



STATEMENT FROM THE NATIONAL TRANSPORTATION SAFETY BOARD

We thank Chairman Graves, Ranking Member Larsen, Chairman Rogers, and Ranking Member Smith for meeting with the National Transportation Safety Board (NTSB) over the last several weeks. We are grateful that they have sought out, seriously considered, and accepted the NTSB's technical assistance to better understand and implement our recommendations from the 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. In that final report, the NTSB issued 74 findings and 50 safety recommendations.

Yesterday, we received revised text of the Amendment in the Nature of a Substitute to H.R. 7613 (ALERT Act). The text, as posted on March 24, 2026, would require the U.S. Department of Transportation, the U.S. Department of Defense, and the Federal Aviation Administration to take actions that, when completed, would address our recommendations.

We also want to acknowledge the tremendous effort, in both the House and Senate, to ensure that the tragic events that led to the January 29th, 2025, mid-air collision never happen again. We owe that to the victims, to the families who lost loved ones in this tragedy, and to the traveling public.

We also thank Chairman Cruz and Ranking Member Cantwell for their leadership and for their work to implement NTSB's longstanding recommendation on ADS-B In in the ROTOR Act. We stand ready to provide technical assistance as the ALERT Act moves to the House floor and as the two chambers work to reconcile differences between the bills, to advance legislation that implements our recommendations, improves aviation safety, and saves lives.

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