS-B In requirement to enhance safety.
- Sec. 6. Safety reviews of airspace.
- Sec. 7. FAA-Department of Defense Safety Information Sharing.
- Sec. 8. No disruptions to FAA workforce.

Sec. 9. Extension of FAA air traffic controller max hiring requirement.
 Sec. 10. Air traffic controller training improvements.
 Sec. 11. TARAM analyses.
 Sec. 12. Employee reporting.
 Sec. 13. Conflicts of interest.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

3 (1) ADMINISTRATOR.—The term “Adminis-
 4 trator” means the Administrator of the FAA.

5 (2) ADS-B IN.—The term “ADS-B In” means
 6 onboard avionics technology that periodically receives
 7 ADS-B Out broadcasts of an aircraft’s state vector
 8 (3-dimensional position and 3-dimensional velocity)
 9 and other required information as described in part
 10 91.277 of title 14, Code of Federal Regulations (or
 11 a successor regulation).

12 (3) ADS-B OUT.—The term “ADS-B Out”
 13 has the meaning given such term in section 91.227
 14 of title 14, Code of Federal Regulations (or a suc-
 15 cessor regulation).

16 (4) AIR CARRIER; FOREIGN AIR CARRIER.—The
 17 terms “air carrier” and “foreign air carrier” have
 18 the meanings given such terms in section 40102 of
 19 title 49, United States Code.

20 (5) APPROPRIATE COMMITTEES OF CON-
 21 GRESS.—The term “appropriate committees of Con-
 22 gress” means the Committee on Commerce, Science,
 23 and Transportation of the Senate and the Com-

1 mittee on Transportation and Infrastructure of the
2 House of Representatives.

3 (6) CABINET MEMBER.—The term “Cabinet
4 Member” means an individual who is the head (in-
5 cluding an acting head) of the Department of Agri-
6 culture, Department of Commerce, Department of
7 Defense, Department of Education, Department of
8 Energy, Department of Health and Human Services,
9 Department of Homeland Security, Department of
10 Housing and Urban Development, Department of
11 the Interior, Department of Justice, Department of
12 Labor, Department of State, Department of Trans-
13 portation, Department of the Treasury, or Depart-
14 ment of Veterans Affairs, or any other individual
15 who occupies a position designated by the President
16 as a Cabinet-level position.

17 (7) COMPTROLLER GENERAL.—The term
18 “Comptroller General” means the Comptroller Gen-
19 eral of the United States.

20 (8) FAA.—The term “FAA” means the Fed-
21 eral Aviation Administration.

22 (9) POWERED-LIFT.—The term “powered-lift”
23 has the meaning given such term in section 1.1 of
24 title 14, Code of Federal Regulations (or a successor
25 regulation).

1 (10) ROTORCRAFT.—The term “rotorcraft” has
 2 the meaning given such term in section 1.1 of title
 3 14, Code of Federal Regulations (or a successor reg-
 4 ulation).

5 (11) SECRETARY.—The term “Secretary”
 6 means the Secretary of Transportation.

7 (12) SMS.—The term “SMS” means a safety
 8 management system.

9 (13) TRANSPORT AIRPLANE.—The term “trans-
 10 port airplane” means a transport category airplane
 11 designed for operation by an air carrier or foreign
 12 air carrier type-certificated with a passenger seating
 13 capacity of 30 or more or an all-cargo or combi de-
 14 rivative.

15 (14) UNMANNED AIRCRAFT SYSTEM.—The term
 16 “‘unmanned aircraft system’” has the meaning
 17 given such term in section 44801 of title 49, United
 18 States Code.

19 **SEC. 3. EXPERT COMPLIANCE REVIEW OF FAA SAFETY**
 20 **MANAGEMENT SYSTEM.**

21 (a) EXPERT COMPLIANCE REVIEW.—

22 (1) ESTABLISHMENT.—

23 (A) IN GENERAL.—Not later than 60 days
 24 after the date of enactment of this section, the
 25 Administrator shall convene an independent ex-

1 pert panel (in this section referred to as the
2 “review panel”) to review and make findings
3 and recommendations on the matters listed in
4 paragraph (2).

5 (B) PURPOSE.—The purpose of the review
6 panel is to review and evaluate FAA orders and
7 policies to inform the FAA’s implementation of
8 a comprehensive and integrated SMS for all
9 lines of business within the FAA.

10 (2) CONTENTS OF REVIEW.—The review panel
11 shall review the following:

12 (A) The extent to which the FAA’s SMS
13 complies with relevant FAA orders and policies.

14 (B) The actual and projected safety en-
15 hancements achieved through the FAA’s prior
16 implementation of SMS.

17 (C) The effectiveness of SMS, including
18 with respect to the implementation of the fol-
19 lowing 4 components:

20 (i) Safety policy.

21 (ii) Safety risk management.

22 (iii) Safety assurance.

23 (iv) Safety promotion.

24 (D) The extent to which SMS and each of
25 the 4 components described in subparagraph

1 (C) are integrated among and across all lines of
2 business of the FAA.

3 (E) The extent to which SMS and each of
4 the 4 components so described are understood,
5 communicated, and trained to personnel at the
6 FAA.

7 (F) The efficacy of the FAA's Voluntary
8 Safety Reporting Programs as part of SMS, in-
9 cluding any actions taken by the FAA in re-
10 sponse to reports filed under such program.

11 (G) Whether the Federal Government
12 should advocate for changes to Annex 19—Safe-
13 ty Management of the International Civil Avia-
14 tion Organization (in this section referred to as
15 “ICAO”) to ensure appropriate updates to the
16 State Safety Program standards and rec-
17 ommended practices, including—

18 (i) a systems-level approach to evalu-
19 ating and improving SMS for air naviga-
20 tion service providers; and

21 (ii) the implementation of SMS for
22 civil aviation regulators.

23 (H) Any other matter determined by the
24 Administrator for which review by the review

1 panel would be consistent with the public inter-
2 est in aviation safety.

3 (3) COMPOSITION OF REVIEW PANEL.—

4 (A) APPOINTED MEMBERS.—The review
5 panel shall consist of the following members ap-
6 pointed by the Administrator:

7 (i) Two representatives of the Na-
8 tional Aeronautics and Space Administra-
9 tion with expertise in SMSs.

10 (ii) Three appropriately qualified rep-
11 resentatives of aviation labor organizations
12 (designated by the applicable represented
13 organization), including—

14 (I) the principal organization
15 representing the largest certified col-
16 lective bargaining representative of
17 airline pilots; and

18 (II) the exclusive bargaining rep-
19 resentatives of FAA air traffic con-
20 trollers certified under section 7111 of
21 title 5, United States Code.

22 (iii) Not less than 5 independent sub-
23 ject matter experts in safety management
24 systems who—

1 (I) have not served as a political
2 appointee in the FAA; and

3 (II) have a minimum of 10 years
4 of relevant applied experience.

5 (iv) Three representatives from the
6 aviation industry with expertise in SMS.

7 (v) A representative of the United
8 States Mission to the ICAO.

9 (B) ADVISORY MEMBERS.—

10 (i) IN GENERAL.—In addition to the
11 appointed members described in subpara-
12 graph (A), the review panel shall be ad-
13 vised by up to 5 employees of the FAA, at
14 least 3 of whom shall be subject matter ex-
15 perts in implementing SMS at the FAA.

16 (ii) DUTIES.—The advisory members
17 may take part in deliberations of the re-
18 view panel and provide subject matter ex-
19 pertise with respect to the review panel's
20 work.

21 (4) RECOMMENDATIONS.—The review panel
22 shall issue recommendations to the Administrator
23 based on the review of the matters listed in para-
24 graph (2) in order to inform the FAA's implementa-

tion of a comprehensive and integrated SMS for all lines of business within the FAA.

(5) REPORT.—

(A) SUBMISSION.—Not later than 180 days after the date of the first meeting of the review panel, the review panel shall submit to the Administrator and the appropriate committees of Congress a report containing the findings and recommendations regarding the matters listed in paragraph (2) that are endorsed by a majority of the review panel.

(B) DISSENTING VIEWS.—In submitting the report under subparagraph (A), the review panel shall append to such report the dissenting views of any individual member or group of members of the review panel regarding the findings or recommendations of the review panel.

(C) PUBLICATION.—Not later than 5 days after receiving the report under subparagraph (A), the Administrator shall publish such report, including any dissenting views appended to the report, on the website of the FAA.

(D) TERMINATION.—The review panel shall terminate upon the submission of the report under subparagraph (A).

1 (6) ADMINISTRATIVE PROVISIONS.—

2 (A) ACCESS TO INFORMATION.—

3 (i) IN GENERAL.—The review panel
4 shall have the authority to perform the fol-
5 lowing actions if a majority of the review
6 panel members consider each action nec-
7 essary and appropriate:

8 (I) Entering onto the premises of
9 the FAA for access to and inspection
10 of records or other purposes.

11 (II) Notwithstanding any other
12 provision of law, except as provided in
13 clause (ii), accessing and inspecting
14 de-identified, but otherwise
15 unredacted, records directly necessary
16 for the completion of the review pan-
17 el's work under this section that are
18 in the possession of the FAA.

19 (III) Interviewing employees of
20 the FAA as necessary for the review
21 panel to complete its work.

22 (ii) NON-FEDERAL GOVERNMENT
23 MEMBERS.—Members of the review panel
24 who are not officers or employees of the
25 Federal Government shall only have access

1 to, and be allowed to inspect, information
2 provided to the FAA pursuant to section
3 40123 of title 49, United States Code, and
4 part 193 of title 14, Code of Federal Regu-
5 lations, in a de-identified form.

6 (B) NONDISCLOSURE OF CONFIDENTIAL
7 INFORMATION.—

8 (i) NONDISCLOSURE FOR NON-FED-
9 ERAL GOVERNMENT MEMBERS.—

10 (I) NON-FEDERAL GOVERNMENT
11 PARTICIPANTS.—Prior to partici-
12 pating on the review panel, each indi-
13 vidual serving on the review panel rep-
14 resenting a non-Federal entity shall
15 execute an agreement with the Admin-
16 istrator in which the individual shall
17 be prohibited from disclosing at any
18 time, except as required by law, to
19 any person, foreign or domestic, any
20 non-public information made available
21 to the panel under subparagraph (A).

22 (II) FEDERAL GOVERNMENT
23 PARTICIPANTS.—Federal officers or
24 employees serving on the review panel
25 as representatives of the Federal Gov-

1 ernment and subject to the require-
2 ment to protect confidential informa-
3 tion (including proprietary informa-
4 tion and trade secrets under section
5 1905 of title 18, United States Code)
6 shall not be required to execute agree-
7 ments under this clause.

8 (ii) PROTECTION OF INFORMATION.—

9 Information that is obtained or reviewed
10 by the review panel shall not constitute a
11 waiver of the protections applicable to the
12 information under section 552 of title 5,
13 United States Code (commonly referred to
14 as the “Freedom of Information Act”).
15 Members of the review panel shall protect
16 such information to the extent required
17 under applicable law.

18 (iii) PROTECTION OF PROPRIETARY

19 INFORMATION AND TRADE SECRETS.—
20 Members of the review panel shall protect
21 proprietary information, trade secrets, and
22 other information otherwise exempt under
23 section 552 of title 5, United States Code,
24 to the extent permitted under applicable
25 law.

1 (7) INAPPLICABILITY OF FACA.—The review
2 panel shall not be subject to chapter 10 of title 5,
3 United States Code (commonly referred to as the
4 “Federal Advisory Committee Act”).

5 (8) PROCESS IMPROVEMENTS.—Not later than
6 1 year after the submission of the recommendations
7 under paragraph (4), the Administrator shall report
8 to the appropriate committees of Congress on the
9 status of any ongoing actions in response to such
10 recommendations, including the status of implemen-
11 tation of each of the recommendations of the review
12 panel, if any, with which the Administrator concurs.

13 (b) NON-CONCURRENCE WITH RECOMMENDA-
14 TIONS.—Not later than 6 months after submission of the
15 recommendations under subsection (a)(4), with respect to
16 each recommendation of the review panel with which the
17 Administrator does not concur, if any, the Administrator
18 shall publish on the website of the FAA and submit to
19 the appropriate committees of Congress a detailed expla-
20 nation for such determination.

21 **SEC. 4. ADS-B OUT REFORMS.**

22 (a) APPLICABILITY OF CERTAIN EXCEPTIONS.—For
23 purposes of applying section 91.225(f) of title 14, Code
24 of Federal Regulations (or any successor regulation), the
25 term “sensitive government mission” shall be strictly con-

1 strued and shall not include training flights, flights of
2 Federal officials below the rank of Cabinet Member, or
3 any routine flights.

4 (b) CONFORMING AMENDMENT.—Section 1046(e)(3)
5 of the John S. McCain National Defense Authorization
6 Act for Fiscal Year 2019 (49 U.S.C. 40101 note) is
7 amended to read as follows:

8 “(3) The term ‘special mission aircraft’ means
9 an aircraft the Secretary of Defense designates, in
10 coordination with the Federal Aviation Administra-
11 tion, for a unique mission to which operating with
12 ADS-B Out equipment installed and activated cre-
13 ates a unique risk when weighed against any risk to
14 the safety of the national airspace system posed by
15 non-equipage and deactivation of ADS-B Out equip-
16 ment.”.

17 (c) ADMINISTRATIVE ACTION.—The Administrator
18 shall modify section 91.225(f) of title 14, Code of Federal
19 Regulations (or any successor regulation), and any perti-
20 nent Memorandum of Agreement, to conform with the re-
21 quirements of this section.

22 (d) GAO REVIEW AND REPORT.—Not later than the
23 date that is 1 year after the date of enactment of this
24 section, the Comptroller General shall—

1 (1) review the utilization of exceptions specified
2 in section 91.225(f) of title 14, Code of Federal
3 Regulations (or any successor regulation), as modi-
4 fied to conform with the requirements of this sec-
5 tion, and section 1046(e)(3) of the John S. McCain
6 National Defense Authorization Act for Fiscal Year
7 2019 (49 U.S.C. 40101 note), as amended by sub-
8 section (b), to determine whether the Department of
9 Defense and other relevant Federal agencies, or
10 other applicable operators, have utilized those excep-
11 tions in accordance with relevant law and regulation
12 and the extent of such utilization; and

13 (2) submit to the appropriate committees of
14 Congress a report on the findings of the review con-
15 ducted under paragraph (1).

16 (e) FAA REVIEW.—Upon submission of the report
17 specified in subsection (d)(2), the Administrator shall de-
18 termine whether any Federal agencies that have been
19 found to have not utilized exceptions in accordance with
20 relevant laws and regulations shall be permitted to con-
21 tinue to utilize those exceptions. The Administrator shall
22 brief the appropriate committees of Congress on such de-
23 termination.

24 (f) JOINT COUNCIL.—The Administrator, through
25 the Office of FAA–DOD Coordination established or des-

1 ignated under section 6, and the Secretary of Defense,
2 shall establish a joint council to regularly review all oper-
3 ations, including those operated by Federal agencies, that
4 utilize the exceptions to the ADS-B Out equipage and
5 transmission requirements to ensure compliance with rel-
6 evant laws and regulations. The joint council shall brief
7 the appropriate committees of Congress on an annual
8 basis.

9 **SEC. 5. ADS-B IN REQUIREMENT TO ENHANCE SAFETY.**

10 (a) DEADLINE FOR COMPLIANCE.—Not later than
11 the date that is 4 years after the date of enactment of
12 this section, an air carrier operating under part 121 of
13 title 14, Code of Federal Regulations or providing service
14 under part 135 of title 14 of such Code pursuant to a
15 schedule or in conjunction with part 380 of title 14 of
16 such Code may not operate an aircraft unless the aircraft
17 has Automatic Dependent Surveillance-Broadcast In
18 (ADS-B In) equipment installed and operational at all
19 times unless otherwise authorized by air traffic control,
20 regardless of whether the Administrator has issued regula-
21 tions to implement such requirement.

22 (b) PERFORMANCE REQUIREMENTS.—The Adminis-
23 trator shall determine appropriate performance require-
24 ments for the ADS-B In equipment referenced in sub-
25 section (a) for the purposes of providing safety-enhancing

1 capabilities for flight crews, including but not limited to
 2 increasing situational awareness, receiving indications and
 3 alerts of air traffic conflicts, and facilitating aircraft colli-
 4 sion avoidance. The Administrator shall issue relevant
 5 guidance to operators and other appropriate stakeholders
 6 on the types of equipment that satisfy the requirements
 7 of this section.

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

9 (a) **FAA–DOD COORDINATION** .—Not later than 30
 10 days after the date of enactment of this section, the Ad-
 11 ministrator shall establish or designate an office within the
 12 FAA as the Office of FAA–DOD Coordination (in this
 13 section referred to as the “Office”), which shall—

14 (1) coordinate airspace usage of military air-
 15 craft and rotorcraft with relevant FAA lines of busi-
 16 ness including the Air Traffic Organization; and

17 (2) carry out the safety review required by sub-
 18 section (b).

19 (b) **SAFETY REVIEWS**.—

20 (1) **REVIEW OF RONALD REAGAN WASHINGTON**
 21 **NATIONAL AIRPORT**.—Not later than 30 days after
 22 the date on which the Office is established or des-
 23 ignated, the Administrator, in coordination with the
 24 Secretary of Defense and the heads of any other
 25 Federal agencies determined appropriate by the Ad-

1 administrator, shall initiate a safety review (in this
2 subsection referred to as the “review”) of all mili-
3 tary, law enforcement, and civilian rotary wing, pow-
4 ered lift, and unmanned aircraft system flight oper-
5 ations and flight routes in the Washington DC Met-
6 ropolitan Area Special Flight Rules Area, including
7 but not limited to flight operations conducted by the
8 Department of Defense and emergency response pro-
9 viders, to evaluate any associated safety risk on com-
10 mercial transport airplane operations at Ronald
11 Reagan Washington National Airport.

12 (2) OTHER AIRPORT REVIEWS.—

13 (A) IN GENERAL.—The Administrator, in
14 coordination with the Secretary of Defense and
15 the heads of any Federal agencies determined
16 appropriate by the Administrator, shall conduct
17 safety reviews of all military, law enforcement
18 and civilian rotary wing, powered lift, and un-
19 manned aircraft system flight operations and
20 flight routes at other Class B airports (as listed
21 in section 1 of Appendix D to part 91 of title
22 14, Code of Federal Regulations (or any suc-
23 cessor regulation)) in Class B airspace in the
24 national airspace system, including flight oper-
25 ations conducted by the Department of Defense

1 and emergency response providers, to evaluate
2 any associated safety risk on commercial trans-
3 port airplane operations.

4 (B) PRIORITIZATION.—

5 (i) IN GENERAL.—Not later than 90
6 days after the date of enactment of this
7 section, for the sole purpose of carrying
8 out the safety reviews required by subpara-
9 graph (A), the Administrator shall classify
10 Class B airports into the following cat-
11 egories based on the volume of mixed air
12 traffic at each airport, as determined by
13 the Administrator:

14 (I) Class B airports with higher
15 volumes of mixed air traffic.

16 (II) Class B airports with lower
17 volumes of mixed air traffic.

18 (ii) PRIORITY.—In conducting the
19 safety reviews required by subparagraph
20 (A), the Administrator shall prioritize the
21 evaluation of Class B airports in the cat-
22 egory under clause (i)(I).

23 (C) DEADLINE OF INITIATION OF RE-
24 VIEWS.—

1 (i) CLASS B AIRPORTS WITH HIGHER
2 VOLUMES.—The Administrator shall ini-
3 tiate the review under subparagraph (A) of
4 Class B airports in the category under
5 subparagraph (B)(i)(I) no later than 90
6 days after the date of enactment of this
7 section.

8 (ii) CLASS B AIRPORTS WITH LOWER
9 VOLUMES.—The Administrator shall ini-
10 tiate the review under subparagraph (A) of
11 Class B airports in the category under
12 subparagraph (B)(i)(II) no later than 90
13 days after the deadline for completion of
14 the reviews under paragraph (4)(B)(i).

15 (3) REQUIREMENTS.—In conducting the safety
16 reviews required by paragraphs (1) and (2), the Of-
17 fice shall do the following:

18 (A) Analyze air traffic and airspace man-
19 agement.

20 (B) Evaluate the level of coordination the
21 Administrator exercises with the Secretary of
22 Defense and the heads of any other Federal
23 agencies, and emergency response providers as
24 appropriate, to inform the designation and ap-

1 proval of airspace use and flight routes for non-
2 transport airplane operations.

3 (C) Assess any risks posed to transport
4 airplanes from military aircraft, civil rotorcraft,
5 powered lift aircraft, and unmanned aircraft
6 systems operating in Class B airspace in prox-
7 imity to Class B airports.

8 (D) Review relevant incidents submitted to
9 the Administrator through Air Traffic Manda-
10 tory Occurrence reports (as documented via
11 FAA Form 7210–13), Aviation Safety Report-
12 ing System reports, and Aviation Safety Action
13 Program reports, and relevant reports sub-
14 mitted to the Administrator of the National
15 Aeronautics and Space Administration through
16 the Aviation Safety Reporting System, to iden-
17 tify any safety trends regarding the operation
18 of military aircraft, civil rotorcraft, powered lift
19 aircraft, and unmanned aircraft systems in
20 Class B airspace near Class B airports.

21 (E) Select appropriately qualified rep-
22 resentatives of aviation labor organizations
23 (designated by the applicable represented orga-
24 nization) as participants in the reviews, includ-
25 ing, at a minimum—

1 (i) the principal organization rep-
2 resenting the largest certified collective
3 bargaining representative of airline pilots;
4 and

5 (ii) the exclusive bargaining represent-
6 ative of air traffic controllers of the FAA
7 certified under section 7111 of title 5,
8 United States Code.

9 (4) DEADLINES FOR COMPLETION OF SAFETY
10 REVIEWS.—

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

16 (B) OTHER AIRPORTS.—

17 (i) CLASS B AIRPORTS WITH HIGHER
18 VOLUMES.—The Administrator shall com-
19 plete the safety reviews required by para-
20 graphs (2) of Class B airports in the cat-
21 egory under subparagraph (B)(i)(I) of
22 such paragraph no later than 2 years after
23 the date on which the first of such reviews
24 is initiated.

1 (ii) CLASS B AIRPORTS WITH LOWER
 2 VOLUMES.—The Administrator shall com-
 3 plete the safety review required by para-
 4 graphs (2) of Class B airports in the cat-
 5 egory under subparagraph (B)(i)(II) of
 6 such paragraph no later than 2 years after
 7 the deadline for completion of the reviews
 8 under clause (i).

9 (5) REPORT.—Not later than 60 days after the
 10 safety reviews required by paragraphs (1) and (2)
 11 are completed, the Administrator shall submit to the
 12 appropriate committees of Congress a report detail-
 13 ing the analysis and results of the review, together
 14 with relevant findings and recommendations, includ-
 15 ing any recommendations for legislative or adminis-
 16 trative action determined appropriate by the Admin-
 17 istrator.

18 **SEC. 7. FAA-DEPARTMENT OF DEFENSE SAFETY INFORMA-**
 19 **TION SHARING.**

20 (a) MOU WITH THE DEPARTMENT OF THE ARMY.—
 21 Not later than the date that is 60 days after the date of
 22 enactment of this section, the Federal Aviation Adminis-
 23 tration and the Department of the Army shall establish
 24 a Memorandum of Understanding to permit, as appro-
 25 priate, the sharing of information from the Army's Safety

1 Management Information System with the FAA to facili-
 2 tate communications and analysis of any applicable im-
 3 pacts to the safety and efficiency of civil aviation oper-
 4 ations and to mitigate risk in the national airspace system.

5 (b) OTHER DEPARTMENT OF DEFENSE MOUS.—Not
 6 later than the date that is 90 days after the date of the
 7 enactment of this section, the Federal Aviation Adminis-
 8 tration shall establish a Memorandum of Understanding
 9 with the following military departments to permit, as ap-
 10 propriate, the sharing of information from applicable avia-
 11 tion safety information systems to facilitate communica-
 12 tions and analysis of any applicable impacts to the safety
 13 and efficiency of civil aviation operations and to mitigate
 14 risk in the national airspace system:

15 (1) The Department of the Navy.

16 (2) The Department of the Air Force.

17 (3) The Coast Guard.

18 **SEC. 8. NO DISRUPTIONS TO FAA WORKFORCE.**

19 (a) HIRING FREEZE EXCLUSION.—

20 (1) IN GENERAL.—Any action by the President,
 21 the Secretary, the Administrator, the Director of the
 22 Office of Personnel Management, or other head, offi-
 23 cer, or employee of a Federal executive entity to halt
 24 appointment activities in the Federal service on or

1 after the date of enactment of this section shall ex-
2 clude the FAA workforce.

3 (2) RETROACTIVE APPLICATION.—Each action
4 by the President, the Secretary, the Administrator,
5 the Director of the Office of Personnel Management,
6 or other head, officer, or employee of a Federal exec-
7 utive entity to halt appointment activities at the
8 FAA during the period beginning on January 20,
9 2025, and ending on the date of enactment of this
10 section is reversed.

11 (b) DEFERRED RESIGNATION PROGRAM AND VOL-
12 UNTARY FURLOUGH EXCLUSION.—

13 (1) IN GENERAL.—Any action on or after the
14 date of enactment of this section by the President,
15 the Secretary, the Administrator, the Director of the
16 Office of Personnel Management, or other head, offi-
17 cer, or employee of a Federal executive entity to
18 offer a deferred resignation program or voluntary
19 furlough opportunity to Federal employees shall ex-
20 clude the FAA workforce.

21 (2) SAVINGS CLAUSE.—Nothing in this sub-
22 section shall be construed to affect the Voluntary
23 Separation Incentive Payments program carried out
24 under part 576 of title 5, Code of Federal Regula-
25 tions (as in effect on January 1, 2025).

1 (c) GAO REVIEW OF FAA PROBATIONARY PER-
2 SONNEL TERMINATIONS.—

3 (1) IN GENERAL.—Not later than 30 days after
4 the date of enactment of this section, the Comp-
5 troller General shall initiate a review of each action
6 by the President, the Secretary, the Administrator,
7 the Director of the Office of Personnel Management,
8 and other head, officer, or employee of a Federal ex-
9 ecutive entity during the period beginning on Feb-
10 ruary 14, 2025, and ending on the date of enact-
11 ment of this section to terminate an employee in a
12 probationary period of employment of the FAA.

13 (2) REQUIREMENTS.—In conducting the review,
14 the Comptroller General shall evaluate—

15 (A) whether a comprehensive safety risk
16 management analysis evaluating the impacts of
17 the proposed workforce reduction on the safety
18 and efficiency of the national airspace system
19 was performed by the Secretary or Adminis-
20 trator prior to the terminations;

21 (B) whether the President, the Secretary,
22 the Administrator, the Director of the Office of
23 Personnel Management, or other head, officer,
24 or employee of a Federal executive entity made
25 efforts to notify congressional committees of ju-

1 jurisdiction of the proposed and confirmed work-
2 force reductions; and

3 (C) whether the workforce reductions re-
4 sulted in a detrimental impact to the safety and
5 efficiency of the national airspace system.

6 (3) DEADLINE.—The Comptroller General shall
7 complete the review required by this subsection not
8 later than 180 days after the date on which the re-
9 view is initiated.

10 (4) REPORT.—Not later than 60 days after the
11 date on which the review is completed, the Comp-
12 troller General shall submit to the appropriate com-
13 mittees of Congress a report detailing the results of
14 the review together with relevant findings and rec-
15 ommendations, including any recommendations for
16 legislative or administrative action.

17 (d) PROHIBITION ON FAA STAFFING REDUC-
18 TIONS.—The Secretary and the Administrator shall not—

19 (1) carry out a reduction in force for employees
20 of the FAA; or

21 (2) reduce the number of full-time equivalent
22 positions at the FAA.

1 **SEC. 9. EXTENSION OF FAA AIR TRAFFIC CONTROLLER**
 2 **MAX HIRING REQUIREMENT.**

3 Section 437(a) of the FAA Reauthorization Act of
 4 2024 (49 U.S.C. 44506 note) is amended by striking
 5 “2028” and inserting “2033”.

6 **SEC. 10. AIR TRAFFIC CONTROLLER TRAINING IMPROVE-**
 7 **MENTS.**

8 (a) ENHANCED AIR TRAFFIC COLLEGIATE TRAINING
 9 INITIATIVE PROGRAM.—

10 (1) IN GENERAL.—The Administrator shall le-
 11 verage the Collegiate Training Initiative program de-
 12 scribed in section 44506(c) of title 49, United States
 13 Code, to maintain an Enhanced Air Traffic Colle-
 14 giate Training Initiative program (in this section re-
 15 ferred to as the “Enhanced Initiative”) to support
 16 the recruitment, education, and hiring of well-quali-
 17 fied developmental air traffic controllers.

18 (2) REQUIREMENTS.—In maintaining the En-
 19 hanced Initiative under paragraph (1), the Adminis-
 20 trator shall, at a minimum, include the following cri-
 21 teria:

22 (A) Selecting and leveraging partnerships
 23 with accredited institutions of higher education
 24 (as defined in section 61.1 of title 14, Code of
 25 Federal Regulations) that administer an accred-

1 ited air traffic curriculum to undergraduate
2 students.

3 (B) Determining criteria for accredited in-
4 stitutions of higher education to participate in
5 the Enhanced Initiative.

6 (C) Soliciting applications from, and pro-
7 vide guidance to, interested accredited institu-
8 tions of higher education that administer an ac-
9 credited air traffic curriculum to undergraduate
10 students, including accredited institutions that
11 participate in the Collegiate Training Initiative,
12 to help increase qualified accredited institutions
13 participating in the Enhanced Initiative.

14 (3) SELECTION CRITERIA.—Prior to selecting
15 an accredited institution of higher education for par-
16 ticipation in the Enhanced Initiative, the Adminis-
17 trator shall—

18 (A) evaluate the institution’s air traffic
19 curriculum, including the institution’s—

20 (i) access to air traffic educational re-
21 sources; and

22 (ii) proximity and access to air traffic
23 facilities and equipment;

24 (B) certify that each institution of higher
25 education seeking to participate in the En-

1 hanced Initiative has a qualified air traffic cur-
2 riculum that provides, at a minimum, an equiv-
3 alent level of education and training for air
4 traffic controller trainees to that provided at
5 the FAA Academy; and

6 (C) certify that all evaluations of students
7 at accredited institutions of higher education
8 seeking to participate in the Enhanced Initia-
9 tive shall be conducted by FAA-approved and
10 certified evaluators.

11 (4) PROGRAM EXPANSION.—The Administrator
12 shall establish a minimum target of certifying 15
13 qualified institutions of higher education that meet
14 the criteria described in this section for selection to
15 participate in the Enhanced Initiative. The qualified
16 institutions of higher education selected for such
17 minimum target shall include any institution of
18 higher education selected and certified by the Ad-
19 ministrator for participation in the Enhanced Initia-
20 tive as of January 20, 2025.

21 (5) HIRING QUALIFIED GRADUATES.—The Ad-
22 ministrator may appoint qualified individuals who
23 have successively completed an air traffic curriculum
24 certified by the Administrator under paragraph (3)
25 at a participating institution of higher education se-

1 lected by the Administrator and received at least a
 2 well-qualified score on the Air Traffic Skills Assess-
 3 ment, or successor air traffic entrance exam, on a
 4 non-competitive basis for the position of Air Traffic
 5 Control Specialist in the excepted service (as defined
 6 in section 2103 of title 5, United States Code).

7 (6) SUPPORTING THE HIRING OF QUALIFIED
 8 INSTRUCTORS.—Using amounts made available
 9 under section 106(k)(1) of title 49, United States
 10 Code, the Administrator may award funds to sup-
 11 port the recruitment and hiring of qualified faculty
 12 and FAA-approved and certified evaluators at ac-
 13 credited institutions of higher education that admin-
 14 ister an accredited air traffic curriculum to under-
 15 graduate students that either—

16 (A) participate in the Collegiate Training
 17 Initiative and are interested and qualified appli-
 18 cants for participation in the Enhanced Initia-
 19 tive; or

20 (B) have been selected by the Adminis-
 21 trator for participation in the Enhanced Initia-
 22 tive.

23 (7) REVIEW OF ENHANCED AT—CTI PROGRAM.—

24 (A) IN GENERAL.—Not later than 5 years
 25 after the date of the enactment of this section,

1 the Comptroller General shall initiate a study to
2 examine the effectiveness of the Enhanced Ini-
3 tiative in increasing FAA air traffic controller
4 education and training capacity and throughput
5 to grow the FAA air traffic controller work-
6 force.

7 (B) CONTENTS.—In conducting the study
8 under subparagraph (A), the Comptroller Gen-
9 eral shall, at a minimum, evaluate the effective-
10 ness of the program in producing—

11 (i) students that score at least a well-
12 qualified score on the Air Traffic Skills As-
13 sessment or successor air traffic entrance
14 exam;

15 (ii) developmental controllers that
16 enter en route and terminal air traffic en-
17 vironments after completing the Enhanced
18 Initiative; and

19 (iii) developmental controllers that be-
20 come Certified Professional Controllers.

21 (C) CONSULTATION.—In conducting the
22 study required under subparagraph (A), the
23 Comptroller General shall consult with the FAA
24 and appropriate stakeholders involved in over-

1 seeing, operating, and administering the En-
2 hanced Initiative.

3 (D) REPORT.—Not later than 1 year after
4 the date the Comptroller General initiates the
5 study under subparagraph (A), the Comptroller
6 General shall submit to the appropriate commit-
7 tees of Congress and the Administrator a report
8 describing the results of the study, together
9 with any appropriate recommendations for leg-
10 islative or administrative action.

11 (b) IMPROVING AVIATION MEDICAL EXAMINER
12 STAFFING.—Using amounts made available under section
13 106(k)(1) of title 49, United States Code, the Adminis-
14 trator shall exercise all actions necessary to hire qualified
15 licensed medical physicians with knowledge of or a back-
16 ground in aerospace medicine, psychiatry, psychology,
17 neurology, cardiology, or internal medicine in order to—

18 (1) increase the Aviation Medical Examiner (as
19 described in section 183.21 of title 14, Code of Fed-
20 eral Regulations) workforce; and

21 (2) achieve maximum staffing capacity within
22 the FAA Office of Aerospace Medicine.

23 (c) AIR TRAFFIC CONTROL INSTRUCTOR RECRUIT-
24 MENT PROGRAM.—

1 (1) IN GENERAL.—Not later than 90 days after
2 the date of enactment of this section, the Adminis-
3 trator shall develop and execute an air traffic control
4 instructor outreach and engagement program to as-
5 sist with the recruitment, hiring, and retention of air
6 traffic control instructors at the FAA Academy and
7 at FAA air traffic control facilities with a dem-
8 onstrated shortage of air traffic control personnel to
9 provide classroom instruction or on-the-job training.

10 (2) REQUIREMENTS.—In executing the program
11 under paragraph (1), the Administrator shall con-
12 duct outreach and engagement activities relating to
13 air traffic control instructor career opportunities to
14 air traffic controllers who are within 1 year of—

15 (A) meeting the age and service require-
16 ments for an annuity under sections 8336(e)
17 and 8412(e) of title 5, United States Code; and

18 (B) attaining the mandatory separation
19 age for air traffic controllers described in sec-
20 tions 8335(a) and 8425(a) of title 5, United
21 States Code.

22 (3) CONSIDERATION.—In developing the out-
23 reach and engagement program, the Administrator
24 may consider the results of the study conducted in

1 section 416 of the FAA Reauthorization Act of 2024
2 (Public Law 118–63, 138 Stat. 1161).

3 (4) PUBLICATION.—In executing the program
4 under paragraph (1), the Administrator shall make
5 publicly available on the website of the FAA, in a
6 conspicuous manner, qualification criteria and hiring
7 materials relating to air traffic control instructor ca-
8 reers, including active job postings for air traffic
9 control instructors.

10 **SEC. 11. TARAM ANALYSES.**

11 (a) ASSESSMENT.—

12 (1) IN GENERAL.—The Administrator shall con-
13 duct a Transport Airplane Risk Assessment Method-
14 ology (in this section referred to as “TARAM”)
15 analysis with respect to any transport airplane acci-
16 dents in the United States that result in a fatality,
17 regardless of whether an aircraft design or a manu-
18 facturing issue is believed to have contributed to the
19 accident.

20 (2) REPORT.—Not later than 30 days after
21 conducting a TARAM analysis in accordance with
22 paragraph (1), the Administrator shall submit to the
23 appropriate committees of Congress a report con-
24 taining the results of the analysis, together with rec-
25 ommendations for such legislation and administra-

1 tive action as the Administrator determines appro-
2 prium.

3 (3) EMPLOYEE DESIGNATION.—Not later than
4 60 days after the date of enactment of this section,
5 the Administrator shall designate multiple employees
6 of the FAA as experts for the TARAM analysis
7 process who shall be responsible for the advocacy,
8 maintenance, and training of TARAM guidance and
9 processes, including updating FAA Policy Statement
10 PS-ANM-25-05, Risk Assessment Methodology for
11 Transport Category Airplanes (dated November 4,
12 2011) to reflect, among other things, current Na-
13 tional Transportation Safety Board accident rates.

14 (b) REQUIRED UPDATES.—Not later than 60 days
15 after the date of enactment of this section, the Adminis-
16 trator shall revise FAA Policy Statement PS-ANM-25-
17 05, Risk Assessment Methodology for Transport Category
18 Airplanes (dated November 4, 2011) and any successor
19 policy statement in accordance with the requirements of
20 this section.

21 (c) CONFORMING AMENDMENT.—Section 130(c) of
22 the Aircraft Certification, Safety, and Accountability Act
23 (Public Law 116-260; 134 Stat. 2349) is amended to read
24 as follows:

1 “(c) REQUIRED NOTICE.—The Administrator shall
2 provide notice to the congressional committees of jurisdic-
3 tion on the findings and recommendations of a TARAM
4 conducted following a transport airplane accident in which
5 a loss of life occurred.”.

6 **SEC. 12. EMPLOYEE REPORTING.**

7 (a) WHISTLEBLOWER AUDIT.—

8 (1) IN GENERAL.—The Inspector General of
9 the Department of Transportation shall initiate an
10 audit of the FAA, including the FAA Whistleblower
11 Protection Program, to review whether the FAA is
12 appropriately processing and acting on submitted
13 complaints.

14 (2) REQUIREMENT.—The audit conducted
15 under paragraph (1) shall not compromise the iden-
16 tity of any individual who submitted a report
17 through the Whistleblower Protection Program or
18 the FAA Hotline of the FAA Office of Audit and
19 Evaluation.

20 (b) REPORT.—Not later than 60 days after the date
21 of enactment of this section, the Inspector General of the
22 Department of Transportation shall submit to the appro-
23 priate committees of Congress a report containing the re-
24 sults of the audit conducted under subsection (a), together
25 with recommendations for such legislation and administra-

1 tive action as the Inspector General determines appro-
2 priate.

3 **SEC. 13. CONFLICTS OF INTEREST.**

4 (a) INTERIM FINAL RULE.—Not later than 60 days
5 after the date of enactment of this section, the Secretary
6 of Transportation shall issue an interim final rule to re-
7 quire strict adherence to the requirements described in
8 section 208 of title 18, United States Code.

9 (b) COMPLIANCE REVIEW AND BRIEFING.—Not later
10 than 1 year after the date of enactment of this section,
11 the Inspector General of the Department of Transpor-
12 tation shall review the Department of Transportation’s
13 compliance with the requirements of this section and iden-
14 tify any applicable conflict of interest waivers granted by
15 the Federal Government for the Department of Transpor-
16 tation relating to Department of Transportation and FAA
17 employees, contracting, acquisition, and procurement, and
18 shall brief the appropriate committees of Congress about
19 the findings of such review.

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