

Congress of the United States

Washington, DC 20515

October 14, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Bryan Bedford
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Secretary Duffy and Administrator Bedford:

We write as a united Florida Congressional delegation to urge for reforms aimed at strengthening Florida's role as a leader for the United States' aeronautical and space industries. Given the significant rise in operational activity across the spectrum of commercial and military airspace enterprises, there exists a level of fragmentation and inefficiency that poses significant risk to the economic integrity of our state. In addressing this concern, we propose the establishment of an Airspace Coordination Team and urge for the expedited modernization of radar and other air traffic control infrastructure throughout our state. These proposals are essential in preserving Florida's leadership role in ensuring the United States' superiority in the global space race, and necessary to help our nation beat China in the second space race to the Moon and beyond.

Just last year, the Eastern Range (U.S. Space Force's Cape Canaveral Space Force Station and NASA's Kennedy Space Center) supported 93 launches, delivering nearly 1,400 orbital assets into space and marking Florida as home to the world's busiest spaceport.¹ With the demand for launches expected to significantly increase in the coming years, challenges associated with the inefficiency of communication amongst those who operate within and around the vicinity of Cape Canaveral have exposed our commercial, defense, and tourism partners to unnecessary risk and delay. Such a lack of coordination and communication has already led to significant setbacks for our commercial partners.

Central to this issue is the lack of a formalized interagency body tasked with facilitating communication and coordinating the activities of the commercial airspace, defense, and tourism partners who operate within the airspace and waters around Cape Canaveral. To mitigate this issue, we urge the U.S. Department of Transportation (DOT) to give all stakeholders a seat at the table and establish a formal advisory coordination group to ensure operational confluence, better known as an Airspace Coordination Team (ACT). This would be the best format to align priorities, streamline efforts, and coordinate operations for maximum efficiency amongst all who operate along the shore and within the airspace of Cape Canaveral.

In furthering our goal for increasing stability and enhancing efficiency in the airspace surrounding Cape Canaveral, we must enforce consistency, congruence, and the utmost levels of interoperability and communication. While we recognize the lengths that the FAA has taken to ensure safety in Florida's skies, the FAA must continue to harmonize its systems with current technology and replace outdated radar systems that threaten the integrity of our airspace industries. In furtherance of this goal, we urge the FAA to certify the Space Data Integrator (SDI) capability as operational. The FAA's 2019 Airspace Access Priorities Advisory Rulemaking Committee (ARC) recommended the agency expand air traffic control specialists' access to SDI data no later than 2022. Furthermore, the FAA Reauthorization Act of 2024 (FAARA24) (Public Law 118-63) required this capability no later than 2026. As the

¹ Space Launch Delta 45 breaks records, remains world's busiest spaceport in 2024

<https://www.spaceforce.mil/News/Article-Display/Article/4020171/space-launch-delta-45-breaks-records-remains-worlds-busiest-spaceport-in-2024/>

rate of space launches surge², the SDI would provide immense benefit to the entire airspace industry, given its capability to accurately track launch trajectory, reentry operations, and other data points critical to effectuating an open and safe airspace. Expedited certification and approval of the SDI is essential to meeting these needs.

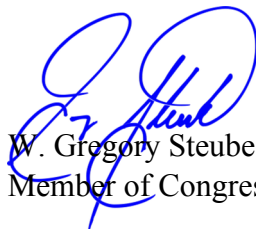
Moreover, we commend the FAA for its work toward modernizing our nation's air traffic control systems. With the significant growth that Florida's airspace and defense industries have received, we must continue to promote American innovation and incorporate their products without unnecessary delay. As the FAA incorporates much-needed improvements to radar systems, we stress for the inclusion of tools that enhance precision and other enhancements that promote interoperability and coordination between defense, airspace, and commercial operators. With such modernizations of radar and other airspace situational awareness systems, the FAA has the ability to enhance overlay mapping to permit corridors for rocket launches and hypersonic testing and even establish drone proving grounds. Incorporating these modernization efforts would best promote deconfliction between civilian and military operations throughout Florida's airspace and lead to a transformational impact for the National Airspace System (NAS).

We commend the DOT and the FAA for their work in strengthening the safety and integrity of our nation's airspace and for staunchly supporting American space ingenuity. We trust that your teams will address the aforementioned challenges and incorporate efforts that reduce fragmentation and strengthen coordination and interoperability. In doing so, we respectfully request your response to the following questions no later than November 14, 2025:

1. Please advise on what efforts the FAA has taken to strengthen efficiency and address concerns of fragmentation in coordination between the U.S. military, the commercial airspace industry, and the FAA.
2. Please advise on how an Airspace Coordination Team (ACT) may be established to address and ensure operational congruence.
3. What is the current status of implementing FAARA24 Sec. 630 and in approving and certifying the Space Data Integrator (SDI) capability?
4. The *One Big Beautiful Bill Act* (Public Law 119-21) provides funds and requires a report by the end of the year on how the FAA is proceeding to improve our NAS. Will the DOT and FAA include the implementation of SDI with these additional funds?

Should you have any questions about this letter, please contact Sami.Araboghli@mail.house.gov in the Office of Representative Steube (FL-17). Thank you for your attention to this matter and for your service in safeguarding our nation's airspace industries.

Sincerely,



W. Gregory Steube
Member of Congress

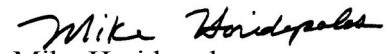


Ashley Moody
United States Senator

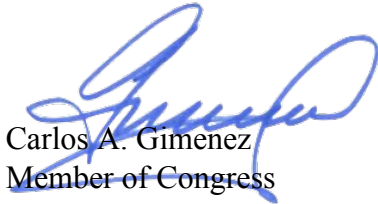
² SpaceX Falcon SLC-40 Environmental Assessment (EA) (Sep. 3, 2025) facilitates increase of SpaceX Falcon 9 launches to 120 annually at SLC-40, and up to 34 first-stage booster landings annually at SLC-40 LZ.



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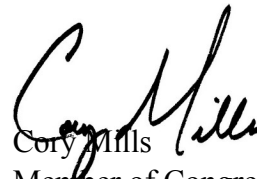
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