

Statement from Families of Flight 5342

The Families of Flight 5342 thank the House Armed Services Committee and the House Transportation and Infrastructure Committee for their engagement with the NTSB's technical expertise on the ALERT Act. We acknowledge the significant progress made to this bill.

Equally important to addressing recommendations is how safety requirements are implemented. Families have learned, through painful experience, that recommendations without firm deadlines and clear mandates become recommendations without results.

Any safety requirement that routes implementation through negotiated processes, administrative discretion, or multi-step rulemaking creates opportunities for delay that cost lives. The strongest version of this bill will set clear statutory timelines and performance standards that leave no room for process to become an obstacle.

We strongly support the Bresnahan-Hoyle amendment. It ensures ADS-B In is implemented the right way, with a statutory mandate and enforceable deadlines that require the FAA to act. A clear ADS-B In mandate that fully meets the NTSB's own recommendations must be part of any bill that becomes law.

As we continue to review this legislation, we are looking for enforceable deadlines and performance standards throughout, requirements with teeth that survive the regulatory process intact.

This statement reflects our position on the bill as it stands today. It is not an endorsement of the ALERT Act in its current form, and it should not be characterized as one. We will continue to evaluate the bill as it develops and will make our views known.