



**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?

From: Mallison, Bill (Banks)
Sent: Wed, 11 Jun 2025 15:46:20 +0000
To: Matesic, Hannah (OST); Fritz, Trish (OST); Priebe, Jack (OST); Bolin, Miles (OST); Orlaski, Abigail (OST)
Cc: Spencer, Tanner (Banks); Pillie, Derek (Banks); Pulizzi, George (Banks); Roth, Peyton (Banks)
Subject: Allen County Indiana - BUILD Grant Status
Attachments: 5122025_74548PM_LOS_Allen_County_BUILD_Poka-Bache_Trail.pdf

You don't often get email from bill_mallison@banks.senate.gov. [Learn why this is important](#)

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Hi All,

Not to wear out my welcome, but I have one more grant status inquiry for you. This involves a FY25 BUILD grant to Allen County, Indiana for the Poka-Bache Trail Connector project. Sen. Banks wrote a letter in late January (attached) before the team was in place at DOT. I understand there is a backlog of reviews of these BUILD grants too, but we very much appreciate any information you can provide.

Thanks,

Bill Mallison
Senior Policy Advisor
Senator Jim Banks (R-IN)

(b)(6)



JIM BANKS
INDIANA

United States Senate

WASHINGTON, DC 20510

January 27, 2025

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

Dear Secretary:

I write to bring your attention to the Poka-Bache Trail Connector project submitted by Allen County for the FY2025 BUILD Grant Program. The county's project will partner with municipalities and organizations within Allen County to complete the segment of the Poka-Bache trail corridor, an 82-mile trail that will connect Pokagon State Park in Steuben County with Oubache State Park in Wells County.

Completing the Poka-Bache Connector will create the longest trail in the state of Indiana. The connector will attract outside tourism and promote regional connectivity. Seven communities including Fort Wayne, the second largest city in the state, and four counties will be connected once the trail is complete. Each community along the trail has developed main street corridors integrated with the trail path. This trail is also one of the State Visionary Trails, as defined by the Indiana Department of Natural Resources.

This project showcases excellent regional collaboration to develop a new attraction for northeast Indiana that would also be of great benefit to current residents of the region. Please give their application every possible consideration under U.S. Code and federal regulations.

Sincerely,



Jim Banks
U.S. Senator

From: Pierson, Avery
Sent: Tue, 15 Jul 2025 15:19:52 +0000
To: Matesic, Hannah (OST); OST Congressional Affairs; Orr, Ian; (SCC)Russell, David
Cc: Ure, Devin (OST); Disrud, Doug
Subject: Amendment Review: Foreign Entities of Concern
Attachments: FY 2026 House THUD TA Request - GP #2 05.30.2025.docx

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DOT Folks,

Rep. Moolenaar submitted language for inclusion as a DOT General Provision attempting to prohibit federally funded transportation entities from displaying advertising for a foreign entity of concern. In the attached TA, the language was not executable as presented, and therefore we did not include it in the base text.

As an Appropriations Committee member, Moolenaar is interested in pursuing an amendment on this at Full Committee on Thursday. I ask that you work with his folks to make sure the language presented in the amendment is executable without unintended consequences for DOT grantees.

Thank you,

Avery Pierson

Professional Staff, THUD Subcommittee

House Appropriations Committee

Cell: (b)(6)



APPROPRIATIONS
CHAIRMAN TOM COLE

General Provision Language

General Language for consideration under title I

None of the funds made available by this Act may be used to provide funding to an entity that has accepted funds to conduct advertising for a Foreign Entity of Concern or a subsidiary of a Foreign Entity of Concern.

DOT Response

Is the language executable as presented?

No.

Agency concerns

Need clarity on the definition for "Foreign Entity of Concern". Would this be the same as the statutory definition of foreign adversary in 10 USC Sec 2371b(a)(5)?

Cost to comply with the language

N/A

Alternative language to address agency concerns

N/A