

March 12, 2025

The Honorable Sean Duffy
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Howard Lutnick
Secretary
U.S. Department of Commerce
1401 Constitution Avenue, NW
Washington, DC 20230

The Honorable Jamieson Greer
United States Trade Representative
600 17th Street, NW
Washington, DC 20508

Dear Secretary Duffy, Secretary Lutnick, and Ambassador Greer:

We appreciate your leadership roles in advancing aerospace in this country.

Unlike many U.S. industries, the U.S. aviation industry has a positive trade balance and is globally competitive. The Federal Aviation Administration uses bilateral safety agreements to advance aviation safety and efficiently facilitate the global flow of products. The industry benefits from these arrangements, given its collective technical strength, history of innovation, global competitiveness and proven economic record as a strong exporter.

In aviation, key to furthering our leadership and advancement is a robust, resilient, and reliable supply chain to support the leading trade and safety position of the United States. Many of our organizations participated in the recent Aerospace Supply Chain Resiliency Task Force (ACSR) which released its report in November 2024. While it was convened by the U.S. Department of Transportation, the report's findings and recommendations came only from industry without DOT changes or approvals. This [report](#) requested by the U.S. Congress assesses risks to the U.S. aerospace supply chains and provides best practices and recommendations to mitigate those risks and support U.S. industry growth and opportunities.

The aviation supply chain involves tens of thousands of suppliers from all over the globe which provide parts, platforms, and systems that require safety approval for use and installation, all of which may not be easily replaced or substituted. Given this reality, it is essential that both government and industry work together to minimize cost and availability disruptions in the aviation supply chain, which in many cases cannot be easily or quickly addressed. We believe such dialogue and analysis will benefit the competitiveness of the U.S. aviation manufacturing and maintenance sectors and will be critical as the industry continues to improve safety, innovate and contribute positively to the U.S. balance of trade.

We would like to request a meeting to discuss the state of the aviation industry and recommendations to move it forward. The industry's position can be improved by government policies and actions focused on strengthening aviation safety agreements, policies, and investments to bolster innovation, as well as measures to address specific aviation supply chain

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challenges. Given these factors, we ask that you provide an exception for aerospace from any tariff consideration to give time to consider all relevant policies to bolster industry competitiveness and ensure there are no unintended consequences.

Sincerely,

Aeronautical Repair Station Association
Aircraft Electronics Association
Aircraft Owners and Pilots Association
Airlines for America
Air Traffic Control Association
Cargo Airline Association
Experimental Aircraft Association
General Aviation Manufacturers Association
Light Aircraft Manufacturers Association
National Agricultural Aviation Association
National Air Carrier Association
National Air Transportation Association
National Business Aviation Association
Professional Aviation Safety Specialists
Vertical Aviation International