TO: AIRPORT COMMISSION

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SUBJECT: Legislative Update

DATE: August 4, 2026

FEDERAL

On July 21, the House passed a clean continuing resolution (CR) on a 220-205 party-line vote to fund the government through December 4, extending government funding beyond the November elections, with nearly 10 weeks remaining before the current fiscal year ends on September 30.

The measure now moves to the Senate, where Majority Leader John Thune signaled that he wants to draft a separate version rather than simply take up the House bill. Thune plans to attach a package of White House funding requests, including some aviation provisions, such as providing the FAA with greater flexibility to spend the $12.5 billion appropriated for the New Air Traffic Control System under the One Big Beautiful Bill Act, along with continued authority to reallocate unspent Airport Infrastructure Grant and Airport Terminal Program balances. Because these White House requests require 60 votes, it will complicate Senate passage, and bipartisan talks are underway with no guarantee of a deal before the August recess. The CR effort comes against a backdrop of stalled FY27 appropriations work. The House has passed only 3 of its 12 funding bills on the floor, while the Senate has yet to move any FY27 bill through committee.

Federal Aviation Administration (FAA) reauthorization is up for renewal on October 1, 2028. Industry stakeholders have begun identifying airport priorities to advocate in the upcoming reauthorization. Funding items such as increasing the Passenger Facility Charges, Airport Improvement Program grants, and Infrastructure Investment and Job grants are likely to emerge as key discussion items. Other potential items would be making processes more transparent and efficient, speeding up any regulatory reviews, and new rules around unmanned aircraft.

Supersonic Aviation Modernization Act (S. 1759)

This bill, sponsored by Sen. Tedd Budd (R-NC), would require the FAA to issue regulations allowing supersonic flight within the National Airspace System, provided no sonic boom reaches the ground. The House passed a similar measure, H.R. 3410, in

March. FAA is also addressing this issue through the [regulatory process](#) in response to an [executive order](#) issued last year.

Runway SAFE-T Act (Senate)

Sens. Jerry Moran (R-KS), John Hickenlooper (D-CO), Roger Wicker (R-MS), Amy Klobuchar (D-MN), Deb Fischer (R-NE), Lisa Blunt Rochester (D-DE), Catherine Cortez Masto (D-NV), Tim Sheehy (R-MT), and John Kennedy (R-LA) introduced the Runway SAFE-T Act. The bill would strengthen training for ground vehicle operators in airport movement areas and create funding programs for airfield safety equipment (such as vehicle movement area transponders), training systems, and software and technologies that improve vehicle safety in movement areas.

ALERT Act / ROTOR Act:

Following the January 2025 midair collision near Ronald Reagan Washington National Airport, Congress continues to work toward comprehensive aviation safety reforms. The House passed the ALERT Act in April 2026, while the Senate previously passed the ROTOR Act unanimously. Both bills share common goals for expanding ADS-B technology requirements, improving helicopter operations near commercial airports, strengthening FAA oversight, and enhancing air traffic controller training. The ALERT Act includes provisions that would prohibit airports from using ADS-B data to calculate or assess landing fees.

As of August 2026, the House and Senate have not yet reached agreement on a final package, and negotiations continue.

Office of Management and Budget Proposed Rule

On May 29, the U.S. Office of Management and Budget (OMB), in coordination with all federal grantmaking agencies, published a [proposed rule](#) in the Federal Register rewriting 2 Code of Federal Regulations (CFR) Part 200.

The proposed rule makes a wide range of changes to federal grants administration. The Airport has concerns with the lack of specificity and potential for arbitrary decisions without clear definitions and standardized methodology. Select concerns include:

- New rules on prohibiting federal funding on federal awards that are related to several executive orders issued in 2025 specific to DEI and gender issues.
- Expanded authority for federal agencies to terminate awards based on issues that might could cause reputational damage to the U.S. government or are no longer considered to be in the national interest.
- Expanded authority to suspend work or terminate awards after grant execution.