

# National Transportation Safety Board

Washington, DC 20594



February 26, 2026

The Honorable Sam Graves  
Chairman  
Committee on Transportation  
& Infrastructure  
US House of Representatives  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Committee on Transportation  
& Infrastructure  
US House of Representatives  
Washington, DC 20515

The Honorable Mike Rogers  
Chairman  
Committee on Armed Services  
US House of Representatives  
Washington, DC 20515

The Honorable Adam Smith  
Ranking Member  
Committee on Armed Services  
US House of Representatives  
Washington, DC 20515

Dear Chairman Graves, Chairman Rogers, Ranking Member Larsen, and Ranking Member Smith:

Thank you for your Committees' interest in the National Transportation Safety Board's (NTSB's) final report on the investigation of the January 29, 2025, midair collision between a U.S. Army Black Hawk helicopter and American Airlines Flight 5342 near Ronald Reagan Washington National Airport. As you know, the two pilots, two flight attendants, and 60 passengers aboard the regional jetliner were killed, along with the helicopter's three crew members.

We appreciate the opportunity to brief you and your staff regarding the final report on February 3 and February 11, in addition to providing other requested briefings and individual meetings. We also appreciate your efforts to introduce legislation, H.R. 7613, the *Airspace Location and Enhanced Risk Transparency (ALERT) Act of 2026*, with the stated intent of addressing all 50 new NTSB recommendations from the final report.

Based on our evaluation of the *ALERT Act* as introduced, while we believe that the bill would address a few of our recommendations, many key provisions fall short of fully implementing all of the NTSB's recommendations. This includes requiring all aircraft operating in airspace where ADS-B Out is required to also be equipped with ADS-B In.

The NTSB values its working relationship with the committee, and we appreciate your commitment to aviation safety and to the families who lost loved

ones on January 29, 2025. However, we cannot support the *ALERT Act* in its current form because it is not fully responsive to the NTSB's recommendations.

We look forward to working with you to ensure the bill and any future legislation fully implements our safety recommendations as adopted by the Board on January 27, 2026.

Sincerely,

[Original Signed]

Jennifer L. Homendy  
Chairwoman

[Original Signed]

Michael E. Graham  
Member

[Original Signed]

Thomas B. Chapman  
Member

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J. Todd Inman  
Member

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Dana L. Schulze  
Managing Director

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Brian Curtis  
Deputy Managing  
Director for Investigations

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Timothy LeBaron  
Director, Office of Aviation  
Safety