

March 31, 2026

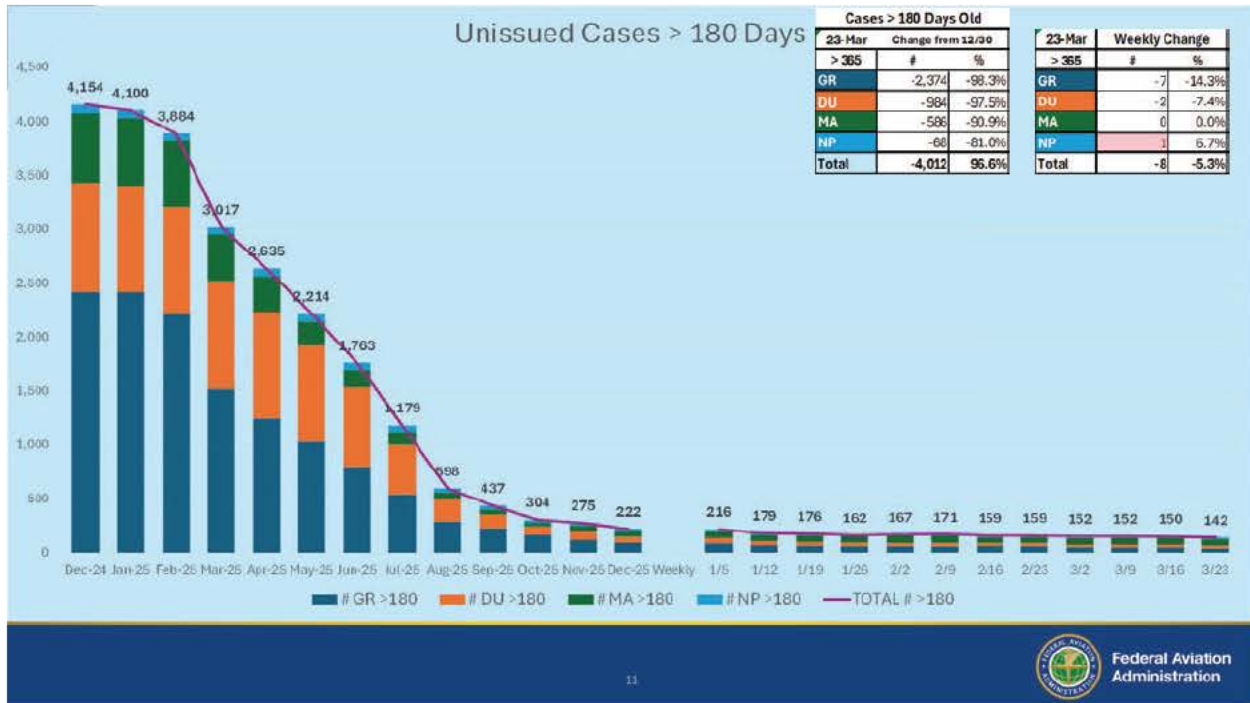
Johanna Oliver, Esq.
Attorney, Disclosure Unit
U.S. Office of Special Counsel
1730 M Street, N.W., Suite 300
Washington, D.C. 20036

Re: OSC File No. DI-24-000224

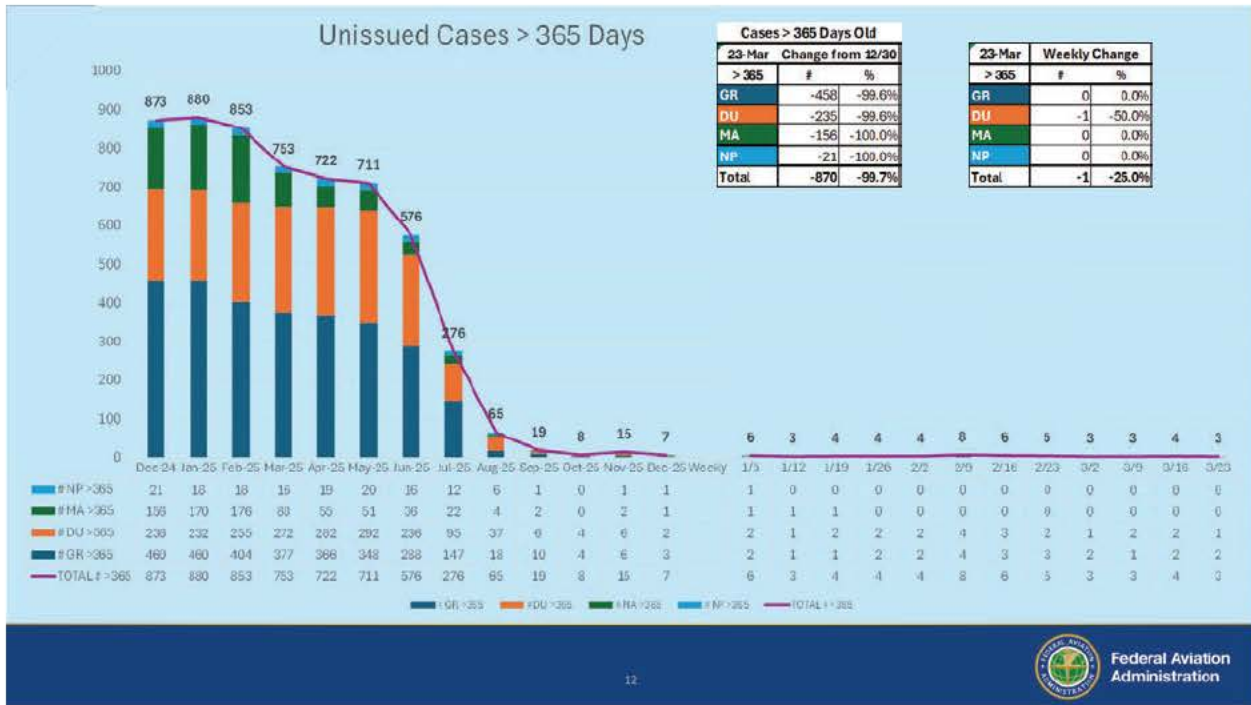
Dear Ms. Oliver,

Thank you for giving me the opportunity to review the Agency response to the complaint. There has been a definite and positive change in the Federal Aviation Administration (FAA) since January of 2025 when the new Administration was inaugurated. Nearly all my previous concerns have been addressed through action by Secretary Duffy, Administrator Bedford, and the new Associate Administrator for Aviation Safety, AVS-1. The Office of Aviation Safety has become a better organization that is focused on the safety mission of the Agency. Under the new leadership, there is no longer a fear of retribution for identifying safety concerns, and our leadership seems to understand the challenges that faced Aerospace Medicine, and they earnestly seek solutions to safety problems.

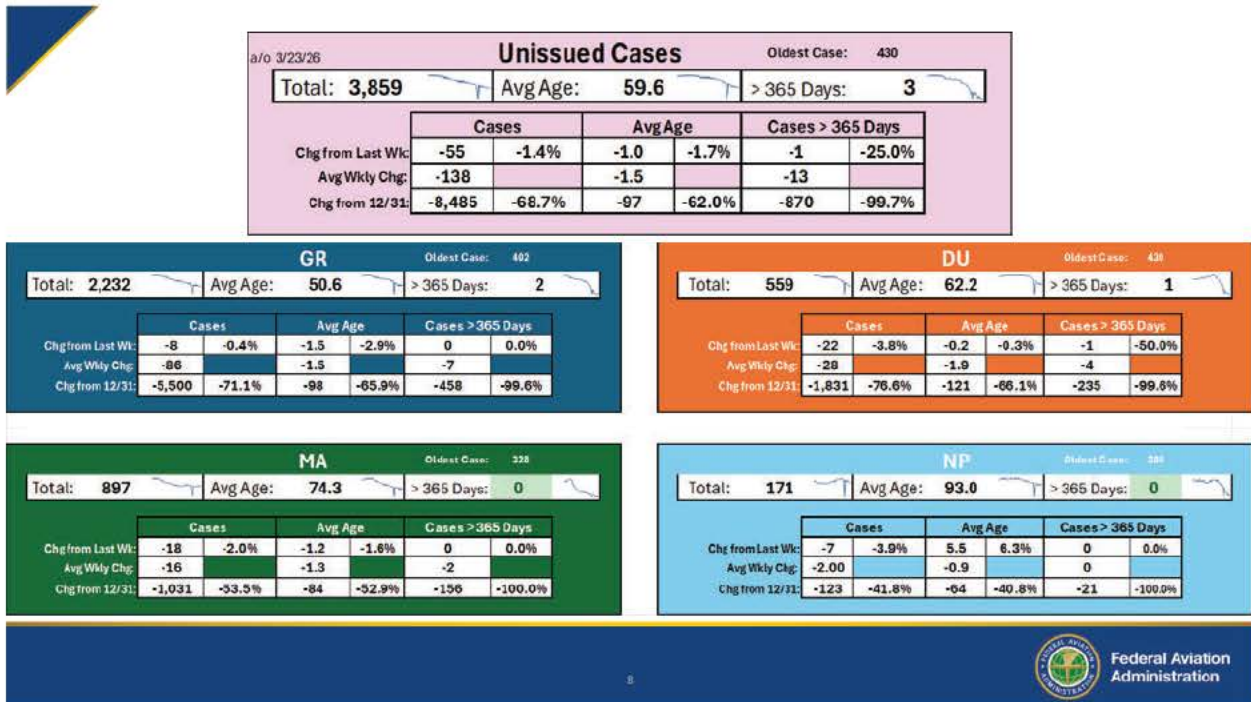
For example, the Department of Transportation under Secretary Duffy assigned "Safety Critical" status to Medical Officers, 602 Series, which allowed the Office of Aerospace Medicine to continue hiring as soon as lapses in appropriations were resolved, and the Safety Critical status preserved the overall numbers of Medical Officers during the Deferred Retirement (DRP) and the implementation of the Voluntary Early Retirement Authority (VERA). Also, the new AVS-1 has returned approval authority to the Federal Air Surgeon (AAM-1) for physician premium pay, and she is recognizing advanced leave status for former military physicians and previous federally employed Medical Officers. AVS- 1 has supported recruiting efforts, and we are no longer operating at a personnel deficit. We have gone from approximately 42 Medical Officers in late 2024 to 70 Medical Officers in 2026. The results for safety have been nothing short of remarkable. Please reference the graphic below:



We know that one of the biggest deterrents for pilots reporting medical conditions of aeromedical significance is the length of time it takes for the Office of Aerospace Medicine to make a medical determination. The above graphic represents a 96% decrease in the number of cases waiting more than 180 days for an aeromedical decision. The flowing graph below shows the decrease in the number of cases waiting more than 365 days for a decision, and this represents a 99% decrease in the number of cases over 365 days since January 2025.



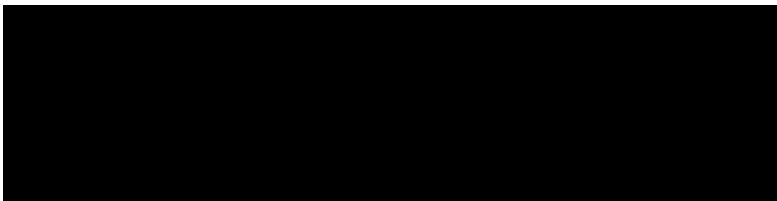
The graphic shown below is another presentation of the improvement in the aeromedical certification process.



There has been such a dramatic turnaround for Safety under this Administration. The Office of Aerospace Medicine under the guidance of the Federal Air Surgeon has been empowered to make changes allowing aeromedical certification with improved modern pharmacologic treatments, and we have been allowed to develop innovative and cutting-edge processes to return pilots safely into the cockpit. We are also making great progress with Secretary Duffy's initiative to increase the size of the Air Traffic Controller workforce, and I feel empowered to address safety concerns, of any nature, through channels without fear of retribution from AVS-1.

The concerns I brought forward to the Agency were valid, and I believe the "Investigation" by the former FAA Administration were little more than lip service to aviation safety. If not for the Office of the Special Counsel and the diligence of your Office, I am certain the former FAA leadership would have removed me from the agency, in short order, having never addressed the safety concerns that I brought forward. Thank you for your time and assistance, and kudos to the present Department of Transportation leadership for recognizing the need and devoting the necessary resources for AAM to accomplish our mission.

Very Respectfully,



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