

PILOTS FOR HIMS REFORM, INC.

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August 24, 2026

Chairmen, Ranking Members, and Members
House Committee on Transportation and Infrastructure
Subcommittee on Aviation
Senate Committee on Commerce, Science, and Transportation
Subcommittee on Aviation, Space, and Innovation
United States Congress
Washington, DC 20510 / 20515

RE: REQUEST FOR CONGRESSIONAL INTRODUCTION, SPONSORSHIP, AND OVERSIGHT — Pilots for HIMS Reform Act of 2026 and FAA Docket No. FAA-2026-10399

Dear Members of Congress and Congressional Aviation Staff:

Pilots for HIMS Reform, Inc. (P4HR) respectfully requests immediate congressional engagement on a coordinated regulatory and legislative reform effort concerning Federal Aviation Administration aeromedical certification, the Human Intervention Motivation Study (HIMS) program, special issuance monitoring, psychiatric and substance-related review, independent medical evaluation, and the transition to unrestricted medical certification.

On August 24, 2026, the FAA formally acknowledged receipt of P4HR's Petition for Rulemaking and assigned Regulatory Docket No. FAA-2026-10399. The FAA advised that it has begun processing the petition, determined that the petition contains sufficient information to be accepted for review, and currently expects a decision to take longer than 120 days.

That petition is one half of a broader reform framework. The other half is the attached Pilots for HIMS Reform Act of 2026, a comprehensive legislative proposal drafted for congressional consideration. The two instruments are intentionally complementary: the Part 11 petition asks the FAA to implement the strongest reforms available under existing statutory authority, while the proposed Act supplies the broader statutory architecture, independent oversight, enforceable protections, remedies, and duties that only Congress can create.

OUR REQUEST TO CONGRESS

1. Introduce the Pilots for HIMS Reform Act of 2026 in the House and/or Senate.
2. Serve as an original sponsor or cosponsor and recruit bipartisan support.
3. Advance the legislation through the appropriate aviation and oversight committees.
4. Conduct oversight of FAA Docket FAA-2026-10399 and the FAA's existing HIMS and aeromedical practices.
5. Request the FAA's scientific support, outcome data, monitoring criteria, and unrestricted-certification standards.
6. Convene hearings, briefings, or a bipartisan roundtable with affected pilots, independent clinicians, scientists, FAA leadership, and other stakeholders.

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We also ask Congress to work with P4HR and legislative counsel to refine the proposal without weakening its core protections, and to carry that work through introduction, committee consideration, bipartisan sponsorship, and ultimate enactment.

This is not a request to lower aviation safety standards. It is a request to ensure that a safety-critical federal medical-certification system is transparent, evidence-based, nationally consistent, procedurally fair, and focused on current individualized aeromedical risk rather than indefinite reliance on historical labels or opaque internal practices.

P4HR's proposal preserves FAA authority to act when a genuine present safety risk exists. At the same time, it establishes a defined path for pilots and other covered aviation professionals who satisfy objective medical standards, complete appropriate monitoring, and demonstrate sustained stability to return to unrestricted certification without indefinite surveillance or moving goalposts.

The attached legislative proposal addresses matters that cannot reliably be solved through FAA rulemaking alone, including independent statutory review, congressional reporting and accountability, external oversight, enforceable rights, protections involving non-FAA actors, and durable limits that cannot be displaced by unpublished guidance or internal policy.

Congress now has a rare opportunity to address this issue on both tracks at once: oversee an active FAA rulemaking petition while considering complementary legislation designed to establish the statutory protections the agency may lack authority or institutional willingness to create on its own.

We respectfully ask your office to identify the appropriate member and legislative staff to work with P4HR on introduction of the bill.

We are prepared to provide a section-by-section briefing, source materials, pilot testimony, medical and scientific input, proposed amendments, and direct assistance to legislative counsel. We would welcome an in-person or remote meeting at the earliest opportunity.

The FAA has now formally placed this matter into the federal rulemaking process. We ask Congress to ensure that the regulatory process is matched by a serious legislative effort capable of producing durable reform.

Respectfully submitted,



Capt. Maurice MacEwen
Co-Founder
Pilots for HIMS Reform, Inc.



Capt. Mike Danford
Co-Founder
Pilots for HIMS Reform, Inc.




Co-Founder
Pilots for HIMS Reform, Inc.

ENCLOSURES / ATTACHMENTS

1. FAA acknowledgment dated August 24, 2026 — Regulatory Docket No. FAA-2026-10399 (2 pages)
2. P4HR Petition for Rulemaking (84 pages)
3. Pilots for HIMS Reform Act of 2026 (91 pages)