FACT CHECK · SOPRIO · V1.1 · UPDATED 2026-11-14

FAA Ground Stop Briefing: What It Left Out

Source: White House briefing by Transportation Secretary Sean Duffy and Homeland Security Secretary Markwayne Mullin, 13 Nov 2026, about 8:30 PM ET (C-SPAN[1]) · 24 briefing claims, one added steelman, and surrounding context · Primary documents read directly: briefing transcript, S.5572 bill text, P.L. 119-21, GAO-26-107992, GAO-24-107001, FAA 2023 Safety Review, FAA technician workforce plan, NATCA testimony, House and Senate roll calls · Lead pass + 4 parallel reviewers + 10 independent re-fetches · As of midday ET, 14 Nov 2026

Lead. The briefing's core holds: an obsolete FAA telecom network failed, the FAA's own experts had called it obsolete, and replacing it costs real money. The framing around that core is selective. Credible reporting says **an update to the network triggered the crash**, which Mullin said on camera and Duffy sidestepped. The FAA had been **warned in writing in 2023 and again in 2025**. The **$50 billion** figure appears in no document before the briefing, and **$18 billion of the formal $30.1 billion request is airport money**, not air traffic control. The President's own FY2027 budget asked Congress for nothing extra for the new system, yet Congress is cast as the obstacle. The briefing never mentioned the technician shortage that the FAA itself says threatens equipment reliability. *Overall verdict: real core, misleading by omission (confidence 0.75).*

TRUE documented, independently · MISLEADING real core, distorted framing · UNSUPPORTED asserted beyond the evidence · FALSE contradicted by the record

THE $50 BILLION QUESTION UNSUPPORTED

Duffy: "*The president's asked for $30 billion. I want $50 billion.*" Mullin: a complete overhaul "*which we estimate to be about $50 billion.*" No official document using $50B before 13 Nov was found; Roll Call reports officials "*didn't fully flesh out*" the figure, and nobody said whether it is a total or comes on top of the $12.5B already appropriated (which would make **$62.5B**). Roll Call[2]

DATE	FIGURE	WHAT IT WAS
June 2025	"at least $20B"	Duffy's early estimate for the overhaul. Roll Call[3]
4 July 2025	$12.52B enacted	One Big Beautiful Bill Act, sec. 40003; available to 30 Sept 2029. P.L. 119-21[4]
16 July 2025	$31.5B total	Duffy: $12.5B down payment plus about $19B more. Roll Call[3]
Apr 2026	$0 extra	FY2027 President's Budget: equipment account flat at $4.0B; "*does not include a request for additional BNATCS money.*" Holland & Knight[5] · CRS[6]
Sept 2026	+$30B (total $42.5B)	Duffy's public ask; S.5572 introduced. Phase 1 alone now "up to $16B." Nextgov[7] · AOPA[8]
12 Nov 2026	$30.1B formal	Vought–Duffy letter to appropriators, mirroring S.5572. Roll Call[2]
13 Nov 2026	$50B	Briefing. No breakdown. C-SPAN[1]

What the formal $30.1B actually buys (bill text): air traffic control **$10.1B** (automation platform $7.2B, cloud and telecom $2.0B, flow management $0.6B, consolidation $0.3B) · control towers **$2.0B** · airports **$18.0B** (terminal pilot at up to three medium hubs $10.0B, terminal grants $5.0B, airport grants $3.0B). **About 60% is airport money.** S.5572 text[9]

Calibration. Documented estimates for air traffic control alone, including the $12.5B already given, run about $26–36B (Duffy's own $31.5B; FAA phase 1 "up to $16B" plus phase 2 at about $10.2B). In the other direction, GAO says the FAA "*has not developed a comprehensive and well-documented lifecycle cost estimate,*" and its figures omit government costs, most operating costs and all of phase 2, so a true "complete overhaul" could exceed $31.5B. For scale, $50B is about 12 years of today's $4.0B equipment budget. *Fair version: the ask has risen about $30B in 16 months, the newest number has no paper behind it, and the formal "air traffic control" request is mostly airport money.* GAO-26-107992[10] · AOPA[8]

A · WHAT HOLDS UP

CLAIM	VERDICT	WHAT THE RECORD SHOWS
"It's the old hardware that went down" (05:13)	MOSTLY TRUE	Senior government sources told CBS the FAA's preliminary finding points to **Cisco 600-series routers made 2001–2006**, since isolated, on the L3Harris-run FAA Telecommunications Infrastructure (FTI) network. An FAA-commissioned 2023 review called FTI obsolete. No official root cause yet; see Section B on the trigger. CBS News[11] · FAA Safety Review 2023[12]
"Over 3,500 airplanes in the air ... coming in to safely land" (03:31)	MOSTLY TRUE	No accidents or incidents reported. The ground stop was issued at **3:54 PM ET** (instability began about 3:36) and lifted at 8:15 PM. Flightradar24 counted about 3,100 aircraft bound for US airports. FlightAware: 9,159 cancellations on Friday, 3,800+ more on Saturday. Only the second nationwide ground stop since 9/11, and the longest. ABC News[13] · CBS News[11] · NPR[14] · Yahoo live[15]

The OBBBA "down payment" was $12.5 billion (06:20)	TRUE	P.L. 119-21 sec. 40003 appropriates **$12.52B**, available to 30 Sept 2029, including $4.75B for telecom, $3B for radar and $1.9B for a new en-route center. P.L. 119-21[4]
"The president's asked for $30 billion" (06:53)	TRUE	OMB Director Vought and Duffy formally requested **$30.1B** on 12 Nov 2026. True as stated; see the box above for what it contains. Roll Call[2] · S.5572 text[9]
"On that bill, I didn't have Democrats that voted for it" (26:08)	TRUE	House 218–214 and Senate 50–50 with the Vice President's tiebreak; zero Democratic yeas. Context: a party-line reconciliation package Democrats opposed over taxes and Medicaid, not over its air traffic control money. House RC 190[16] · Senate vote 372[17]
"1970s radar that we don't even make parts for," "1990s software," old copper (27:13, 12:28)	TRUE	DOT's own plan says surveillance radars were deployed beginning in the 1970s with parts "increasingly difficult to obtain," and automation platforms date from the 1990s. If anything Duffy *understated* the copper: the TDM technology dates from the 1960s. DOT plan 2025[18] · FAA Safety Review 2023[12] · GAO-26-107992[10]
"No connection between this and Microsoft"; no evidence of a cyberattack (00:11, 12:28)	MOSTLY TRUE	A Microsoft 365 outage began 12 Nov; Microsoft says it is unrelated. No evidence of hacking has been reported; the FBI is reportedly examining a software update (single source, Bloomberg). The investigation is open and officials themselves said nothing is ruled out. NBC News[19] · SecurityWeek[20] · NBC live[21]
Prior outages: "New York a couple months ago," "Newark a year and a half ago" (16:18, 30:33)	MOSTLY TRUE	**21 Sept 2026:** Philadelphia TRACON lost an older Verizon circuit while its backup fiber had been cut by construction, during UN General Assembly arrivals. **Newark 2025:** 28 Apr, 9 May, 19 May. After a July 2025 fiber cutover the FAA promised fixes by Oct 2025. "Happened twice" is loose. Airways[22] · Jerusalem Post[23] · ABC7 NY[24]
★ Congress has underfunded this for years *(a stronger argument than the one Duffy made)*	TRUE	The FAA's equipment account sat near **$3B a year for about 15 years**, losing roughly $1B in buying power. The 2023 safety review said the problems "*all have ties to inadequate, inconsistent funding.*" Congress funded below the request in FY2020 (Trump) and FY2022–23 (Biden), and above it in FY2019. FAA Safety Review 2023[12] · DOT plan 2025[18] · FAA budget 2019[25] · FAA budget 2022[26] · FAA budget 2023[27]
★ More money needs Democratic votes (26:08)	TRUE	Any supplemental outside reconciliation needs 60 Senate votes. Democrats won both chambers on 3 Nov 2026 and take control on 3 Jan 2027, so the ask must clear the lame duck or a Democratic Congress. NPR via OPB[28] · Roll Call[2]

B · REAL CORE, DISTORTED FRAMING

CLAIM	VERDICT	WHAT THE RECORD SHOWS
The cause was old equipment; asked whether FAA patching caused it, Duffy restated the TDM overload (05:13, 23:21)	MISLEADING	CBS, citing multiple sources: "*an update to the private communications network that connects the U.S. air traffic control system caused the system to reboot, leading to a crash.*" Mullin, same briefing: FAA patches and new equipment were "*overwhelming the older system*" (14:06). CBS also notes sources report "*conflicting information.*" L3Harris had said in May 2026 its modernization was proceeding "*without operational disruption.*" *The honest version is "old routers failed, likely under a change pushed into the network," not simply "old gear broke"; the transition itself carries risk.* CBS News[11] · SecurityWeek[20] · C-SPAN[1] · L3Harris[29]
"I didn't anticipate that we would have an outage like this" (28:21)	MISLEADING	The FAA-commissioned 2023 review predicted an "*increase in telecommunications outages due to an underfunded migration to IP-based telecommunications*" and warned one failure could disconnect a whole regional center. NATCA testified to the House on 4 Mar 2025 about "*The FAA's Looming Telecommunications Crisis.*" In the same briefing Duffy says the old gear "*is going to continue to fail.*" *Steelman: the warnings described facility or regional failures, not a nationwide one.* FAA Safety Review 2023[12] · NATCA testimony[30] · CBS News[11]
"The public was never at danger ... never any lives at risk" (Mullin, 01:50)	MISLEADING	No near misses have been reported, and procedures held. But Duffy confirmed there were times aircraft and controllers were not communicating at all ("*that can happen. Yes*") and called that "*a risk that we're unwilling to tolerate*" (21:44–22:49). Safety reports typically surface later. C-SPAN[1] · NBC live[21]
"Going back 25 years, $15 billion has been given ... Barely anything was done" (05:47)	MISLEADING	The DOT Inspector General says FAA "*invested over $15 billion in NextGen as of the end of 2024*", over about 19–22 years. NextGen did deliver: en-route automation (ERAM), ADS-B tracking and controller-pilot datalink, with benefits the OIG puts at $9.9B. The real critique, also the OIG's, is that it ran "*delayed, over budget, and less transformational*" than promised, with about 16% of expected benefits. "Past administrations" include Trump's first term. DOT OIG[31] · GAO-24-107001[32] · CRS[33]

"The president for the last year has been asking Congress to fully fund" (04:38)	MISLEADING	Officials called publicly for more money from mid-2025, but the **FY2027 President's Budget** (Apr 2026) kept the equipment account flat at $4.0B and did not request additional money for the new system through appropriations; the preferred path was a second reconciliation bill that never came. The formal request letter is dated **12 Nov 2026**. Holland & Knight[5] · CRS R49341[6] · Roll Call[2]
"It hasn't been a priority from Congress ... Congress kicks the can down the road" (11:55)	MISLEADING	Short-run, Congress gave FY2026 equipment funding of $4.0B, **the full request and $824M above FY2025**. The White House-backed S.5572 has had no committee action since its 28 Sept introduction, with Republicans controlling both chambers until 3 Jan 2027. Long-run underfunding is real (Section A). Senate Appropriations[34] · Eno Center[35] · CRS R49341[6] · S.5572[9]
Congress "looked to the history of the FAA and said, 'We don't trust you'" (06:20)	PARTLY TRUE	Distrust is on the record: House T&I in 2017 called NextGen "*a marketing name used by the FAA to keep Congress funding failing modernization projects,*" and legislators want proof of progress on the first $12.5B. The same T&I document also says "*Congress shares the blame.*" House T&I 2017[36] · Holland & Knight[5]
"Busiest airspace in the world ... safest airspace in the world, bar none" (24:26)	MISLEADING	Busiest: yes. Safest "bar none": the US sits in a top tier shared with the EU, UK, Canada, Japan, Australia and others, and the FAA's own 2023 panel warned the safety margin was eroding. MIT via Phys.org[37] · FAA Safety Review 2023[12]

B2 · ASSERTED BEYOND THE EVIDENCE

CLAIM	VERDICT	WHAT THE RECORD SHOWS
"I want $50 billion" / "we estimate about $50 billion" (07:27, 15:12)	UNSUPPORTED	No document, no itemization, no stated scope. See the box above. Roll Call[2]
"The president has declared this a national emergency" (Mullin, 11:21)	UNSUPPORTED	No proclamation or executive order on whitehouse.gov or in the Federal Register as of 14 Nov. The DHS release repeats the line without citing any document. **Recheck 17–20 Nov.** whitehouse.gov[38] · DHS release[39]
"We now have an opportunity in an emergency funding bill before the end of the year" (26:08)	UNSUPPORTED	No bill carrying emergency ATC money exists yet. Current government funding expires 11 Dec. S.5572 and its House companion have had no committee action, and the bill text carries no emergency designation. CNBC[40] · S.5572 text[9]
"That portion of the build will be done by the time President Trump leaves office" (06:20)	UNRESOLVED	Target: Dec 2028. Copper-to-fiber stood at 2,560 of 5,170 lines in May 2026 and 64% by Sept. GAO: no integrated master schedule (**11,389 separate project schedules**) and no reliable cost estimate. Phase 1 is underfunded: a $10.6B estimate against about $9B provided; Bedford now says "up to $16B." GAO-26-107992[10] · Reuters via GVWire[41] · AOPA[8]
"Our new IP switches did not go down" (05:13)	UNSUPPORTED	Not independently corroborated in any source reviewed. CBS News[11]
The SMART AI tool "isn't plugged in to STARS" and could not have caused this (31:39)	UNRESOLVED	The vendor (Air Space Intelligence) and officials deny any role, and no source ties SMART to the outage. "Not plugged in" is unverified, and Mullin was less categorical ("*we're looking at that*"). SMART went live at all en-route centers by 10 Nov. Flying[42] · ABC News[13] · NBC live[21]

C · CONTRADICTED BY THE RECORD

CLAIM	VERDICT	WHAT THE RECORD SHOWS
"Many of our towers are almost a hundred years old" (07:27)	FALSE	Duluth's roughly 70-year-old tower is described as the third-oldest operating. En-route centers average about 61 years. The likely source is the 2023 review's warning that some facilities "*would be over 100 years old before being replaced.*" The leaking roofs, failed HVAC and broken elevators are real. **Better-supported substitute finding:** many facilities are 50 to 70 years old, and at current replacement rates some would pass 100 before replacement. AvWeb[43] · DOT plan 2025[18] · FAA Safety Review 2023[12]

D · OPEN THREADS & NEXT PATHS : catch-all for every known claim not fully treated above, so nothing significant is silently omitted

OPEN THREAD: KNOWN CLAIM OR CONTROVERSY NOT FULLY COVERED ABOVE	STATUS	NEXT PATH TO CLOSE IT
Official root cause. Update-triggered crash (CBS, multiple sources) versus simple router overload; FBI reportedly probing a software update; CBS sources report conflicting information and frustration with L3Harris's response.	PENDING	FAA preliminary report; L3Harris statement; Senate Commerce inquiry (ranking member Cantwell says the panel is looking into it). CBS News[11] · Roll Call[2]

O'Hare and Midway ground stops for an "equipment outage" at 3:10 PM ET, 26 minutes before the stated 3:36 onset.	UNRESOLVED	Check FAA Command Center advisories for whether the Chicago event was the first symptom. NBC Chicago[44] · AeroTime[45]
Safety events during the afternoon. No reported losses of separation; unverified forum accounts that backup emergency radio sites failed at New York Center.	PENDING	NASA ASRS reports, FAA occurrence data, NATCA statements. View from the Wing[46]
DOGE-era firings at FAA (Feb 2025). 352 (Duffy) to about 400 (WSJ) probationary staff. *No controllers, inspectors or maintenance technicians.* Long-range radar staff in a joint FAA–Pentagon program were hit. 132 union members were reinstated in Mar 2025; their final status is unclear.	REPORTED	Ask PASS or FAA about the 132. WSJ via PASS[47] · The Hill[48] · PASS[49] · FAA technician plan[50]
Buyouts and headcount. 2,700+ FAA deferred-resignation sign-ups by May 2025; controllers and technicians were ineligible. Estimated net FAA decline about 2.5–3.5% (mixed bases); DOT overall fell 6.9%.	REPORTED	Pull OPM FedScope for an FAA-only series. GovExec[51] · Pew[52]
The technicians who fix this equipment are short. 4,594 certified vs a 5,300 target; 115 overtime hours each in FY2025 "fixing aging equipment"; shifts unstaffed at 67 facilities; "longer restoration times." FAA: risk of "reduced equipment availability and reliability." Predates 2025.	DOCUMENTED	Ask whether technician staffing affected restoration time on 13 Nov. FAA technician plan[50]
No documented link between workforce cuts and this outage. FAA's statement and coverage cite equipment; GAO ties the 2025 Newark and Dallas outages to antiquated telecom.	UNCORROBORATED	Recheck when the root cause is published; do not infer a link. GAO-26-107992[10]
Controllers. 13,164 at end of FY2025; FAA cut its staffing target from 14,633 to 12,563; hiring goals met.	DOCUMENTED	NATCA's view of the lowered target is snippet-only so far. FAA hiring plan[53] · CRS R49491[54]
Shutdowns. 1 Oct–12 Nov 2025: 11,322 FAA staff furloughed; controllers and technicians unpaid; FAA-ordered flight cuts up to 10% at 40 airports. Brief lapse 31 Jan–3 Feb 2026; full-year funding from 3 Feb.	DOCUMENTED	None needed. AOPA[55] · CRS R49491[54]
DOGE, Musk, Starlink and the telecom contract. SpaceX engineers at FAA (Feb 2025); three Starlink test terminals; Musk attacked Verizon's contract for the new network (FENS). No evidence Starlink got FENS work. In Aug 2026 the FAA moved the FENS prime contract to **AT&T without a new competition** ($74.3M initial), saying a competition would take 22 months.	REPORTED	Check oig.dot.gov for any review of the AT&T award. CBS News[56] · TechCrunch[57] · Nextgov[58]
GAO on the new program (Sept 2026). No lifecycle cost estimate, no integrated master schedule; DOT only partially agreed.	DOCUMENTED	Track DOT's response to both recommendations. GAO-26-107992[10]
Phase 1 shortfall. FAA reportedly reprogramming $1B and still about $574M short.	REPORTED	Read the GAO full report on phase 1 funding. Reuters via GVWire[41]
Political window. Democrats won both chambers on 3 Nov 2026; the $30.1B and $50B asks arrive in the lame duck, with government funding expiring 11 Dec.	PENDING	Watch the December funding package for ATC money. NPR via OPB[28] · CNBC[40]
Jan 2023 NOTAM outage. First nationwide ground stop since 9/11 (a contractor deleted files); led to the NOTAM Improvement Act. This week's is the second.	DOCUMENTED	None needed. FAA statement[59] · P.L. 118-4[60] · NPR[14]
Jan 2025 DCA midair collision. NTSB found a safety-management failure: FAA had the near-miss data, and traffic-metering tools sat unused for 10+ years "due to budget constraints."	DOCUMENTED	None needed. NTSB[61]
Bipartisan history. Trump's first-term ATC privatization (AIRR Act) dropped Feb 2018; Biden's FY2025 $8B five-year proposal not enacted; the 2021 infrastructure law gave $5B for facilities.	DOCUMENTED	None needed. AviationPros[62] · Eno Center[63] · CRS[33]

Passenger rights. A DOT rule effective 19 Oct 2026 no longer counts government system failures as within an airline's control, which affects compensation.	REPORTED	Read the DOT rule text. Yahoo live[15]
Verification & sourcing caveats (evidence housekeeping for claims already covered)	METHOD	
Briefing times come from auto-captions in 30-second blocks; cancellation counts differ widely across outlets.	METHOD	Times are approximate (about 30 s); quotes read against full captions. Counts track tally time; the full-day FlightAware figure (9,159) is used.
CNN (HTTP 451), Bloomberg, Reuters, congress.gov, govtrack and transportation.gov refused automated access.	METHOD	FAA documents retrieved by direct download; DOT plan via the Wayback Machine; Bloomberg's FBI report read through SecurityWeek and treated as single-source.
A search tool attributed a quote to Newsweek that was not on the page; a Substack attributed a "software patch" quote to Duffy that is not in the transcript.	METHOD	Neither is used here.

BOTTOM LINE

- **Real:** the failed network is obsolete; the FAA was warned; Congress kept capital funding flat for 15 years; the $12.5B and the $30.1B request are real; procedures got every aircraft down.
- **Unresolved:** the official root cause (a network update versus age alone), any basis for $50B, whether phase 1 finishes by January 2029, any formal emergency declaration, and whether technician staffing slowed recovery.
- **False:** towers "almost a hundred years old." The "never any risk" and "barely anything was done" lines are misleading rather than false.
- **Net:** the equipment really is old and the FAA was warned, but a network change likely triggered the crash, the $50B has no paper behind it, most of the formal "air traffic control" ask is airport money, and the President's own budget did not request what Congress is blamed for withholding.

REVISION HISTORY

VERSION	DATE	CHANGES
v1.1	2026-11-14	Public edition for Soprio: audience label, AI-disclosure wording and method note updated for publication. Verdicts unchanged.
v1.0	2026-11-14	Initial dossier (private edition).

ABOUT THIS REPORT: HOW IT WAS PRODUCED

This briefing was researched and drafted by **Claude Opus 5.5 (operating as the assistant "Nova"), an AI assistant made by Anthropic**, at the direction of Soprio's editor, who set the scope and the questions and approved publication. Method: a lead pass over the full transcript, four parallel AI reviewers told to open every source they cite, and lead re-fetching of ten load-bearing sources. That cross-check corrected premises in the lead's own working notes, including a nonexistent "December 2024 FAA review," misplaced transcript times, and a false furlough figure from an automated news digest. It also caught two fabricated or unsupported quotes, which are excluded.

AI can make mistakes, including confident ones: it can misattribute quotes, invent citations, and get dates wrong. Every load-bearing quotation here was checked against a primary document or a fetched report, and the superscript endnotes link to those sources precisely so you do not have to take this report's word for anything. Where a source could not be reached or a figure could not be confirmed, that is stated in place rather than smoothed over; see Section D. *Check the primaries. That is what they are there for.*

SOURCES & ENDNOTES : superscripts above are clickable; full URLs printed here

1. White House briefing on the FAA ground stop, Duffy and Mullin, 13 Nov 2026 (C-SPAN); transcript from auto-captions: https://www.youtube.com/watch?v=6-jBdt7kU-w

2. Roll Call, "Trump administration ups ante on aviation funds after ground stop" (13 Nov 2026): https://rollcall.com/2026/11/13/air-travel-halt-prompts-calls-for-faa-communications-upgrades/

3. Roll Call, "Duffy: air traffic control overhaul to cost $31.5 billion" (16 July 2025): https://rollcall.com/2025/07/16/duffy-air-traffic-control-overhaul-to-cost-31-5-billion/

4. Public Law 119-21 (One Big Beautiful Bill Act), sec. 40003: https://www.govinfo.gov/content/pkg/PLAW-119publ21/html/PLAW-119publ21.htm

5. Holland & Knight, "The BNATCS State of Play" (Apr 2026): https://www.hklaw.com/en/insights/publications/2026/04/the-bnatcs-state-of-play

6. CRS R49341, THUD Appropriations for FY2027 (via EveryCRSReport): https://www.everycrsreport.com/reports/R49341.html

7. Nextgov, "$30B more needed for air traffic control modernization" (Sept 2026): https://www.nextgov.com/modernization/2026/09/30b-more-needed-air-traffic-control-modernization-transportation-secretary-says/416324/

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9. S.5572, 119th Congress, bill text as introduced (govinfo): https://www.govinfo.gov/content/pkg/BILLS-119s5572is/html/BILLS-119s5572is.htm

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11. CBS News, "FAA lifts nationwide ground stop..." (F. Tanyos, updated 14 Nov 2026): https://www.cbsnews.com/news/faa-issues-nationwide-ground-stop/

12. FAA-commissioned NAS Safety Review Team report (15 Nov 2023): https://www.faa.gov/NAS_safety_review_team_report.pdf

13. ABC News, nationwide ground stop coverage (13 Nov 2026): https://abcnews.com/US/nationwide-ground-stop-ordered-airports-faa/story?id=138121848

14. NPR, nationwide ground stop (13 Nov 2026), text edition: https://text.npr.org/nx-s1-6040403

15. Yahoo News live updates, FAA ground stop (13-14 Nov 2026): https://www.yahoo.com/news/us/live/faa-ground-stop-latest-updates-thousands-more-flights-canceled-saturday-officials-blame-overloaded-routers-no-sign-of-cyberattack-140904919.html

16. House Roll Call 190 (3 July 2025): https://clerk.house.gov/Votes/2025190

17. Senate Roll Call Vote 372 (1 July 2025): https://www.senate.gov/legislative/LIS/roll_call_votes/vote1191/vote_119_1_00372.htm

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19. NBC News, Microsoft Outlook and Teams outage (Nov 2026): https://www.nbcnews.com/tech/tech-news/outlook-widespread-outage-hits-microsoft-apps-rcna609047

20. SecurityWeek, "No Signs of Hacking in FAA Ground Stop as FBI Reportedly Probes Software Update" (14 Nov 2026): https://www.securityweek.com/no-signs-of-hacking-in-faa-ground-stop-as-fbi-reportedly-probes-software-update/

21. NBC News live blog, FAA communications outage (13 Nov 2026): https://www.nbcnews.com/news/us-news/live-blog/live-updates-flights-grounded-faa-communications-outage-rcna609268

22. Airways, Northeast ground stops after severed fiber at Philadelphia TRACON (Sept 2026): https://www.airwaysmag.com/new-post/faa-northeast-ground-stops-severed-fiber-philadelphia-tracon

23. Jerusalem Post, Northeast ground stops during UN General Assembly arrivals (Sept 2026): https://jpost.com/international/article-909220

24. ABC7 New York, FAA completes new fiber project for Newark (July 2025): https://abc7ny.com/post/faa-completes-new-fiberoptic-project-improve-operations-newark-liberty-international-airport-dot-says/16943912/

25. FAA budget briefing, Sept 2019 (F&E request vs enacted): https://www.faa.gov/sites/faa.gov/files/2022-07/eeSC-Sep2019-Budget-Update.pdf

26. FAA NAS Operations budget briefing, Aug 2022: https://www.faa.gov/sites/faa.gov/files/2022-08/nasops-aug2022-Budget.pdf

27. FAA REDAC NAS Operations budget briefing, Spring 2023: https://www.faa.gov/sites/faa.gov/files/508.02-Spring-2023-REDAC-NAS-Ops-Budget.pdf

28. NPR via OPB, "Democrats win full control of Congress" (4 Nov 2026): https://www.opb.org/article/2026/11/04/2026-midterms-democrats-win-the-senate/

29. L3Harris newsroom, FAA telecommunications modernization passes 50% (May 2026): https://www.l3harris.com/newsroom/editorial/2026/05/l3harris-reaches-over-50-faa-telecommunications-modernization

30. NATCA President Nick Daniels, House testimony (4 Mar 2025): https://www.natca.org/wp-content/uploads/2025/03/March-4-2025-Testimony-of-NATCA-President-Nick-Daniels.pdf

31. DOT Office of Inspector General, NextGen capstone memo (29 Sept 2025): https://www.oig.dot.gov/sites/default/files/library-items/NextGen%20Capstone%20Memo_9-29-25.pdf

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33. CRS R48585, air traffic control modernization (30 July 2025, via EveryCRSReport): https://www.everycrsreport.com/files/2025-07-30_R48585_9da4e113a10733756a3931e6d18fe68697e3b74b.pdf

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