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(Original Signature of Member)

119TH CONGRESS  
2D SESSION

**H. R.**

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To require the Administrator of the Federal Aviation Administration to submit to Congress an action plan for advancing the deployment of the Airborne Collision Avoidance System-X, and for other purposes.

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IN THE HOUSE OF REPRESENTATIVES

Mr. BARRETT introduced the following bill; which was referred to the Committee on \_\_\_\_\_

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**A BILL**

To require the Administrator of the Federal Aviation Administration to submit to Congress an action plan for advancing the deployment of the Airborne Collision Avoidance System-X, 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.**

4       This Act may be cited as the “Next-Gen Collision  
5       Avoidance Act”.

**6 SEC. 2. ACAS-X ACTION PLAN.**

7       (a) ACAS-X ACTION PLAN.—

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

17 (A) a strategic roadmap for the deploy-  
18 ment of ACAS-X technology, including steps re-  
19 quired for widespread adoption among aircraft  
20 operators;

21 (B) actions and funding necessary to com-  
22 plete any applicable research, development, test-  
23 ing, evaluation, and standards development  
24 needed to support the certification of such tech-  
25 nology;

1 (C) plans for engagement with appropriate  
2 stakeholders, including—

3 (i) aircraft operators;

4 (ii) aviation safety experts outside the

5 FAA;

6 (iii) avionics manufacturers;

7 (iv) aircraft manufacturers;

8 (v) general aviation organizations;

9 (vi) organizations representing

12 (vii) labor organizations representing  
13 air carrier pilots, including the principal  
14 organization representing the largest cer-  
15 tified collective bargaining representative  
16 of airline pilots; and

17 (viii) any other stakeholders determined appropriate by the Administrator;

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19 (D) engagement with foreign civil aviation  
20 authorities to harmonize international stand-  
21 ards for certification of such technology;

(E) ACAS-X interoperability considerations for aircraft operators (including rotorcraft operators) equipped with ADS-B Out and ADS-B In equipment;

(F) an assessment of safety benefits for aircraft operators equipping with such technology, including civil operators; and

4 (G) any recommendations for administra-  
5 tive or legislative action, as determined appro-  
6 priate by the Administrator, to advance such  
7 technology deployment.

17 (b) DEFINITIONS.—In this section:

1       tions, that provides the aircraft with awareness to  
2       the location of other aircraft and traffic advisories.

3                   (2) ADS-B OUT.—The term “ADS-B Out”—

4                       (A) has the meaning given such term in  
5       section 91.227 of title 14, Code of Federal Reg-  
6       ulations; and

7                       (B) broadcasts information from the air-  
8       craft in accordance with sections 91.225 and  
9       91.227 of such title 14 (or any successor regu-  
10      lations).

11                   (3) APPROPRIATE COMMITTEES OF CON-  
12       GRESS.—The term “appropriate committees of Con-  
13       gress” means the Committee on Commerce, Science,  
14       and Transportation of the Senate and the Com-  
15       mittee on Transportation and Infrastructure of the  
16       House of Representatives.

17                   (4) FAA.—The term “FAA” means the Fed-  
18       eral Aviation Administration.

19                   (5) ROTORCRAFT.—The term “rotorcraft” has  
20       the meaning given such term in section 1.1 of title  
21       14, Code of Federal Regulations (or any successor  
22      regulation).