

**AMENDMENT TO THE AMENDMENT IN THE
NATURE OF A SUBSTITUTE TO H.R. 7613
OFFERED BY MR. GRAVES OF MISSOURI**

Page 6, line 6, strike “March 11” and insert “March 7”.

Page 20, line 16, insert “a second independent source of target aircraft data, such as” after “and”.

Page 27, line 21, strike “civil” and insert “non-military”.

Page 28, line 4, strike “civil” and insert “non-military”.

Page 28, after line 17, insert the following (and redesignate the subsequent paragraphs accordingly):

- 1 (2) Air carriers operating under part 121 of
- 2 title 14, Code of Federal Regulations.

Page 34, line 6, strike “civil” and insert “non-military”.

Page 47, strike lines 6 through 10 and insert the following:

1 (3) the frequency of the recurrent and refresher
2 training described in subsection (a), including—

3 (A) whether such frequency should be in-
4 creased for air traffic controllers in facilities
5 managing high-complexity or high-volume air-
6 space; and

7 (B) the need for advance training and
8 guidance ahead of any changes to FAA visual
9 separation policies;

Page 50, line 17, strike “and”.

Page 50, after line 17, insert the following (and re-
designate the subsequent paragraph accordingly):

10 (5) organizations representing operators of Fed-
11 eral contract towers pursuant to section 47124 of
12 title 49, United States Code; and

Page 53, after line 21, insert the following (and re-
designate the subsequent paragraphs accordingly):

13 (2) Air carriers operating under parts 91, in-
14 cluding subpart K, and 135 of title 14, Code of Fed-
15 eral Regulations, authorized to conduct non-sched-
16 uled operations at Ronald Reagan Washington Na-
17 tional Airport.

Page 90, line 13, insert “the Air Traffic Safety Action Plan,” after “Reporting System,”.

Page 90, line 21, insert “and the Aviation Safety Management Organization” after “Air Traffic Organization”.

Page 91, line 2, insert “and the Aviation Safety Management Organization” after “Traffic Organization”.

Page 91, line 15, insert “and the Aviation Safety Management Organization” after “Air Traffic Organization”.

Page 91, line 21, insert “and the Aviation Safety Management Organization” after “Air Traffic Organization”.

Page 92, line 1, insert “and the Aviation Safety Management Organization” after “Air Traffic Organization”.

Page 92, line 10, insert “and the Aviation Safety Management Organization” after “Air Traffic Organization”.

Page 93, line 3, insert “and the Aviation Safety Management Organization” after “Organization”.

Page 93, line 18, insert “and the Aviation Safety Management Organization” after “Air Traffic Organization”.

Page 93, line 22, insert “and the Aviation Safety Management Organization” after “Traffic Organization”.

Page 94, beginning on line 16, strike “regulations and standard operating”.

Page 94, line 24, strike “regulations” and insert “procedures”.

Page 95, line 1, strike “standard operating procedures,” and insert “procedures and”.

Page 95, line 2, strike “, and regulations”.

Page 95, beginning on line 12, strike “submit a rationale for atypical occurrences” and insert “report on deviations from the standard operating procedures”.

Page 97, beginning on line 5, strike “in FAA Order JO 7210.3EE, titled ‘Facility Operation and Administration’ (or any successor document)” and insert “and procedures”.

Page 97, beginning on line 23, strike “in FAA Order JO 7210.3EE, titled ‘Facility Operation and Ad-

ministration’ (or any successor document)” and insert
“and procedures”.

Page 97, line 25, insert “and procedures” after
“such standards”.

Page 99, after line 15, insert the following:

1 SEC. 127. CLOSURE OF HELICOPTER ROUTE 4.

2 (a) IN GENERAL.—Operations on Helicopter Route
3 4, as such Route existed on January 29, 2025, on the seg-
4 ment located between Hains Point and the Woodrow Wil-
5 son Memorial Bridge in the District of Columbia shall be
6 prohibited.

7 (b) SEGMENT ELIMINATION.—The segment of Heli-
8 copter Route 4 described in subsection (a) shall remain
9 eliminated from helicopter charts.

