Army Aviation Safety: Actions Following the DCA collision

Steps the Army has taken to improve Aviation Safety

Implemented: stronger training and surveillance checks

- DCA aircrew training: Implemented initial and recurrent instruction on airline approach and departure paths, runway configurations, and interaction with helicopter routes.
- ADS-B configuration inspections: Inspected all 3,585 affected Army rotary-wing aircraft by July 31, 2025, to verify settings supporting proper ADS-B Out functionality.
- Recurring checks: Introduced 90-day ADS-B inspections in January 2026 to verify correct settings, actual transmission, and the correctly assigned aircraft address; exceeding NTSB recommendation for annual inspections.

Completed testing and notification: altitude awareness

- Tested UH-60L, M, and V helicopters with the External Stores Support System installed.
- Notified Army aviation units of potential UH-60L altitude errors with that configuration. Issued STACOM 25-02 August 5, 2025.
- Continuing to incorporate relevant altitude-error information into UH-60 operator manuals no later than December 2026. Underway: data, reporting, and federal coordination
- Developing recurring checks of recorded flight data at intervals not exceeding 18 months, in coordination with the NTSB.
- Evaluating automated flight-data monitoring and increasing scrutiny of National Airspace System compliance during training, evaluations, and standardization inspections.
- Reviewing annual pilot surveys and non-attributable discussions to identify barriers to safety reporting and informing corrective plans.
- Pursuing an FAA data-sharing agreement to help identify potential midair collision risks between military and civilian aircraft.
- Implementing an integrated safety management framework with aviation-specific guidance and unit-level safety programs.