

Congress of the United States

Washington, DC 20515

October 30, 2025

The Honorable Mike Rogers
Chairman
Committee on Armed Services
2216 Rayburn HOB
Washington, D.C. 20515

The Honorable Adam Smith
Ranking Member
Committee on Armed Services
2216 Rayburn HOB
Washington, D.C. 20515

The Honorable Roger Wicker
Chairman
Committee on Armed Services
Russell Senate Building, Room 228
Washington, D.C. 20510

The Honorable Jack Reed
Ranking Member
Committee on Armed Services
Russell Senate Building, Room 228
Washington, D.C. 20510

Dear Chairman Rogers, Chairman Wicker, Ranking Member Smith, and Ranking Member Reed:

As the House and Senate meet to resolve their differences within the fiscal year 2026 (FY26) National Defense Authorization Act (NDAA), we respectfully request that the House-passed provision, *Section 1069, reports on installation of certain collision avoidance systems in all military rotary-wing aircraft*, remain in the final conferenced text.

Every branch of the U.S. Armed Forces routinely flies helicopter training missions in civilian airspace. During one of these exercises on January 29, 2025, a Bombardier CRJ700 airliner and a United States Army Sikorsky UH-60 Black Hawk helicopter collided mid-air over the Potomac River about one-half mile short of runway 33 at Ronald Reagan Washington National Airport. Tragically, all 67 people aboard both aircraft were killed in the crash, making this the first major U.S. commercial passenger flight crash in nearly 16 years—and the deadliest U.S. air disaster in nearly 24 years.

The crash may have been prevented if the military helicopter had been outfitted with a traffic collision avoidance system (TCAS), which could have communicated with the commercial airliner's TCAS and directed the two aircraft to maneuver before it was too late. *Section 1069* of the House-passed NDAA would require the Department of Defense to report on the feasibility of adding TCAS and other technology in military helicopters to help prevent future crashes.

While the Senate text does not currently include this provision, we strongly believe that taking immediate action to begin the multi-year process of retrofitting the entire military helicopter fleet is critical. As the investigation continues, this House-passed provision lays the foundation for a long-term safety initiative that will help to prevent future accidents like the tragic crash at DCA, protecting both military aviators and civilian air travelers.

Thank you for your full consideration.

Sincerely,



Tom Barrett
Member of Congress



Jen A. Kiggans
Member of Congress



Pete Stauber
Member of Congress



Nick LaLota
Member of Congress



Nicholas J. Begich III
Congressman for All Alaska