



April 14, 2026

Dear Representative:

On behalf of the undersigned labor organizations, including those representing air crew and steamfitters who lost their lives in the mid-air collision of the military helicopter and PSA Flight 5342, we write to express our continued concerns about H.R. 7613, the Airspace Location and Enhanced Risk Transparency Act of 2026 (ALERT Act) as amended, which is scheduled for a House vote today. While we appreciate that the ALERT Act takes a comprehensive approach to the crash, the measure does not implement the strongest possible pro-safety requirements, and we cannot endorse the bill as drafted. As Congress moves to conference any final safety legislation related to the PSA 5342 crash, it must include the Senate ROTOR Act's provisions for integrated Automatic Dependent Surveillance-Broadcast In (ADS-B In) technology for aircraft and statutory requirements that helicopters broadcast their position in mixed-traffic, high-density airspace nationwide.

Specifically, the ALERT Act fails to require all commercial aircraft operators to equip their fleets with ADS-B In technology that provides the greatest comprehensive traffic awareness, early traffic alerting, and optimal collision avoidance capabilities. These standards for integrated ADS-B In would offer pilots optimal situational awareness and earlier traffic alerting, including expanded audio and visual alerts in the air and in the airport environment. The Senate-passed ROTOR Act (S. 2503) includes these requirements along with strong performance standards and a firm implementation deadline. This is the solution that could have prevented the PSA 5342 crash and future midair collisions.

Title II of the ALERT Act includes matters pertaining to the military, including requirements for military aircraft to broadcast their position to air traffic control and other aircraft in certain situations as well as standards for collision prevention technology equipment. However, we remain concerned that the bill provides the military with too much discretion, including the authority of whether and how to equip with ADS-B In. Further, the ALERT Act relies on discretionary agency authority for broadcasting military aircraft position in the DC region and the creation of "procedures" for the use of broadcasting ADS-B Out outside the DC region that are, again, subject to the discretion of the Armed Forces. In contrast, the Senate ROTOR Act provides statutory requirements for helicopter equipment and ADS-B Out transmission nationwide at mixed-traffic, high density airports to significantly improve aviation safety.

The horrific events and 67 lives lost at DCA on January 29th, 2025, and recent midair close calls involving commercial airliners underscore the urgency for Congress to enact the strongest pro-safety legislation now to protect our nation's airspace. We will continue to insist that any final legislation enacted into law appropriately requires ADS-B In to strengthen aviation safety and ensures military aircraft broadcast their position in high-traffic civilian airspace to prevent future accidents.

Sincerely,

Air Line Pilots Association, International (ALPA)

International Brotherhood of Teamsters (IBT)

Transportation Trades Department, AFL-CIO (TTD)

The United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the United States and Canada (UA)