November 18, 2026

The Honorable Roger Wicker
Chairman
Senate Committee on Armed Services
425 Russell Senate Office Building
Washington, DC 20510

The Honorable Mike Rogers
Chairman
House Committee on Armed Services
2469 Rayburn House Office Building
Washington, DC 20515

Senator Jack Reed
Ranking Member
Senate Committee on Armed Services
728 Hart Senate Office Building
Washington, DC 20510

Representative Adam Smith
Ranking Member
House Committee on Armed Services
2264 Rayburn House Office Building
Washington, DC 20515

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

We are writing to voice our strong support for keeping military "right to repair" provisions in the final version of the fiscal year 2027 National Defense Authorization Act (FY 2027 NDAA), as written by either Senator Tim Sheehy (R-MT) and Senator Elizabeth Warren (D-MA) or Representative Maggie Goodlander (D-NH) and Representative Pat Harrigan (R-NC). Section 804 was approved by the Senate Armed Services Committee (SASC) and Section 861 was approved by the House Armed Services Committee (HASC) and included in the NDAA that was passed by the House of Representatives.[1] Notably, the Sheehy-Warren language (Section 804) was approved by the SASC in a unanimous 27-0 vote.[2] We are calling for either of these provisions — which are supported by lawmakers, voters, and military leadership alike — to be enacted without alteration as part of any FY 2027 NDAA.

Our concern that these commonsense provisions could be watered down is not unfounded. Lawmakers voted to include "right-to-repair" provisions in both the House and Senate versions of last year's NDAA, but they were ultimately removed from the compromise bill drafted by the conference committee, despite the Trump administration signaling its support for these reforms.[3]

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[1] John M. Donnelly, "Fiscal 2027 NDAA Approved by House Armed Services Committee," *Roll Call*, June 5, 2026, https://rollcall.com/2026/06/05/fiscal-2027-ndaa-approved-by-house-armed-services-committee/; "Roll Call 278 | Bill Number: H. R. 8800," July 22, 2026, https://clerk.house.gov/Votes/2026278/.

[2] Valerie Insinna, "Defense Industry Takes Aim at 'Right to Repair' as NDAA Decision Looms," *Breaking Defense*, November 9, 2026, https://breakingdefense.com/2026/11/defense-industry-takes-aim-at-right-to-repair-as-ndaa-decision-looms/.

[3] Boone Ashworth, "The Miliary Almost Got the Right to Repair. Lawmakers Just Took It Away," *Wired*, December 8, 2025, https://www.wired.com/story/the-military-almost-got-the-right-to-repair-lawmakers-just-took-it-away/https://www.wired.com/story/the-military-almost-got-the-right-to-repair-lawmakers-just-took-it-away/; Office of Management and Budget, "Statement of Administration Policy: H.R. 3838 — Streamlining Procurement for Effective Execution and Delivery and National Defense Authorization Act for Fiscal Year 2026," September 8,

Removing or weakening right-to-repair provisions during FY 2027 NDAA conference or pre-conference negotiations would do a huge disservice to the American people and signal that protecting defense industry profits is more important than respecting the will of voters and lawmakers alike.

Currently, contractors can and do impose significant restrictions on what equipment military personnel are allowed to repair themselves.[4] Weapons and equipment manufacturers limit self-repair for the military in a variety of ways, from requiring approved contractors to fly in to repair or maintain equipment, to threatening to void warranties, to establishing more general access restrictions on the technical data needed for repairs.[5] These practices are highly profitable for many contractors, with operation and maintenance accounting for as much as 70% of any program's total life-cycle cost.[6] The Government Accountability Office (GAO) has even reported that Pentagon contractors will sometimes purposely bid low to reap the long-term profits that come from sustainment costs.[7]

Right to Repair Benefits Taxpayers, Service Members, and National Security

Existing repair restrictions put an unnecessary burden on taxpayers and subject our troops to unacceptable risks. We currently pay contractors tens of billions of dollars annually to maintain military vehicles and equipment. Removing artificial restrictions on repairing and maintaining this equipment could reduce wasteful spending by the Department of Defense (DOD) and generate meaningful taxpayer savings.

Removing unnecessary repair limitations would also improve military readiness. For example, the $2 trillion F-35 program faces delays and costly maintenance problems in part because of the right-to-repair issue.[8] Vital flight time has been missed partially because contract repair services

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2025, https://www.whitehouse.gov/wp-content/uploads/2025/09/SAP-HR3838-House-NDAA.pdf; Office of Management and Budget, "Statement of Administration Policy: S. 2296 — National Defense Authorization Act for Fiscal Year 2026," September 9, 2025, https://www.whitehouse.gov/wp-content/uploads/2025/09/SAP-S2296-Senate-NDAA-9.9.25.pdf.

[4] Omar Tabuni, "Fact Sheet: The Right-to-Repair for the United States Military," Project On Government Oversight, February 13, 2025, https://www.pogo.org/fact-sheets/fact-sheet-the-right-to-repair-for-the-united-states-military.

[5] Government Accountability Office, *Littoral Combat Ship: Unplanned Work on Maintenance Creates Schedule Risk as Ships Begin Operations*, GAO-21-172 (April 2021), 11, https://www.gao.gov/assets/gao-21-172.pdf; Government Accountability Office, *Defense Acquisitions: DOD Should Take Additional Actions to Improve How It Approaches Intellectual Property*, GAO-22-104752 (November 2021), 1, https://www.gao.gov/assets/gao-22-104752.pdf.

[6] Government Accountability Office, *Weapon System Sustainment: Selected Air Force and Navy Aircraft Generally Have Not Met Availability Goals, And DOD And Navy Guidance Need to Be Clarified*, GAO-18-678, (September 2018), 1, https://www.gao.gov/assets/gao-18-678.pdf.

[7] Government Accountability Office, *Defense Acquisitions*, 8, [see note 5].

[8] Government Accountability Office, *F-35 Aircraft: DOD and the Military Services Need to Reassess the Future Sustainment Strategy*, GAO-23-105341 (September 21, 2023), https://www.gao.gov/products/gao-23-105341.

are too expensive.[9] Furthermore, relying on contractors for critical repairs during a conflict or time-sensitive mission is simply dangerous. Service members need to be able to repair their own equipment in the field for their safety and for the sake of their mission — defending the United States. Contract provisions that prevent this pose an unacceptable risk to our service members and to national security.

Instead of squandering resources by allowing these contractor repair monopolies to continue, Congress should ensure the DOD chooses the more cost-effective option of allowing service members to repair their own equipment. This would save taxpayer dollars, protect military personnel, and strengthen national security by enabling service members to conduct their own repairs on the equipment they need to safely complete their missions.

Right to Repair Is Backed by Voters and Military Leaders

There is a clear appetite among wide swaths of the public, military leadership, and the executive branch for finding a solution to this problem. A 2026 poll found that American voters support allowing service members to repair their own equipment by an overwhelming margin. According to the survey, 78.9% of voters support such a policy, including 84.1% of Republicans, 78.2% of Democrats, and 76.2% of Independents.[10] Overwhelming support from voters is matched by overwhelming support from the highest levels of our military, including past and present service secretaries and Joint Chiefs of Staff Chair General Dan Caine.[11]

Right to Repair Would Strengthen and Diversify the Defense Industrial Base

The right-to-repair provisions that were approved by both HASC and SASC would foster greater innovation in the defense industrial base by allowing small and mid-sized contractors to make new and important contributions to our national security. By requiring DOD to procure technical data and other repair materials up front, right-to-repair reforms would remove artificial, anticompetitive barriers that force the military to rely on original equipment manufacturers for

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[9] "The F-35 Will Now Exceed $2 Trillion as the Military Plans to Fly it Less," *WatchBlog,* Government Accountability Office, May 16, 2024, https://www.gao.gov/blog/f-35-will-now-exceed-2-trillion-military-plans-fly-it-less.

[10] "National Poll: More Than 70% of Voters Back Military Right to Repair, Modify," Specialty Equipment Market Association, June 12, 2026, https://www.sema.org/news-media/enews/2026/24/national-poll-more-70-voters-back-military-right-repair-modify.

[11] Anastasia Obis, "Bipartisan Bill Seeks to Empower Military with Rights to Repair Own Equipment," *Federal News Network*, July 8, 2025, https://federalnewsnetwork.com/defense-news/2025/07/bipartisan-bill-seeks-to-empower-military-with-rights-to-repair-own-equipment/; *Testimony on the Posture of the Department of the Air Force in Review of the Defense Authorization Request for Fiscal Year 2026 and the Future Years Defense Program: Hearing before the U.S. Senate Committee on Armed Services*, 119th Cong., 70, (May 20, 2025), https://www.armed-services.senate.gov/imo/media/doc/5-20-25-full-transcript.pdf; *To Consider the Nomination of Lieutenant General John D. Caine, USAF (Retired) to be General and Chairman of the Joint Chiefs of Staff: Hearing before the U.S. Senate Committee on Armed Services,* 119th Cong., (April 1, 2025), https://www.congress.gov/event/119th-congress/senate-event/LC75329/text.

sustainment operations. A new crop of technically capable maintainers would have opportunities to support mission readiness across DOD, leading to lower costs and higher quality services through competition.

Diversification of the industrial base in this manner would make our homeland more secure and improve the resilience of our warfighting capabilities. By decreasing the military's reliance on a handful of large defense contractors, right-to-repair reforms would allow for a more flexible supply chain during an increasingly unpredictable time of geopolitical volatility. Furthermore, removing artificial repair restrictions would allow DOD to award a wider variety of maintenance contracts to a wider variety of contractors, which has the potential to substantially reduce system downtime.

Undermining Existing Right-to-Repair Provisions Is Undemocratic

Unfortunately, recent history has shown that support from military leaders, House and Senate Armed Services Committee members, and voters alike has not yet ensured that strong right-to-repair language survives the conference and/or pre-conference negotiations process. We hope that you will respect the will of the public and the needs of the warfighters by allowing the comprehensive language, which has already been overwhelmingly approved by SASC and HASC, to remain in the bill that you send to the House and Senate for consideration.

Signed,

Project On Government Oversight

American Economic Liberties Project

The American Legion

The Chamberlain Network

Demand Progress

FULU Foundation

National Taxpayers Union

Repair.org

Specialty Equipment Market Association (SEMA)

Taxpayers for Common Sense

U.S. Public Interest Research Group (PIRG)