

February 17, 2025

The Honorable Senator Ted Cruz,
Chairman,
U.S. Senate Committee on Commerce, Science, and Transportation
Dirksen Senate Office Building 554
Washington, DC, 20510

Dear Senator Cruz,

I am the brother of Graziella de Luis, an American citizen who was killed when an Ethiopian Air 737 Max 8 crashed on March 10, 2019. I testified before the Senate Committee on Commerce, Science, and Transportation last year in my role as a member of the FAA Expert Panel on Boeing's safety culture.

I am writing to you today, along with other family members who lost loved ones on that flight, to express our concern regarding actions taken by Mr. Steven Bradbury, nominee for the role of Deputy Secretary for the Department of Transportation.

Specifically, our concerns lie in two areas:

First, when Mr. Bradbury was last at DoT as general counsel, your colleague, Senator Wicker, noted that he had not produced the relevant information requested by your committee during its investigation of the 737 Max 8 crashes, withholding relevant documentation and obstructing the committee's investigation. When dealing with the safety of the flying public, such behavior should be unacceptable.

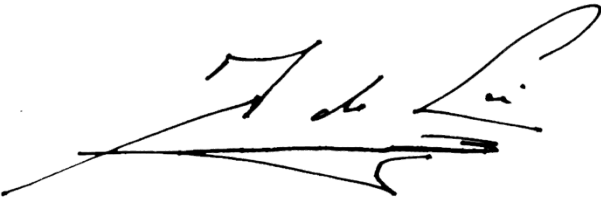
Second, Mr. Bradbury was instrumental in providing legal guidance while at DoT that led to the delays in implementation of Boeing's Safety Management System (SMS). As you know, Boeing first committed to implementing SMS as part of a settlement agreement with the FAA in 2015. That never happened by the time the agreement expired, in part, because of these delays. I note that to this day, Boeing still does not have a formal SMS.

As you consider Mr. Bradbury's nomination, we would respectfully suggest you inquire about the above two issues. We believe that when it comes to safety, everyone must commit to being transparent and up front, not just with Congress, but with the flying public. We are asking for that commitment from him. He should also commit to rapid formalization and adoption of Boeing's SMS plan without any further delays. While an SMS is not a panacea for all of Boeing's problems, it is a necessary step that has been in the works for more than a decade and is well overdue. For example, as Boeing attempts to ramp up production of the 737Max, we are receiving reports of inspections being removed at critical steps in the assembly of the airplanes in

order to speed up the schedule. We are also concerned that the recent staff-up of FAA inspectors on the factory floor might be stalled or reversed. Mr. Bradbury should commit to not allowing these changes until an SMS is in place and a full review has taken place that considers the safety impact of these changes.

Senator Cruz, during my testimony last year, I was touched by your kind words regarding the death of my sister. And while I think of her every day, my focus, and the focus of my fellow victim families, is on the future. We need to make sure that we do everything we can to prevent another crash. It took Boeing 20 years to get itself into this predicament, and it very well might take just as long to get out of it. This will require steadfast commitment by the Congress, the DoT, and the FAA to ensure that Boeing continues the path to recovery.

Sincerely,

A handwritten signature in black ink, appearing to read "Javier de Luis". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Javier de Luis, PhD,

Lecturer, Massachusetts Institute of Technology

On behalf of:

Catherine Berthet

Naoise Connolly

Nadia Milleron

Chris Moore

Ike Riffel