

Robert W. Shaffer, Chair.  
Mark R. Murawski, ViceChair - Sec.



**PENNSYLVANIA AVIATION ADVISORY COMMITTEE**

**PENNSYLVANIA AVIATION ADVISORY COMMITTEE**

**MARCH 17, 2026 MEETING AGENDA**

**10:00 AM – 12:00 PM**

**Commonwealth Keystone Building**

**400 North Street**

**Harrisburg, PA 17120**

**(See enclosed meeting location instructions)**

- A. CALL TO ORDER / WELCOME – Chairman Robert Shaffer
- B. ROLL CALL OF MEMBERS – Mark Murawski, Secretary
- C. DECEMBER 16, 2025 MEETING MINUTES APPROVAL – Chairman Shaffer
- D. AAC VACANCY APPOINTMENT ENDORSEMENTS
  - Cory Cree & Shane Doud
- E. PENNDOT BUREAU OF AVIATION UPDATE – Tony McCloskey, PennDOT BOA Director
- F. AVIATION COUNCIL OF PA, (ACP) UPDATE – BJ Teichman, ACP President
- G. PRESENTATIONS
- H. JOINT AAC/ACP SUBCOMMITTEE REPORTS
  - o Aviation Funding – Chair, Mark Murawski
    - PA Air Act Update – David Heath
  - o Aviation Workforce, Economic Impact and Partnerships – Chair, Cory Cree
  - o Air Freight and Commercial Air Service – Mark Murawski for Chair Steve Keefer
  - o Aviation Technology – Co-Chairs, Tes Ali & David Heath
  - XTI Aircraft TriFan 600 Presentation, Dave Garver
  - Resiliencx Presentation
    - o Legislative and Policy – Co-Chairs, David Heath & Mark Murawski
- I. OLD/NEW BUSINESS – Chairman Shaffer
- J. REMAINING 2026 AAC QUARTERLY BUSINESS MEETING DATES
  - **June 16, 2026**
  - **September 15, 2026**
  - **December 15, 2026**
- K. ADJOURNMENT – Chairman Shaffer

## Mark Murawski

---

**Subject:** Aviation Advisory Committee  
**Location:** PD, CR\_KEY\_7WEST

**Start:** Tue 3/17/2026 10:00 AM  
**End:** Tue 3/17/2026 12:00 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

**Organizer:** Rohm, Brooke

**Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!**

When arriving at the Keystone building, please note you must enter through the North Street Entrance. This is the only side that is open to the public. Someone from our Bureau of Aviation will be in the plaza to take you to the meeting room.

---

## Microsoft Teams [Need help?](#)

### [Join the meeting now](#)

Meeting ID: 294 676 067 911 19

Passcode: iK63ET7c

---

### Dial in by phone

[+1 267-332-8737,,123423588#](#) United States, Philadelphia

[Find a local number](#)

Phone conference ID: 123 423 588#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Recording this meeting requires the consent of all participants. Automatic transcription and AI tools may not be used to transcribe, summarize, or annotate meetings with Commonwealth employees or contractors. If such a tool is detected, it must be disabled; otherwise, Commonwealth employees must leave the meeting.

[Privacy and security](#)

## PA AVIATION ADVISORY COMMITTEE MEMBERSHIP ROSTER (As of 3/5/26)

AAC Voting Member	Representing	Designated Voting Alternate
Robert Shaffer	AAC Chair Fixed Base Operator	Mark Murawski (AAC Vice Chair as per Bylaws)
Mark Murawski	Vice- Chair/Secretary MPO's	Emily Mrochko
David Heath	Pilots	Sydney Harris
Secretary Mike Carroll	PennDOT	Anthony McCloskey, PennDOT BOA Director
Secretary Rick Siger	PA DCED	Tree Zuzzio
Senator Judy Ward	Senate Trans. Committee Majority Chair	Nolan Ritchie
Senator Marty Flynn	Senate Trans. Committee Minority Chair	Justin Genismore
Representative Ed Neilson	House Trans. Committee Majority Chair	Kyle Waggonseiler
Representative Kerry Benninghoff	House Trans. Committee Minority Chair	Josiah Shelly or Laryssa Gaughen
Carl Beardsley	Aviation Council	Not Designated
Tim Edwards	Aviation Council	Ryan Collins
John Minninger	Aviation Council	Fran Strouse
Steve Keefer	Airline Industry	John Pursell
Wade Steel	Airline Industry	Not Designated
VACANT	PA Airport System	Mary Bethea
David Garver	PA Airport System	Connor Lapps
BJ Teichman	PA Airport System	Carl Beardsley
VACANT	PA Airport System	Shane Doud
Ken Shadursky	Fixed Base Operator	Zachary Tempesco
Michael Ruane	MPO's	Michael Boyer
Chuck Brewer	General Public	John Melville
Brian Phillips	General Public	Dale Russell
Andrew Allen	Aviation Manufacturing	Not Designated
Tes Ali	General Public	John Walker
David Fiore	Air Cargo	Not Designated

Robert W. Shaffer, Chair.  
Mark R. Murawski, ViceChair - Sec.



**PENNSYLVANIA AVIATION ADVISORY COMMITTEE**

**PENNSYLVANIA AVIATION ADVISORY COMMITTEE**

**DECEMBER 16, 2025 MEETING MINUTES**

**Commonwealth Keystone Building**

**PA AAC MEMBERS & ALTERNATES IN PERSON OR VIRTUAL ATTENDANCE:** Robert Shaffer, Chair, Mark Murawski, Vice-Chair, David Heath, Tony McCloskey, Tree Zuzzio, Nolan Ritchie, Tim Edwards, Fran Strouse, Steve Keefer, Andrew Allen, Tes Ali, John Walker, Mary Bethea, David Garver, BJ Teichman, Emily Mrochko, Zachary Tempesco, Jessica Sander.

**GUESTS:** Anna Ellis, Cory Cree, Mark Matlock, Teresa Wagner, James Shoffer, Alexander Burns, David Lawson, Gregory Davis, L. Henninger, Dawn Seifort, Ben Hunt, Don Berchoff.

**CALL TO ORDER**

Chairman Robert Shaffer, called the meeting to order at 10:00 AM.

**ROLL CALL OF MEMBERS**

Secretary Murawski performed the roll call of members. It was confirmed that a voting quorum was achieved necessary to conduct business in accordance with the bylaws.

**SETEMBER 16, 2025 MEETING MINUTES**

Mr. Heath motioned for approval of the meeting minutes which was seconded by Mr. Edwards and unanimously approved.

**ELECTION OF 2026 AAC OFFICERS**

Mr. Heath motioned to re-elect Mark Murawski as AAC Vice Chair and Secretary for the 2026 term which was seconded by Mr. Ritchie and unanimously approved.

## **PENNDOT BUREAU OF AVIATION (BOA) UPDATE**

PA Bureau of Aviation Director Tony McCloskey gave the BOA quarterly report. The block grants are being finalized and the four-year aviation program will be evaluated in January. The Economic Impact Study Update that will include a hangar study will also formally kickoff in late January. How to use the Pavement Management System on-line tools is now on the BOA website. A federal rule to be issued on 12/22/25 will require that foreign drones cannot be used anymore on FAA grants or projects, however enforcement related activities are still permissible. BOA will lead in the submission of an FAA Electric Vertical Take-off and Landing and Advanced Air Mobility Aircraft Integration Pilot Program (eIPP) application as a multi-state partnership to advance a major AAM proposal with federal criteria allowing approval up to 5 AAM site selections nationwide. The current deadline for eIPP submissions is this Friday unless time extensions are granted by the feds. (UPDATE: The eIPP deadline was extended into January and PA is one of the applicants. Federal decision on application approvals expected in March 2026.) The AAC does not need to endorse the final application that is submitted. It was further noted that deployment needs to occur by year 3 to satisfy the eIPP criteria.

## **AVIATION COUNCIL OF PA (ACP) UPDATE**

Ms. Bethea provided the update by noting the 46<sup>th</sup> PA Aviation Conference will be held in Reading, PA on October 7-9, 2026 and the Reading Regional Airport has agreed to be the host sponsor for the event to be held at the Double Tree Hotel in downtown. Session planning is beginning with a reception to be held at the Mid Atlantic Aviation Museum. Registration will open at the beginning of 2026 so AAC members are encouraged to register early and attend. The success of the recent conference that was held in Johnstown was duly noted. Mr. Heath mentioned that now is the time to join ACP as member rate increases will take effect next year. It was also noted that Gabe Monzo is stepping down as ACP President and that BJ Teichman will serve as the new President along with several new officers. Ms. Teichman said she is looking forward to her new role and continuing the excellent cooperation between ACP and the AAC to advance PA Aviation.

## **JOINT AAC/ACP SUB-COMMITTEE REPORTS**

### *Aviation Funding Sub-Committee*

Mr. Murawski asked Mr. Heath to provide an update on the PA Air Act progress. Mr. Heath indicated that a co-sponsorship memo has been introduced by Senator Laughlin of Erie that now has up to 8 co-sponsors and more are being sought by ACP as a bi-partisan approach toward garnering political support for the proposed legislation. It was noted the Governor's budget address will be held on February 3, 2026 which will kick off the 2026 state budget talks that will hopefully advance the Air Act negotiations between the House, Senate and Administration. Mr. Heath referred to the handout in the meeting packet that provides a summary of the Air Act drafted by ACP.

Chairman Shaffer indicated that the AAC is providing an endorsement letter immediately to the Governor urging his support of the Act and this draft letter was reviewed by the AAC. The final signed version of this letter will be included in the next AAC meeting packet so all members have a copy. Mr. Murawski motioned for the AAC to approve issuance of the PA Air Act endorsement letter to the Governor which was seconded by Ms. Teichman and unanimously approved.

*Aviation Workforce, Economic Impact and Partnerships Sub-committee*

No significant progress to report at this time.

*Air Freight and Commercial Air Service Sub-committee*

Subcommittee Chair, Steve Keefer gave the quarterly report by introducing members of the Utah Inland Port Authority to provide a virtual presentation of their program and associated activities as it relates to air cargo. The Authority works to optimize air cargo in Utah by collaborating with the Salt Lake City International Airport to enhance air cargo operations and expand services by boosting air cargo capacity through new investments and partnerships. This also includes enhancing rail systems and intermodal gateway expansions as a statewide logistics strategy to realize better economic gains within the state. The Authority believes they can attract advanced manufactures if the Salt Lake City airport is positioned as an air cargo gateway so they are collaborating with the airport and carriers to enhance infrastructure and supporting growth in air cargo for high-value shippers as well as launching a trial program to assess market demand and identifying requirements for dedicated cargo service and partnering with economic agencies to incentivize companies by making air cargo more viable and reducing dependency on other hubs like LAX. They reviewed their activities with Delta to convert a former USPS site into Delta's cargo hub that adds warehousing, cold chain storage and logistics space. Many other aspects of their initiatives were addressed throughout the presentation and excellent opportunity for Q & A between the Authority and AAC members was provided. Mr. Keefer was complimented by Chair Shaffer on an outstanding presentation.

*Aviation Technology Sub-committee*

Subcommittee Co-Chair Tes Ali introduced Mr. Don Berchoff representing TruWeather Solutions who gave a very informative powerpoint presentation on differentiating eIPP success with data-driven low-altitude weather intelligence. Mr. Berchoff noted that TruWeather is the world leading innovator in low altitude weather solutions and services. They have field proven precision-weather technology, modeling and compliant data delivery. It was noted that weather is the most unknowable and least predictable factor impacting reliability, client comfort and power management for Advanced Air Mobility so TruWeather delivers hyperlocal, real-time weather intelligence. They have a well-qualified and capable team with an excellent track record and are very much interested in partnering with PA's eIPP proposal where they can demonstrate flight capabilities and provide a weather infrastructure foundation required for safe and sustainable national deployments. Director McCloskey added that even if the PA eIPP proposal is

not accepted by the feds BOA will still move forward. Chair Shaffer complimented Messrs. Berchoff and Ali on a great presentation.

*Legislative and Policy Sub-committee*

No significant activity to report.

**OLD BUSINESS**

There was no old business discussed.

**NEW BUSINESS**

Chair Shaffer indicated that long-time AAC member Gabe Monzo is planning to retire from the Latrobe Airport and is resigning from the AAC. He recognized Mr. Monzo's outstanding contributions to the AAC and PA aviation and noted that Gabe will be truly missed by all and wishes him a very happy retirement. The replacement to fill this vacancy will be sought as soon as possible. The 2026 meeting dates listed on the agenda was accepted. The meeting locations will be determined shortly and there appeared to be a consensus for continuing the meetings at the Keystone Building in Harrisburg.

**ADJOURNMENT**

Chair Shaffer adjourned the meeting at 12:10 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Mark Murawski', written in a cursive style.

Mark Murawski, Secretary

Pennsylvania Aviation Advisory Committee



**Johnstown-Cambria County  
Airport Authority**

---

479 AIRPORT ROAD, JOHNSTOWN, PA 15904

January 22, 2026

Robert Shaffer, Chairman  
Pennsylvania Aviation Advisory Committee

Submitted Electronically via: [bob@dujairport.com](mailto:bob@dujairport.com)

Re: Pennsylvania Aviation Advisory Committee  
• **Letter of Interest**

Dear Mr. Shaffer:

I would like to express my interest in one of the recently vacated PA Airport System seats on the Pennsylvania Aviation Advisory Committee (AAC). I am interested in helping the Committee to support, promote, grow, and strengthen aviation in Pennsylvania.

I have been an active Board member of the Aviation Council of Pennsylvania (ACP) since 2023 and became the ACP's Secretary in 2026. As you know, I am also the Subcommittee Chairman for the ACC's Subcommittee – Aviation Workforce, Economic Impact, and Partnerships.

I have a unique combination of experience, educational, and professional qualifications, which includes airport consultant, airport manager, Professional Land Surveyor, Professional Engineer, and college graduate of two institutions, and 25 years in the aviation industry, which enables me to see a problem from multiple perspective to reach a solution. I have attached my resume for reference.

I ask that you consider me for a vacant PA Airport System seat on the Pennsylvania Aviation Advisory Committee.

Sincerely,

Cory C. Cree, PE, PLS  
Airport Manager

Enclosure

cc: Mark Muraswski, AAC Secretary [mmurawski@lyco.org](mailto:mmurawski@lyco.org)

Board of Authority

Tim McIlwain, Chairman  
Michael J. Parrish Jr., Secretary  
Edward Cernic, Jr.  
George Arcurio III  
Tyler Trimbath  
Cory C. Cree, Airport Manager  
Heather Tomasko, Airport Assistant Manager

Jonathan Gleason, Vice Chairman  
Rick McQuaide, Treasurer  
Adam Murphy  
Jim Brazill  
Timothy C. Leventry, Solicitor  
GFT, Engineer

## **Cory C. Cree, PE, PLS**

Airport Manager

John Murtha Johnstown-Cambria County Airport

### **Goal**

To obtain a position on the Pennsylvania Aviation Advisory Committee (AAC) to assist the Committee in the goal of supporting, promoting, growing, and strengthening aviation.

### **Overview of Experience**

I bring a unique combination of experience, educational and professional qualifications, which includes airport consultant, airport manager, Professional Land Surveyor, Professional Engineer, and college graduate, which enables me to see a problem from multiple perspective to reach a solution.

### **Professional Background**

August 2021 – Present - John Murtha Johnstown-Cambria County Airport, Johnstown, PA

In August 2021, I accepted the position of Airport Manager at the John Murtha Johnstown-Cambria County Airport (JST). In my time at JST, we renegotiated tenant leases, added Hertz Rental Car's main office and Balance Restaurant to our Terminal Building, and engaged a consultant to assist in a social media marketing campaign, and internally continued an advertising campaign that includes billboards, radio, websites, television, and buses. We successfully navigated our EAS air carrier that issued a Notice of Termination (NOT) and then withdrew the NOT, thus retaining the air carrier. We obtained approval of a Keystone Opportunity Zone (KOZ) and an Airport Land Development Zone (ALDZ) and developed and implemented a plan to maximize available CARES Act funds for revenue generation projects. We also interviewed and hired a state lobbying company and a federal lobbying company.

January 2001 – August 2021 – L.R. Kimball, Ebensburg, PA

At L.R. Kimball, I began as an Engineer-In-Training (EIT) in the Aviation Services group. While at L.R. Kimball, I progressed from a CAD draft person to a designer, to a Resident Project Representative (RPR), to a Project Engineer, and to a Project Manager. As a Project Manager, I worked directly with airport clients to provide engineering assistance including project conception, obtaining grant funding, project design, managing the public bidding process, construction management, and project & grant closeout. I also communicated with the FAA and PennDOT BOA personnel throughout the project process to ensure projects complied with their requirements. I coordinated directly with the County conservation districts and the Department of Environmental Protection (DEP) to comply with all environmental rules and regulations. I obtained project approvals from various municipalities (township, borough, and/or County). I have experience in many areas of airport design including design and inspection of pavement construction and rehabilitation, paving marking, obstruction removal, electrical runway and taxiway lighting, guidance signs, and erosion & Sedimentation (E&S) Controls. While at L.R. Kimball, I obtained my Professional Land Surveyor (PLS) License and my Professional Engineer (PE) License.

1998 – 2000 and Summers of 1996 & 1997 – Cree Surveying, Fallentimber, PA

While at Cree Surveying, I gained most of my land surveying experience and worked on various types of projects both in the office and in the field, which included property surveys, contouring, running elevations, topographic construction stake-out, construction surveys, subdivisions, and land use projects.

**AAC Subcommittee – Aviation Workforce,  
Economic Impact and Partnerships**  
Subcommittee Chairman since 2023

**Aviation Council of Pennsylvania (ACP)**  
Board Member since 2023  
Secretary since 2026

### **Professional Licenses**

Professional Engineer (PE)

Licensed since 2006

PA license No. PE073164

Professional Land Surveyor (PLS)

Licensed since 2004

PA license No. SU063020

### **Educational Background**

BS Civil Engineering

Pennsylvania State University

Graduated 1997

BA Pre-Engineering

Juniata College

Graduated 1997



**Westmoreland County Airport Authority**  
148 Aviation Lane, Suite 103 • Latrobe, PA 15650  
(P) 724.539.8100 (F) 724.539.2441

Bob Shaffer  
Chairman  
Aviation Advisory Committee  
Harrisburg, PA

## Resignation from Advisory Committee

Dear Chairman Shaffer (Bob),

12/16/2025

I am writing to formally resign from my position as a representative for Airports on the PA Advisory Committee, effective April 30, 2026. This will coincide with my retirement from the Westmoreland County Airport Authority. Serving on this Committee has been an honor, and I am deeply appreciative of the opportunities and experiences it has provided me. I especially value the relationships I have built with the people involved. My tenure with the Advisory Committee is something I will always cherish.

I am confident that the Committee will continue to ensure that aviation remains a priority for our legislators and the Governor. I have great respect for the dedication and resolve shown by you and all members of the Committee. Please continue the important work you are doing.

Thank you again for allowing me to be part of the PA Aviation Advisory Committee. I wish the organization continued success in the years ahead.

Sincerely,

Gabriel E. Monzo

Executive Director

Westmoreland County Airport Authority

David Heath

Principal, BBP Solutions

1/21/2026

Ref: Membership on the Aviation Advisory Committee (AAC)

David,

As you are aware, I have retired from the City of Philadelphia Department of Aviation. Since I am no longer directly involved in aviation in the Commonwealth of Pennsylvania, I will not seek to continue serving on the Aviation Advisory Committee.

While I'm not in a position to make a recommendation on a potential replacement for my position, I can state that Shane Doud would be a great choice. Shane and I had worked together for several years on matters of aviation within the Commonwealth through both ACP and AAC. Shane had been my alternate while I served with both organizations. He would certainly well represent the interests of Philadelphia, large hub commercial airports and the aviation industry in the Commonwealth as a whole.

It has been a pleasure working with you and the members of both the ACP and AAC. Again, while I have no official capacity at this time, I am still interested in the advancement of aviation in the Commonwealth. If there is ever anything I can do to assist, please reach out. Thank you.

*Keith J. Brune, A.A.E., IAP*

## **Quarterly Report to PA Aviation Advisory Committee**

**March 17, 2026**

### **Air Freight and Commercial Air Service Subcommittee**

#### **Meetings:**

The Air Freight and Commercial Air Service subcommittee met on January 22, 2026. Mark Murawski, Tim Edwards, David Heath, Steve Keefer and Alex Burns attended.

#### **Discussion:**

Our discussions focused primarily on possible tasks or projects that the subcommittee can work on in 2026 while we wait for the hopeful addition of funding for PA AAC projects/studies.

Several possible projects that would require funding were also discussed to include a study on critical aviation economic routes to determine what state efforts/resources would be needed to help retain those routes. Secondly, a study to help determine how to retain passenger and to a lesser degree, freight service at our PA rural airports. While some FAA data is available for the second potential project, it is delayed for almost a year which reduces much of its value.

In part, to support these possible future projects while potential AAC funding is determined, we decided to work on the following two initiatives:

1. Develop a questionnaire/survey to collect demographic information on our 14 PA airports to include passenger and air freight needs and goals.
2. Request a meeting with Ann Ryan, Deputy Secretary, Office of Tourism for PA, to discuss increased inclusion of PA aviation information in DCED publications and outreach.

#### **Future Meetings:**

Our next meeting is scheduled for March 5th at 11AM.

## Mark Murawski

---

**From:** David Garver <David.Garver@xtiaircraft.com>  
**Sent:** Tuesday, December 9, 2025 10:59 PM  
**To:** bob@dujairport.com; Mark Murawski; amccloskey@pa.gov; murawskimark9@gmail.com; brohm@pa.gov; Tes A.  
**Cc:** Steve Zohrabian  
**Subject:** XTI Aircraft PA Operations  
**Attachments:** XTI-Aircraft-TriFan 600-Presentation-December-2025.pdf

**Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!**

Good evening,

My name is Dave Garver and I am corresponding on behalf of Steve Zohrabian, Executive Vice President – XTI Aircraft.

I am also the Chairman of the Board for the Chester County Airport and appointed to the PA Aviation Advisory Committee. On 1 Dec 2025, I was hired as the Flight Systems Integrator for XTI Aircraft and work directly under the leadership of Steve Zohrabian.

Attached is the XTI TriFan 600 Presentation, which XTI Aircraft would like to discuss with you, as well as our way forward, in a future meeting. Please advise us of a few dates that would work for you all (or most) for a meeting, with our full understanding that it will probably not be until the beginning of 2026.

Thank you and we look forward to working with you in the future.

Dave Garver  
Flight Systems Integrator  
XTI Aircraft  
Mobile: +1.717.598.8395  
Email: [david.garver@xtiaircraft.com](mailto:david.garver@xtiaircraft.com)  
Web: [XTI Aerospace - The Fast & Far VTOL Aircraft for Air Mobility | XTI Aerospace](#)

The information transmitted, including any attachments, is intended only for the individual or entity to which it is addressed, and may contain confidential and/or privileged information. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by individuals or entities other than the intended recipient is prohibited, and all liability arising therefrom is disclaimed. If you have received this communication in error, please delete the information from any computer and notify the sender.

# XTI Aircraft<sup>TM</sup>

TriFan 600 Presentation  
December 2025

— xti aerospace



# Disclaimer



This presentation is made solely for information purposes and no representation or warranty, express or implied, is made by XTI Aerospace, Inc. ("XTI," "we," "us," "our," and, together with our subsidiaries, the "Company") or any of its representatives as to the information contained in this presentation.

This presentation contains forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. All statements other than statements of historical facts contained in this presentation, including, without limitation, statements regarding future actions; prospective products, anticipated expenses, applications, customers and technologies; future performance or results of anticipated products; and projected expenses and financial results, are forward-looking statements. You can find many (but not all) of these forward-looking statements by looking for words such as "approximates," "believes," "hopes," "expects," "anticipates," "estimates," "projects," "intends," "plans," "would," "should," "could," "may," or other similar expressions in this presentation.

These forward-looking statements are subject to certain risks and uncertainties that could cause actual results to differ materially from our historical experience and our present expectations or projections, including, without limitation: the Company's history of losses; our ability to achieve or maintain profitability in the future; our limited operating history after our recent business combination with XTI Aircraft Company; our ability to meet the development and commercialization schedule with respect to the TriFan 600; the risk that we have not yet manufactured any non-prototype aircraft or delivered any aircraft to a customer, and that our and our current and future collaborators may be unable to successfully develop and market our aircraft or solutions, or may experience significant delays in doing so; the risk that we may not realize the expected benefits of the Drone Nerds acquisition; unexpected costs, charges or expenses resulting from the Drone Nerds acquisition or any future acquisition or difficulties in integrating and operating acquired companies; the uncertainties associated with obtaining regulatory approvals of our aircraft including certification by the Federal Aviation Administration, which is a lengthy and costly process; our ability to obtain adequate financing in the future as needed; the risk that our conditional pre-orders for our aircraft (which include conditional aircraft purchase agreements, non-binding reservations, and options) are canceled, modified, delayed or not placed and that we must return refundable deposits; emerging competition and rapidly advancing technology that may outpace our technology; customer demand for the products and services we develop; the impact of competitive or alternative products, technologies and pricing; our ability to develop other new products and technologies; our ability to navigate the regulatory environment and complexities with compliance related to such environment; our ability to attract customers and/or fulfill customer orders; our ability to enhance and maintain the reputation of our brand and expand our customer base; our ability to scale in a cost-effective manner and maintain and expand our manufacturing and supply chain relationships; general economic conditions and events and the impact they may have on us and our potential customers, including, but not limited to increases in inflation rates and rates of interest, supply chain challenges, cybersecurity attacks; our ability to maintain compliance with the continued listing requirements of the Nasdaq Capital Market; lawsuits and other claims by third parties or investigations by various regulatory agencies that we may be subjected to and are required to report; our ability to respond to a failure of our systems and technology to operate our business; our ability to protect our intellectual property; the outcome of any known and unknown litigation and regulatory proceedings; our success at managing the risks involved in the foregoing items; and other risks and uncertainties described in our public filings with the SEC, which are accessible at [www.sec.gov](http://www.sec.gov), and which you are advised to consult.

This presentation does not constitute an offer to sell, or the solicitation of an offer to buy, any securities, nor shall there be any sale of securities in any states or jurisdictions in which such offer, solicitation or sale would be unlawful.

The forward-looking statements are based upon management's beliefs and assumptions and are made as of the date of this presentation. We undertake no obligation to publicly update or revise any forward-looking statements included in this presentation. You should not place undue reliance on these forward-looking statements.

This presentation also contains estimates, projections and other information concerning our industry and our business, including data regarding the estimated size of our markets and their projected growth rates. Unless otherwise indicated, such estimates, projections and other information is based on information released by independent industry analysts and other third-party sources and management estimates. In some cases, we do not expressly refer to the sources from which these data are derived. Management estimates are derived from publicly available information released by independent industry analysts and other third-party sources, as well as data from our internal research, and are based on assumptions made by us upon reviewing such data, and our experience in, and knowledge of, such industry and markets, which we believe to be reasonable. In addition, projections, assumptions and estimates of the future performance of the industry in which we operate and our future performance are necessarily subject to uncertainty and risk due to a variety of factors, including those described above. These and other factors could cause results to differ materially from those expressed in the estimates made by independent parties and by us.

# TriFan 600 Overview

## \$3.1B

xVTOL

Potential Revenue

- 140 Conditional Purchase Orders
- 154 Non-Binding Options & Reservations

### PERFORMANCE

- Range : up to 1000 mile
- Speed : up to 311 MPH (2X helicopter)
- Payload : 5 passengers plus 1 pilot (6)
- Cockpit : Can fly into clouds & known icing (IFR)
- Max Altitude : 25,000 feet



### ADVANTAGES

- Safety : powered by traditional, highly reliable, twin turbine engines
- Safety : no tail rotor
- Versatility : can take off VTOL, STOL, or CTOL
- Noise : ducts provide significant noise reduction versus helicopter
- Mission : Regional point-to-point with vertical takeoff capability

— xti aerospace

Our TriFan 600 airplane is under development. Estimated performance based on our preliminary analysis. Subject to change and FAA certification.

# xVTOL Opportunity – Regional Air Travel



**xVTOL Advantage: Access thousands of additional Helipads, Short Airstrips, and Helipads**



**URBAN eVTOL**

100+ Competitors

eVTOL Range 60-100mi

## REGIONAL xVTOL

Less than 6 Competitors

0 100 200 300 400 500 600 700 800 900 1000

**XTI**  
aerospace

**xVTOL Range**  
1000mi

**Operates from**

- Helipads
- Firm ground
- Airports

— xti aerospace

# Platform Designed. Mission Driven.



xVTOL architecture for shared systems and multi-market scalability

- Corporate Travel
- Regional Commercial
- Medevac & Emergency Response
- Defense & Government
- Cargo & Logistics
- Special Missions



# The Mission Fit

The TriFan 600 is optimized for regional VTOL air travel.

Missions too long for eVTOLs, too remote or infrastructure-limited for jets, and too inefficient/slow for helicopters.

Our customers are existing, profitable aviation operators.



## **Corporate & Fractional Travel**

Airport bypass shuttles  
Point-to-point between corporate campuses, cities & mountain towns  
Time-sensitive premium travel

## **Regional Commercial**

Regional routes underserved by airlines  
Replacement for high-yield turboprop or EAS routes  
Point-to-point mobility without airport delays

## **Medevac & Emergency Response**

Remote-site retrieval  
Rapid evacuation and patient transfer  
All-weather IFR operations

## **Defense, Government & ISR**

Border/maritime patrol  
ISR surveillance missions  
Tactical mobility into austere locations

## **Cargo & Middle-Mile Logistics**

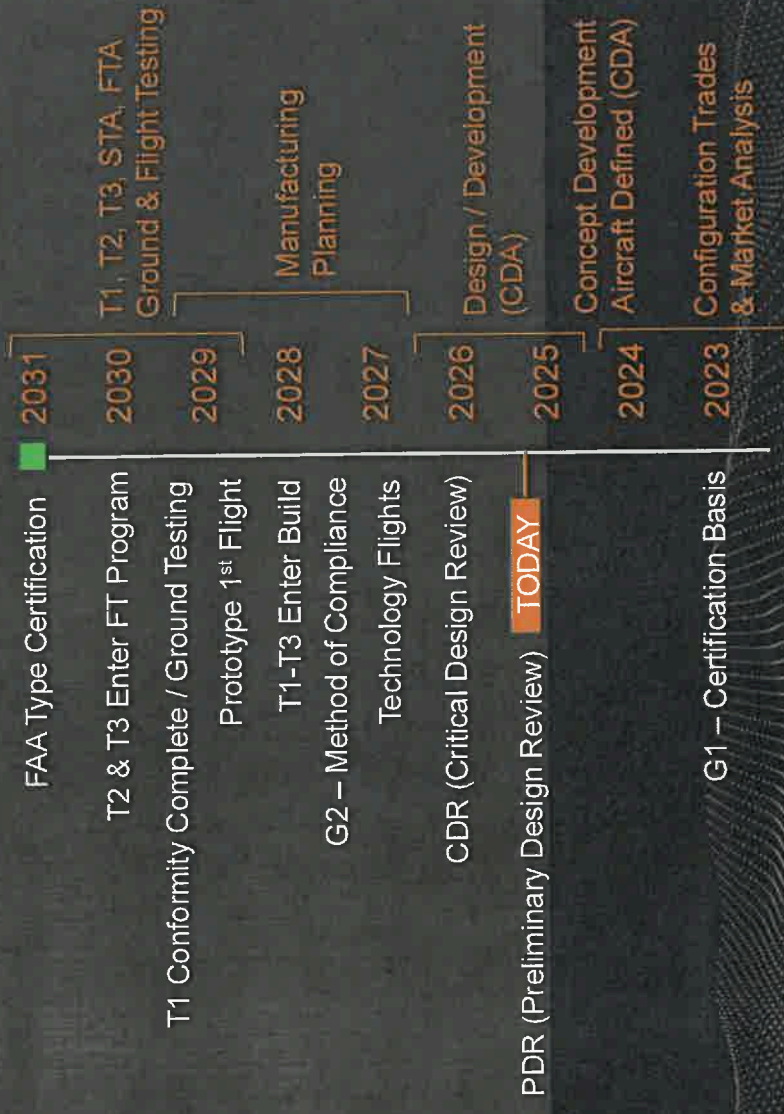
Middle-mile regional distribution  
Direct hub-to-hub or hub-to-remote operations  
Faster and more cost-efficient than turboprops or helicopters

## **Special Missions**

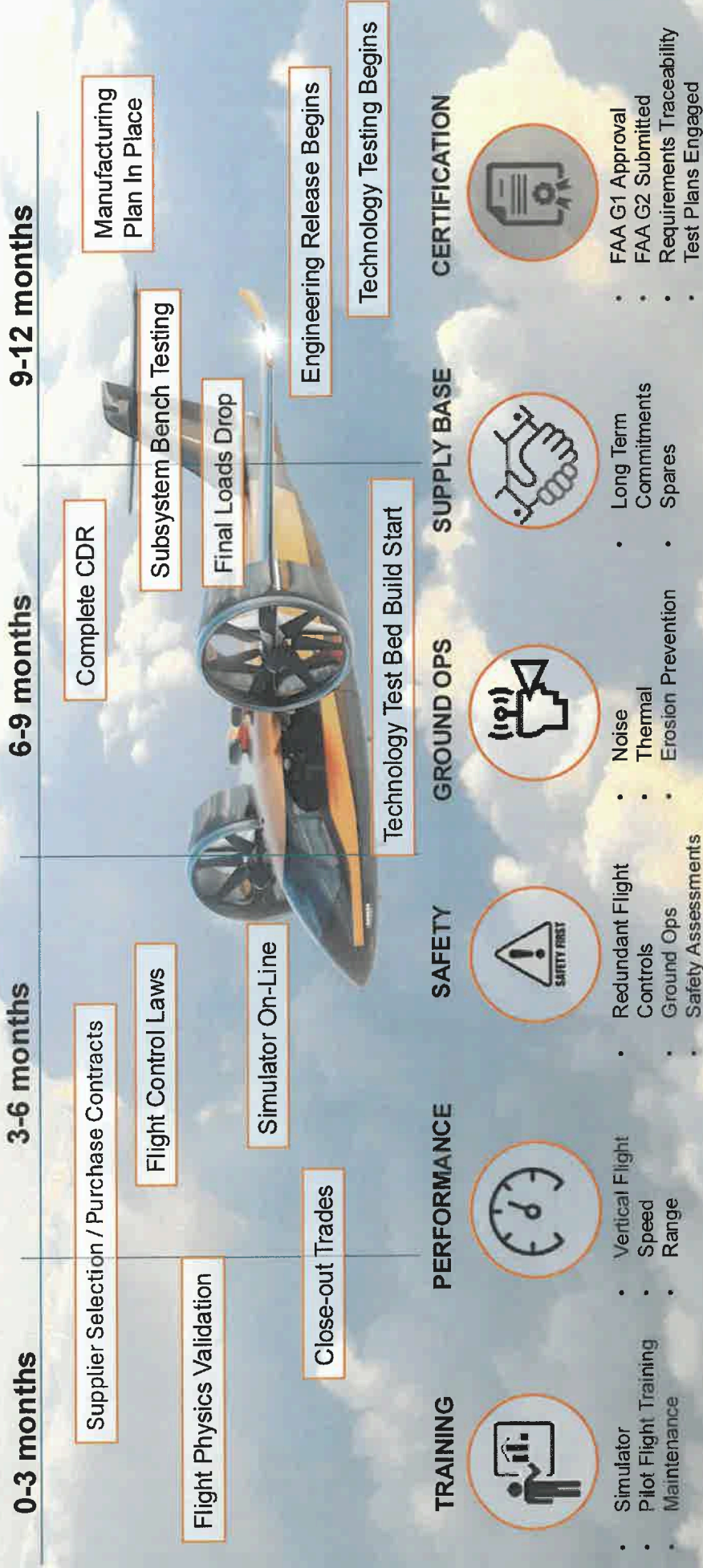
Offshore platforms  
Mining & remote industrial access  
Disaster relief  
Critical-service transport

# TriFan 600 – Pathway to Certification

- Industry recognized approach to manufacturing
- Does not require a technology 'miracle' to meet performance
- Using a 'fail fast' model to gain confidence early and reduce execution risk
- Coordinating with FAA to establish certification criteria



# 12-Month Target Based Plan



## TRAINING



- Simulator
- Pilot Flight Training
- Maintenance

## PERFORMANCE



- Vertical Flight
- Speed
- Range

## SAFETY



- Redundant Flight Controls
- Ground Ops
- Safety Assessments

## GROUND OPS



- Noise
- Thermal
- Erosion Prevention

## SUPPLY BASE



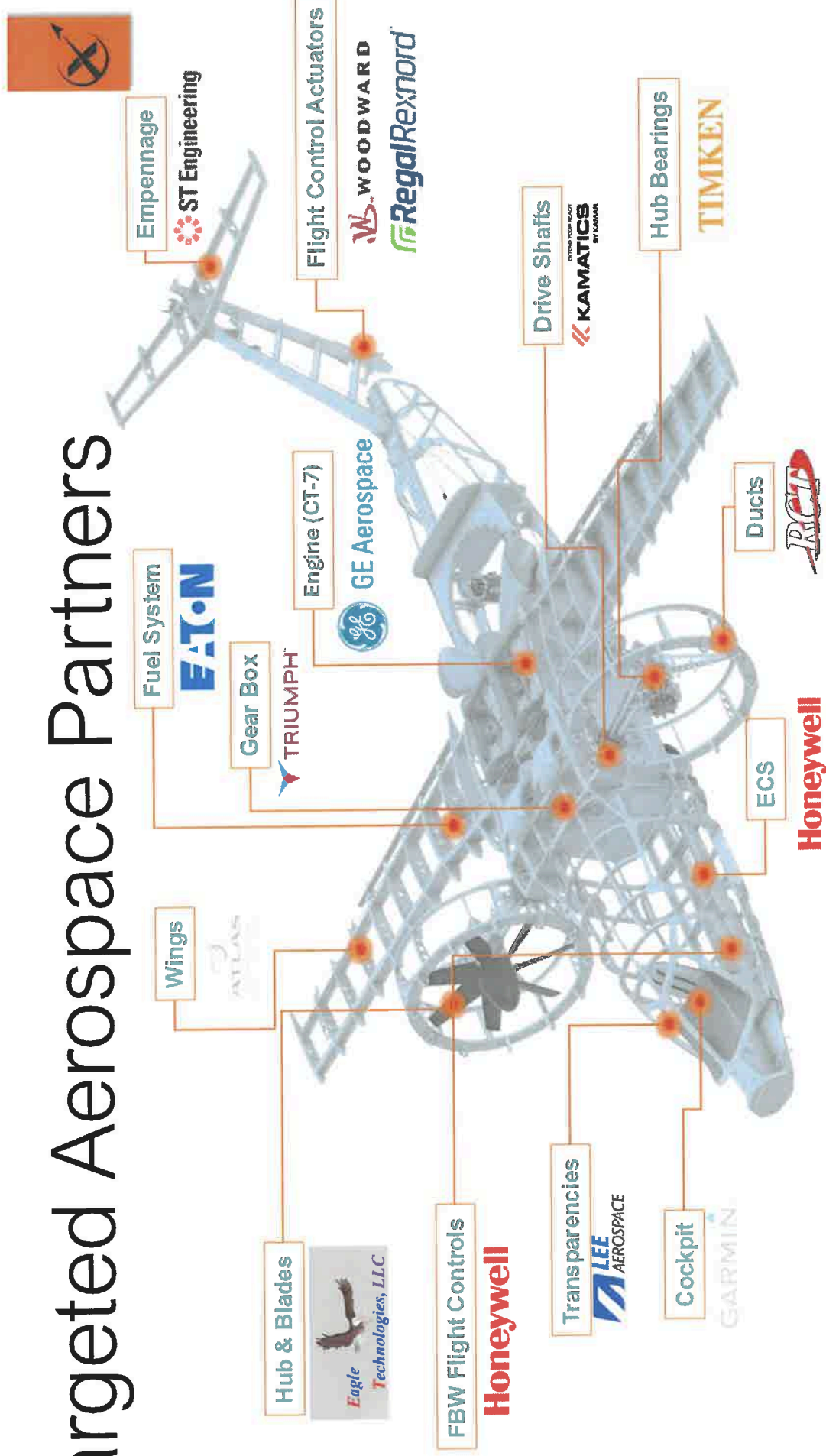
- Long Term Commitments
- Spares

## CERTIFICATION



- FAA G1 Approval
- FAA G2 Submitted
- Requirements Traceability
- Test Plans Engaged

# Targeted Aerospace Partners

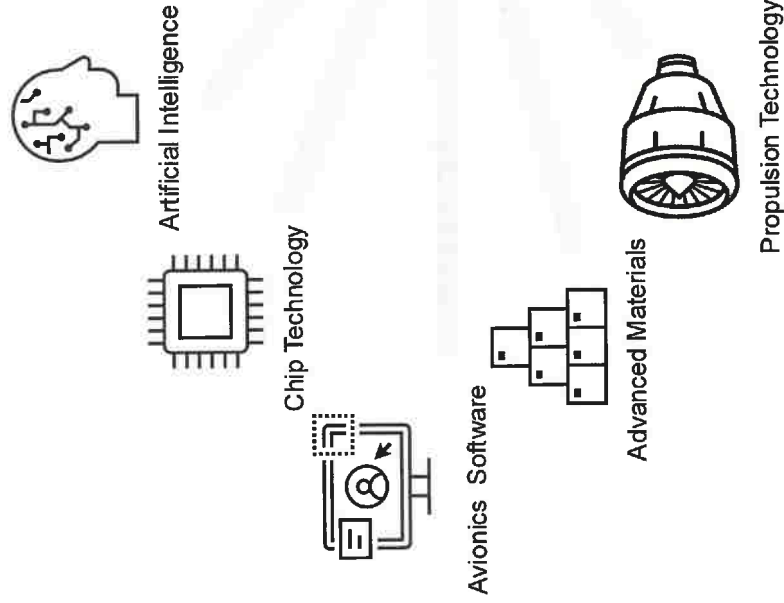


— xti aerospace

\* Expected suppliers based on RFP responses.

# The Vertical Airspace

Aviation and Emerging Technology Converge



“These emerging technologies have many advantages and may ultimately help to make the busiest places more efficient.”

\*Forbes- [What The U.S. Airline Industry Could Look Like In 2035](#)

# xTIAerospace

xVTOL – The Future of Aerospace

“Morgan Stanley decreases the Urban Air Mobility TAM base case to \$1tn by 2040, but rolls out projections until 2050, when the TAM is projected to be \$9tn ”

VTOL Expected Growth:

\$1tn  \$9tn

By 2040

By 2050

\* eVTOL/Urban Air Mobility TAM Update: A Slow Take-Off, But Sky's the Limit - Morgan Stanley



# VALUATION OPPORTUNITY

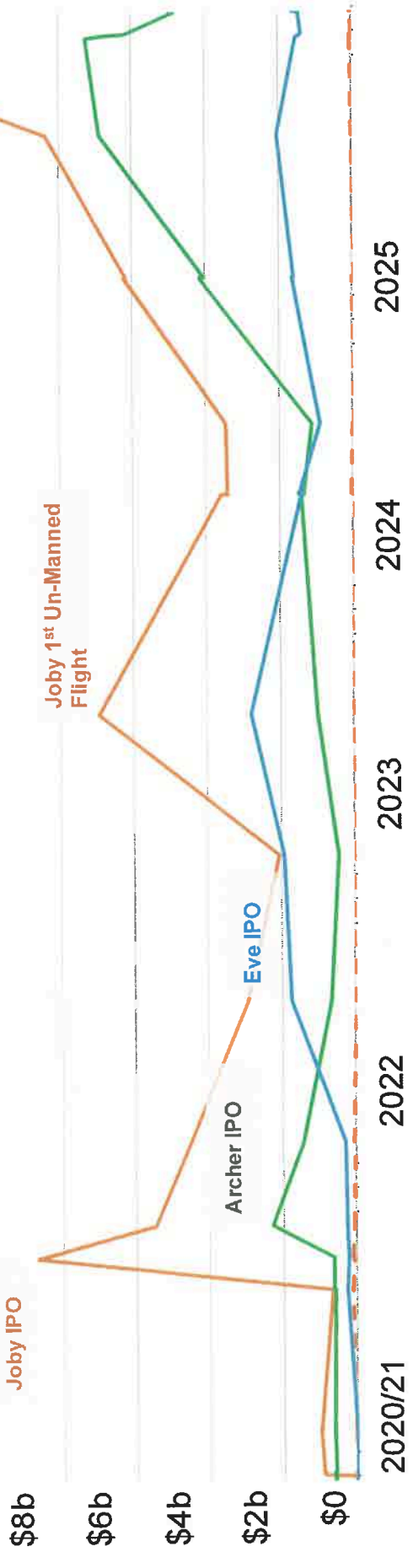


- JOBY US Equity
- ACHR US Equity
- EVEX US Equity
- - - XTIA US Equity

* Valuations		* XTIA	
Joby	\$13.4b	• \$1.50/share	Closing Price
Archer	\$5.4b	• \$49.2M	Market Cap
Eve	\$1.7b	• 32,786,816	Shares outstanding
		• **25,000	Preferred Series 10 Shares O/S
		• ~ \$25M	Preferred Amount

\*as of December 3, 2025

\*\*convertible into 16,756,033 common shares, conversion shares excludes any shares of common stock that may be issued in payment of dividends on the Series 10 preferred stock



# Experienced Management Team



**Scott Pomeroy**  
Chairman & CEO  
XTI Aerospace



**Brooke Turk**  
Chief Financial Officer  
XTI Aerospace



**Tobin Arthur**  
Chief Strategy Officer  
XTI Aerospace



**Michael Tapp**  
Chief Operating Officer  
XTI Aerospace



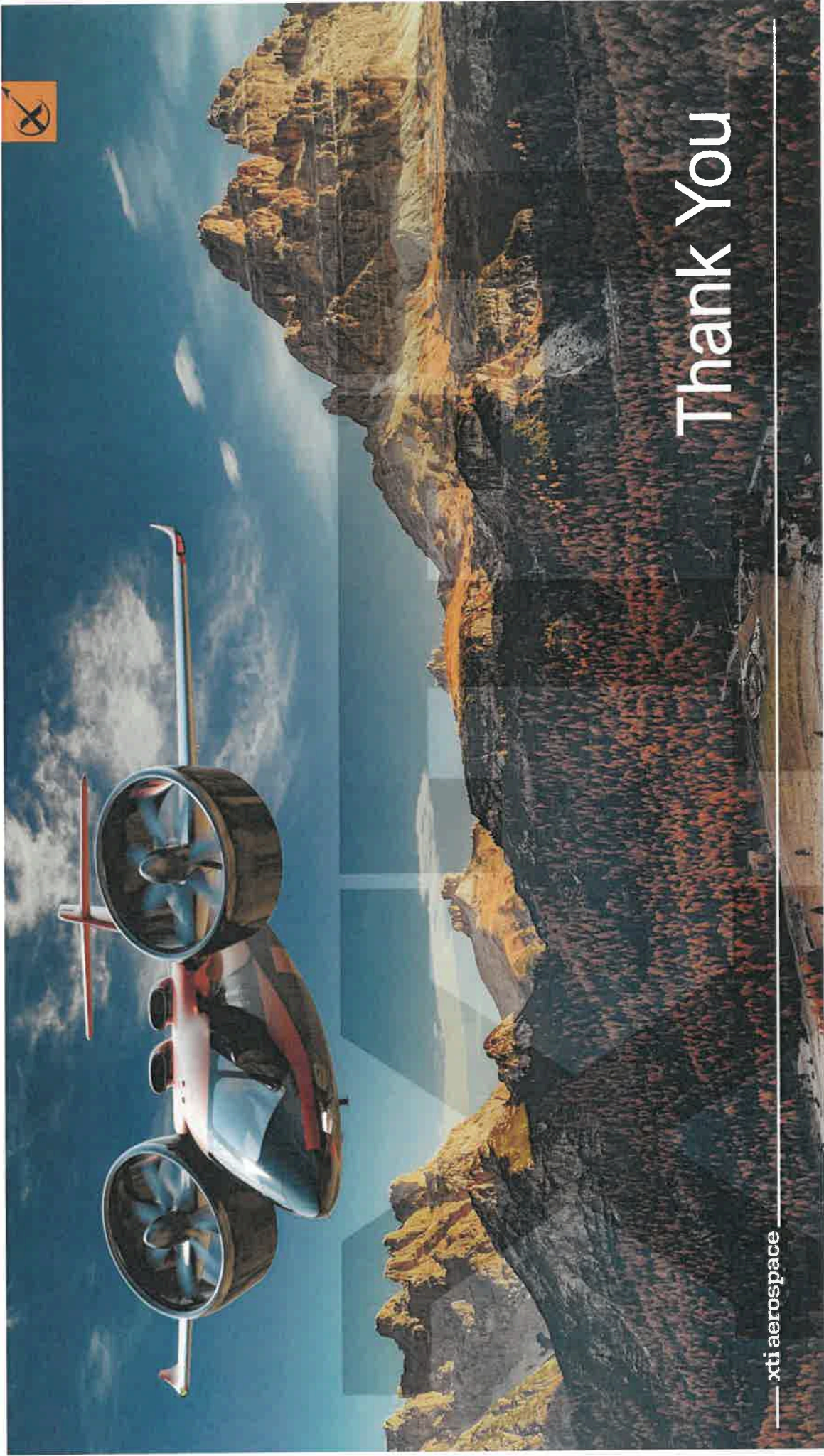
**Jeremy Schneiderman**  
CEO | Drone Nerds



**Steve Zohrabian**  
Executive Vice President,  
XTI Aircraft | Aerospace & Defense



**Alex Williams**  
Executive Vice President,  
XTI Aerospace



Thank You

— xti aerospace


RESILIENX


## AAM Digital Infrastructure


PA Brief

3/03/2025

[www.resilienx.com](http://www.resilienx.com)

 [CARTER@RESILIENX.COM](mailto:CARTER@RESILIENX.COM)

 [WWW.RESILIENX.COM](http://WWW.RESILIENX.COM)

 315.216.5310

 [LINKEDIN.COM/COMPANY/RESILIENX](https://LINKEDIN.COM/COMPANY/RESILIENX)



## Who is ResilienX?



- 2019 - Founded as a Software company developing in-time aviation safety management systems (IASMS)
  - Currently the only commercially available IASMS on the market
- 2023 – Asked to take on the role of “System Integrator”
  - Model-based systems engineering (MBSE) design and architecture
  - System-of-system integration and verification & validation (V&V)
- 2025 – ResilienX is the leading System Integrator of BVLOS UAS ecosystems in the US
  - Won every competitively bid program in 2025
  - Each new region adds maturity and speed + reduces cost for the “next” region
- Looking ahead – AI-enabled, On-demand, taskable drone network
  - Built on top of regional BVLOS ecosystems
  - Pilot program starting in multiple cities Q1 2026



## Vision

- Operationalize a region for routine, scaled UAS operations
- Enable multiple use cases from DFR to logistics
- Commercially viable



## Mission

- Provide the physical and digital infrastructure (necessary foundation) which supports operator safety cases.



## Goals (on existing projects)

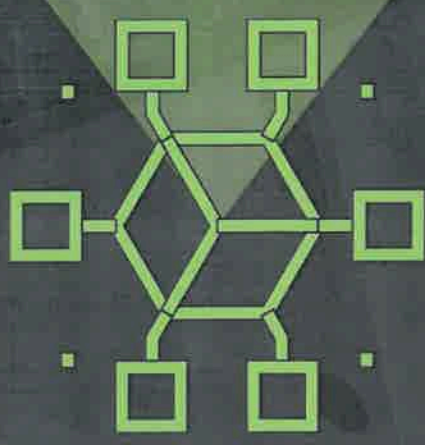
- Set up and enable FAA approved services (via NTAP process) and demonstrate automated, urban operations utilizing the services

## Commercially viable:

1. **UAS operators can use the BVLOS infrastructure:** Current regulations make it very difficult to incorporate 3<sup>rd</sup> party systems/data/infrastructure into your operation, particularly as a commercial operator. Ahead of Part 108/146, we implement services via NTAP, giving operators who want to fly access to an approved services.
2. **UAS operators can AFFORD to use the BVLOS infrastructure:** We need to understand the unit economics involved in various use cases and applications and develop pricing models that operators can afford. If an operator is losing money every time they fly, they are unlikely to want to scale. If we can flip that script so that most applications are making money on every flight (i.e. positive unit economics), then we are going to start to see the scale that we are shooting for.

# Secure Data Exchange (SDX)

The ResilienX SDX is a secure, modular integration platform that enables real-time, FAA-aligned data sharing across surveillance, communications, and safety systems. It serves as the digital backbone of AAM ecosystems, supporting scalable, plug-and-play interoperability for complex operations.



**Secure & Centralized:** Real-time data sharing across critical aviation systems.

**Modular & Standards-Aligned:** revision-controlled APIs quickly enable systems integration and ASTM standards-driven functionality.

**Smart Data Layer:** Secure data lake for insights and analysis for surveillance, telemetry, and service health and performance.

**Future-Proofed:** Scalable for BVLOS growth and plug-and-play flexibility.

*The Digital Backbone of BVLOS Ecosystems*

# SAFE-T Data Exchange

Secure Autonomy Feedback & Evaluation Testbed | System Architecture

## SENSOR INPUTS

### Radar

360° • Cooperative & Dark Aircraft

### ADS-B

978 MHz (UAT) • 1090 MHz (Mode S)

### RID Receivers

Broadcast Remote ID • FAA Compliant

## RESILIENX SECURE DATA EXCHANGE

1

### Data Ingestion & Normalization

Raw feeds cleaned & converted to common format

2

### Data Fusion Engine

Correlates tracks across sensors into unified air picture

3

### Security & Access Control

API credential scoping, policy enforcement, cyber monitoring

4

### API Distribution Layer

Standardized APIs deliver fused and individual data streams

## DATA CONSUMERS

### USS / UTM Providers

Mission planning & UTM coordination

### UAS Operators

Mission planning & flight management

### Public Safety

DFR • Fire • Police • EMS

### FAA / Regulatory

Compliance data & waiver support

# What You Get & How to Connect

SAFE-T Data Exchange | User Guide Overview

## WHAT YOU RECEIVE

### Fused Surveillance Tracks

A unified air picture combining radar, ADS-B, and Remote ID data with correlated track identities and real-time positions.

### Individual Sensor Feeds

Access raw radar-only, ADS-B-only, or RID-only streams before fusion for specialized use cases and custom analytics.

### Safety & Regulatory Data

SMS-based risk scoring, data logging, and traceability for FAA waiver applications and NTAP compliance.

## HOW TO CONNECT

### USS / UTM Providers

- › Deploy USS/UTM within the SAFE-T environment
- › Connect via approved API interfaces
- › Up to 36 months no-cost SDSP access (for initial pilot users)

### UAS Operators

- › Onboard through a participating USS provider
- › Receive fused surveillance in flight tools
- › Same data supports your BVLOS waiver case

### Public Safety Agencies

- › Leverage shared radar for DFR programs
- › Coverage across priority Tulsa corridors
- › Cross-agency airspace coordination built in

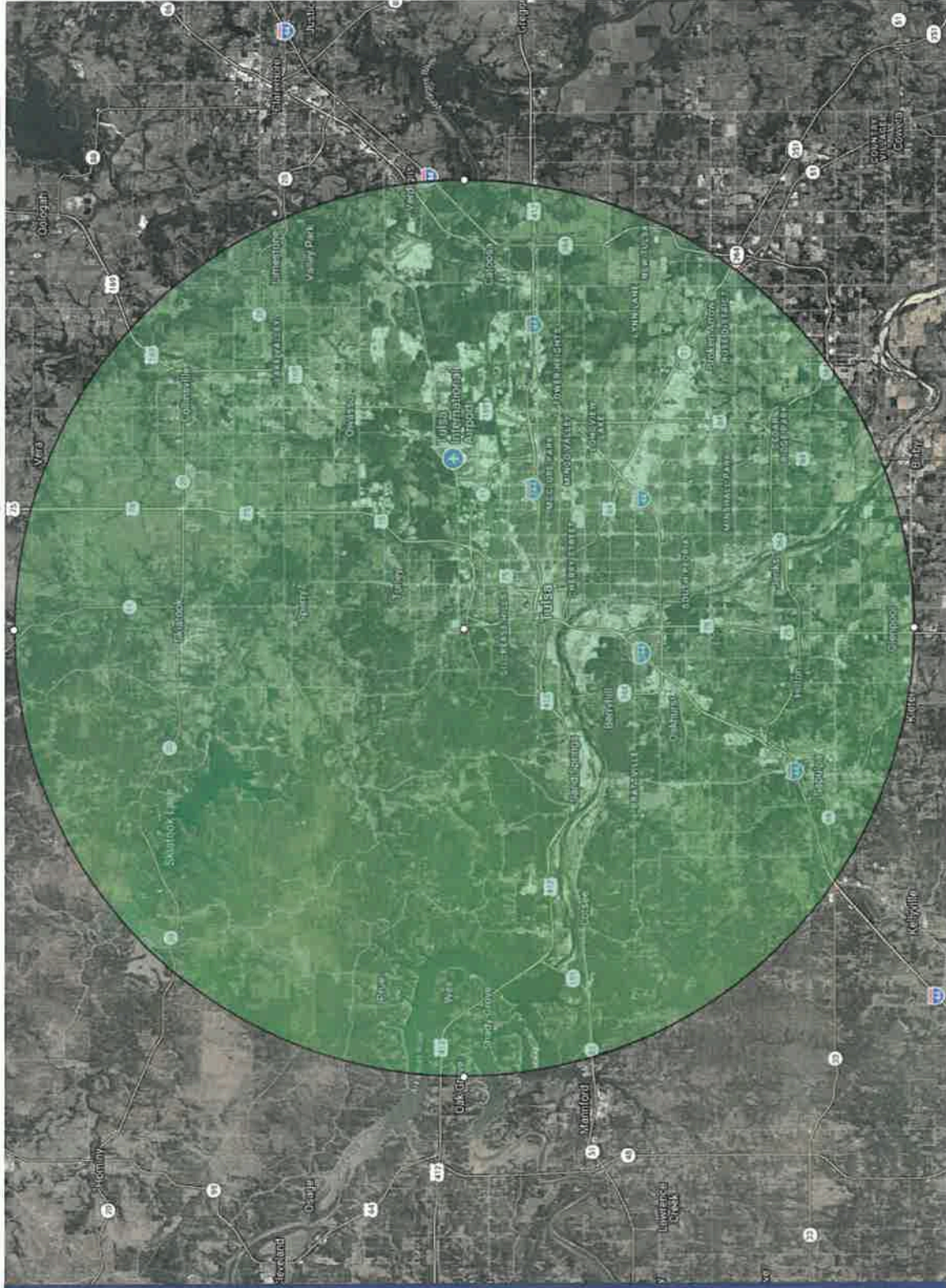
### FAA / Regulatory

- › SMS-based data logging & traceability
- › Evidence packages for waiver applications
- › NTAP detect-and-avoid compliance support

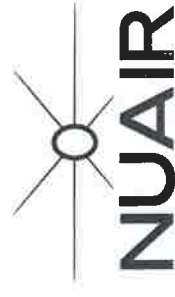
## \*BVLOS Operational Area

- Fused Surveillance Sensor Zone (ADSB, Radar, RID)
- ~700,000 potential customers in Ops Area
- 1000+ square miles

\*area is representational in nature. Approved BVLOS flight areas impacted by airspace classification, operator waiver limitations and potential obstructions.



# Our Ecosystem: It take a village





## It's Happening Now – Project Statuses

### Syracuse, New York

- NUAIR received the first FAA Letter of Authorization (LOA) for a Surveillance Service covering 1900 sq miles

### Winston-Salem, North Carolina

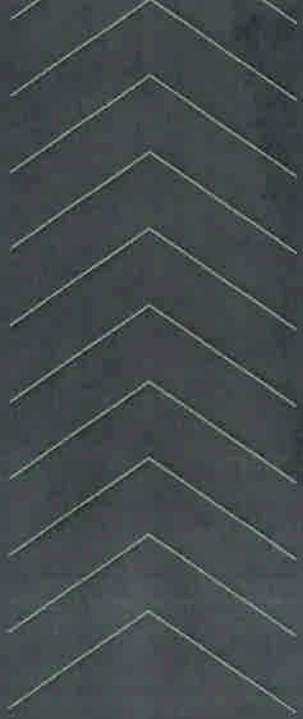
- Design Complete
- Radar systems installed
- Currently waiting on next tranche of state funding

### Tulsa, Oklahoma

- Design Complete
- Digital Infrastructure deployed
- Sensor installation and integration – in progress

### Battle Creek, MI


- Large, multi-year regional project
- Physical infrastructure deployment ongoing




Thank you



 [CARTER@RESILIENX.COM](mailto:CARTER@RESILIENX.COM)

 [WWW.RESILIENX.COM](http://WWW.RESILIENX.COM)

 315-216-5310

 [LINKEDIN.COM/COMPANY/RESILIENX](https://www.linkedin.com/company/resilienx)

[www.resilienx.com](http://www.resilienx.com)



**CHESTER COUNTY AIRPORT**

Director Anthony McCloskey  
Pennsylvania Bureau of Aviation  
400 North Street  
Harrisburg, PA 17120

16 January 2026

Dear Director McCloskey:

Chester County Area Airport Authority is writing to express our support for the Pennsylvania submission to the FAA Electric Vertical Takeoff and Landing (eVTOL) and Advanced Air Mobility Aircraft Integration Pilot Program (eIPP) currently due to the FAA by 01/22/2026. We enjoyed learning that several airports across Pennsylvania have been added to the Pennsylvania multi-state eIPP submission being led by the PA Bureau of Aviation and would like to add Chester County Airport (KMQS) to the Pennsylvania-led multi state submission effort.

Chester County Airport and XTI Aircraft are partnering in this letter of petition to the PA Bureau of Aviation and PennDOT. XTI Aircraft are building a novel long-range VTOL aircraft here in Chester County Pennsylvania, and their parent company has acquired several UAS companies that strongly and uniquely bolster the PA FAA eIPP submission if allowed to join. Advanced Air Mobility (AAM) and UAS are poised to positively impact all our regions and Chester County Airport (KMQS) is positioned strongly to support air taxi services, cargo operations, regional mobility, and emergency response. Chester County Airport is ready to support collaborative efforts between multiple state partners and industry, and we hope to attract further corporate collaborations while adding considerable value to the Pennsylvania led FAA eIPP application.

Pennsylvania is leading a multi-state effort during a critical inflection point for our nation's airspace, and we look forward to assisting the PA Bureau of Aviation and PennDOT in securing one of the five eIPP winning designations from the FAA. We hope that we can be added to the Commonwealth's formal efforts to develop novel AAM use case solutions.

Thank you for your consideration of this request.

Sincerely,

David Garver  
Chairman of the Board  
Chester County Area Airport Authority

Robert W. Shaffer, Chair.  
Mark R. Murawski, Vice Chair - Sec.



**PENNSYLVANIA AVIATION ADVISORY COMMITTEE**

December 17, 2025

The Honorable Josh Shapiro  
Governor of Pennsylvania  
508 Main Capitol Building  
Harrisburg, PA 17120

Dear Governor Shapiro,

On behalf of the PA Aviation Advisory Committee (AAC), I respectfully request your support for the Aviation Investment and Reform Act (AIR Act) and urge that aviation be included as a dedicated component of the Commonwealth's upcoming budget.

Aviation is already a strong performer for Pennsylvania, contributing approximately \$43 billion annually to the economy, supporting more than 226,000 jobs, and generating \$4.8 billion in tax revenue. Airports support far more than travel alone, providing essential public safety, medical, business, and workforce infrastructure in every region of the Commonwealth. Strategic investment in aviation strengthens an industry that delivers real results and helps ensure Pennsylvania continues to get things done.

Pennsylvania is home to 680 aviation facilities, including 120 public-use airports, many of which do not receive federal funding. Yet all are essential to regional mobility, safety, and economic vitality. Including aviation in the Commonwealth's budget through the AIR Act ensures these assets can be responsibly maintained, improved, and positioned to support future economic growth.

Much like Pennsylvania served as the keystone in the formation of our nation, the Commonwealth was also a keystone in the development of American aviation. Under Governor Gifford Pinchot, Pennsylvania was among the first states to invest formally in aviation with the creation of the Bureau of Aeronautics in 1927, followed by decisive gubernatorial leadership such as Governor George Earle's landmark aviation infrastructure investments. However, aviation has not seen meaningful structural reform by the Commonwealth since 1984. As other states moved aggressively to modernize, Pennsylvania has lost global aviation leaders and emerging innovators

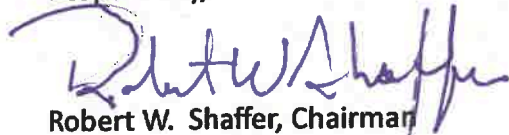
to jurisdictions that invested earlier and more consistently. Pennsylvania is not a flyover state, it is a destination for visitors, businesses, and opportunity. With your leadership and our support, the AIR Act provides a clear opportunity to pilot the Commonwealth back to the position of leadership it once held.

Following formal consideration, the AAC has voted to support the AIR Act. The legislation reflects coordinated work among PennDOT, the PA Transportation Advisory Committee, and aviation stakeholders statewide, and provides PennDOT with the predictable funding tools necessary to safely manage and modernize Pennsylvania's aviation system.

The Aviation Advisory Committee stands ready to support your Administration's broader transportation and infrastructure efforts and looks forward to working collaboratively to advance a balanced multimodal strategy that includes aviation as a core component.

For these reasons, the Aviation Advisory Committee respectfully urges inclusion of aviation in the upcoming budget and your support of the AIR Act.

Respectfully,



Robert W. Shaffer, Chairman  
PA Aviation Advisory Committee  
bob@dujairport.com  
(814) 328-5311

cc:

Senator Kim Ward, President Pro Tempore, Pennsylvania Senate  
Senator Joe Pittman, Majority Leader, Pennsylvania Senate  
Senator Jay Costa, Minority Leader, Pennsylvania Senate  
Representative Joanna McClinton, Speaker, Pennsylvania House of Representatives  
Representative Matt Bradford, Majority Leader, Pennsylvania House of Representatives  
Representative Jesse Topper, Minority Leader, Pennsylvania House of Representatives



## **Pennsylvania Aviation Investment & Reform (AIR) Act**

The Pennsylvania AIR Act modernizes how the Commonwealth funds and governs its aviation system. It restores aviation funding authority to the Aviation Code, modernizes aviation-related taxes and licensing, strengthens oversight, and creates a balanced funding model that aligns how aviation revenue is raised with how airports must operate.

### **Total Annual Aviation Investment: ~\$120 million**

- ~\$60 million – Aviation Restricted Account (ARA)
- ~\$60 million – Aviation Trust Fund (ATF)

### **Aviation Restricted Account (ARA)**

#### **Estimated Annual Total: ~\$60 million**

The AIR Act returns the Aviation Restricted Account to Title 74 (Aviation Code) and strengthens statutory protections to ensure aviation dollars remain dedicated to aviation purposes.

#### **Estimated ARA Revenue Sources**

- Jet fuel tax: ~\$30 million
- Multimodal Transportation Fund appropriation: ~\$28 million
- Aviation gasoline (AvGas): ~\$1 million
- Aircraft registration fees: ~\$1.5 million
- Airport licensing and inspection fees: ~\$250,000
- Interest earnings (historical average): ~\$600,000

#### **Permitted Uses**

- Expanded Local real estate tax reimbursement for public airports
- Aviation development program grants
- Aviation workforce development (10% allocation)
- Administrative costs capped at 10%

## **Key Protections**

- ARA funds are statutorily protected from diversion to non-aviation purposes
- 50% of jet fuel and AvGas tax revenue is returned directly to the airport where it is collected

## **Airport Development Program (ADP) — ARA-Funded**

The AIR Act does not overhaul the ADP. The only change is increased State match and FAA aligned flexibility.

- ADP remains funded through the Aviation Restricted Account
- Expands use to be in parity with FAA Airport Improvement Program AND Airport Terminal Program
- State participation increased to **75%–100%** of eligible project costs
- Applies to both federal-aid and non-federal-aid projects
- All existing ADP eligibility, scoring, and administrative processes remain unchanged

## **Aviation-Related Taxes (Indexed for Stability)**

- **Jet Fuel Tax**
  - 8¢ per gallon (Neighboring State Average 11¢ per gallon)
  - Adjusted annually based on the Consumer Price Index (CPI)
  - 50% returned directly to the airport of sale
- **Aviation Gasoline (AvGas) Tax**
  - 24¢ per gallon
  - Adjusted annually based on the Consumer Price Index (CPI)
  - 50% returned directly to the airport of sale
- **Electric & Hydrogen Aviation Tax — Phased to Full Parity by 2040**
  - Introductory tax rates beginning in 2030 for electric aircraft charging and hydrogen aviation fuels
  - Rates scale gradually over time
  - By 2040, electric and hydrogen aviation are taxed at full energy-equivalent parity with jet fuel
  - Encourages early adoption while ensuring long-term revenue equity

## **Aircraft Registration, Licensing & Inspection**

### **Aircraft Registration Fee**

- Applies to aircraft based or operating in Pennsylvania more than 30 days per year
- Non-commercial aircraft: \$25 per seat, capped at \$500
- Commercial aircraft: \$50 per seat, capped at \$1,000

### **Airport Licensing & Inspection (Private-Use Facilities Only)**

- Applies only to private-use airports and private heliports
- Public-use, government-owned, and public-safety facilities are exempt

### **Licensing Fees**

- Private-use airport with no paved runway: \$250 annually
- Private-use airport with one or more paved runways: \$500 annually
- Temporary private-use airport license: \$250 flat fee

### **Inspection Fees**

- Standard inspection (codified cycle, minimum once every five years): **\$600**
- Reinspection for deficiencies or corrective actions: **\$300**

The purpose of the proposed fees are to cover the cost of services rendered. All registration, licensing, and inspection revenues are deposited into the Aviation Restricted Account.

### **Modernized Aviation Definitions**

- The definition of **heliport** is updated to explicitly include **all vertical takeoff and landing (VTOL) aircraft**, including electric VTOL (eVTOL) aircraft
- Ensures Pennsylvania's aviation code reflects modern and emerging aircraft operations

## **Aviation Trust Fund (ATF)**

### **Estimated Annual Total: ~\$60 million**

The AIR Act establishes a new Aviation Trust Fund funded entirely with non-bonded, non-restricted revenue to address a long-standing imbalance in aviation funding.

### **Estimated ATF Revenue Source**

- Sales and use tax allocation (~0.5% of Article II): ~\$60 million annually

### **Why the Aviation Trust Fund Is Necessary**

Pennsylvania already raises aviation-related revenue, but existing statutory restrictions prevent those dollars from being spent on many of the costs airports actually face. The Aviation Trust Fund serves as a balancing mechanism, restoring alignment between how aviation revenue is raised and how airports must operate.

The Trust Fund provides flexibility to fund projects and programs, including but not limited to:

- Operating and emergency costs
- Revenue-generating infrastructure ineligible under restricted programs
- Airport marketing and minimum revenue guarantees
- Workforce, innovation, and emerging aviation technologies
- New business models and system modernization initiatives

The Trust Fund does not increase Commonwealth debt and does not compete with highway or transit bond capacity.

### **ATF Allocation Framework (Estimated Shares of \$60M)**

- 25% – Commercial service airports (~\$15.0M)
- 30% – General aviation airports (~\$18.0M)
- 10% – Non-NPIAS public airports (~\$6.0M)
- 10% – Hangar development (~\$6.0M)
- 15% – Emerging aviation technologies (~\$9.0M)
- 1.6% – AirTAP and annual statewide aviation conference (~\$960K)
- 0.4% – Governor’s Aviation Advisory Committee (~\$240K)
- 8% – Director’s discretionary aviation initiatives (~\$4.8M)

Transfers from the ATF to the ARA are permitted, capped at **one-third of annual ATF revenue**.

## **Strengthening State Oversight & Accountability**

- **Annual Spending Reports**

The Bureau of Aviation must publish a yearly public report detailing:

- Grant allocations for each airport
- Administrative expenses
- Full-time equivalent (FTE) employees supporting aviation programs

- **Tighter Controls**

- Aviation funds limited to no more than 10% annually for administration
- Public disclosure of all aviation-related financial transactions
- Independent audit rights for aviation grant funds

## **Bottom Line**

The Pennsylvania AIR Act delivers ~\$120 million annually for aviation by pairing a protected Aviation Restricted Account with a flexible Aviation Trust Fund. It modernizes aviation taxes, ensures electric and hydrogen aviation reach full parity with jet fuel by 2040, codifies private-use airport licensing and inspection, updates heliport definitions to include all VTOL aircraft, strengthens accountability, and ensures aviation revenue can be spent on the real-world needs of Pennsylvania's airports—responsibly, transparently, and sustainably.