



**AIA Board of Governors Meeting
May 21, 2025
Potential Member Questions for Secretary Duffy**

AVIATION SAFETY

1. The FAA has had a lot of leadership changes over the past several years—including the Administrator. Do you have any update on the progress in having a confirmation hearing for President Trump's nominee, Bryan Bedford?
2. Your first days and weeks on the job were extraordinarily difficult—to say the least. There was the tragedy at DCA and a succession of incidents that have caused many people to ask if commercial aviation is still safe in the U.S. What would you say to those people?
3. Industry firmly believes safety is our most important commodity. AIA's members committed to continuously evolving their **safety cultures** to ensure that U.S. aerospace products and services remain the gold standard. Can you share your thoughts as to how industry and government can work together even more effectively in this regard?
4. The U.S. aerospace industry maintains its leadership position by providing incredibly safe equipment and services based on investment, innovation, and robust partnerships with the DOT and FAA. If you had one piece of advice for us today that would help us to continue to lead what would you say?

AIR TRAFFIC MODERNIZATION

1. As part of the Modern Skies Coalition AIA and its members are fully committed to working with the Administration to advance the goals set forth in the plan you outlined on May 8th. The industry expects global demand for over 40,000 new aircraft in the next two decades – we need a National Airspace System that can safely and efficiently handle volume, ever more sophisticated technologies, and consumer expectations. The plan is ambitious in scope, timeframe, and cost. What are your immediate priorities? What do you expect to see during the remainder of this year?
2. AIA is a member of the Modern Skies Coalition. Some 55 entities have joined together to support the plan—it's not often that airlines, manufacturers, labor

and so many distinct parts of the industry come together for a single cause. Modernization is clearly a common need and a common goal. How do you see the Administration leveraging the power of the Coalition to advance this effort?

3. AIA's Civil Aviation Leadership Council—the CALC—is a CEO level group and they are already engaged to determine how the manufacturing industry can most effectively help the government undertake this ambitious plan. Because AIA members literally "build ATC" how can we work with you most directly to progress modernization?
4. As with all plans, the devil is in the details. And there is a lot that isn't known—or at least is not publicly available. Key questions like how will this effort be different from previous modernization initiatives? How can the FAA approach acquisition, program management, or even ensuring needed workforce capabilities differently so that the outcomes are where they need to be?
5. The plan correctly focuses on new equipment, facilities, and capabilities. State of the art aircraft have capabilities that have never been fully utilized, owing to the limitations of the air traffic control system. How can we make sure that these "dormant" capabilities are part of the progress?



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Fireside Chat
Billy Nolen
Acting FAA Administrator
Tom Gentile
President & CEO, Spirit AeroSystems

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