

Cordova for President

Moving Forward Together

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The United States Constitution

Article II, Section 1 of the U.S. Constitution imposes only three eligibility requirements on persons serving as president, based on the officeholder's age, time of residency in the U.S., and citizenship status:

U.S. Constitution – Presidential Candidate Eligibility

"No person except a natural born Citizen, or a Citizen of the United States, at the time of the Adoption of this Constitution, shall be eligible to the Office of President; neither shall any person be eligible to that Office who shall not have attained to the Age of thirty-five Years, and been fourteen Years a Resident within the United States."

Vincent Cordova
2028 United States Presidential Candidate
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November 18, 2026

To:

The Honorable Susan Collins
Chair, Senate Committee on Appropriations

The Honorable Patty Murray
Vice Chair, Senate Committee on Appropriations

The Honorable Tom Cole
Chairman, House Committee on Appropriations

The Honorable Rosa DeLauro
Ranking Member, House Committee on Appropriations

Subject: Formal Request for Congressional Oversight, Public Ownership Transparency, and Accountability Regarding the Proposed $50.1 Billion FAA Modernization Funding

Dear Chair Collins, Vice Chair Murray, Chairman Cole, and Ranking Member DeLauro:

I am writing in response to the November 17, 2026, joint letter submitted by Secretary of Transportation Sean P. Duffy, Office of Management and Budget Director Russell T. Vought, and Federal Aviation Administration Administrator Bryan K. Bedford, requesting $50.1 billion for aviation infrastructure and air traffic control modernization.

Let me begin by acknowledging that the safety of our national airspace is essential. Our air traffic controllers, aviation workers, pilots, passengers, and the American public deserve modern, reliable, adequately staffed, and secure aviation infrastructure.

I do not oppose modernization. I support responsible investments that improve safety, strengthen public infrastructure, and protect the people who depend upon these systems.

However, the magnitude of this proposed investment raises important questions about federal ownership, contractor control, operational independence, public accountability, and the long-term financial obligations that taxpayers may inherit.

Before Congress commits an additional $50.1 billion, the American people deserve to know precisely what they are purchasing, who will own it, who will control it, and who will benefit financially.

1. Public ownership and operational control

The November 17 request identifies $10.1 billion for air traffic control modernization, including $7.2 billion for a common automation platform and controller workstations, and $2 billion for cloud computing and telecommunications.

I respectfully request that Congress obtain detailed answers to the following questions:

1. Will the federal government retain ownership or sufficient permanent usage rights over the software, hardware, communications systems, and infrastructure financed by these appropriations?
2. Will private contractors retain intellectual property rights that could restrict the FAA's ability to independently operate, maintain, modify, or replace these systems?
3. Will federal employees retain operational control over safety-critical governmental functions?
4. Will any component create long-term dependence on a particular private company or proprietary technology?
5. What provisions will prevent excessive licensing costs, vendor lock-in, service interruptions, or financial exploitation of public infrastructure?
6. What safeguards will ensure that essential aviation systems remain operational if a contractor becomes insolvent, terminates services, or experiences a cybersecurity incident?

2. Privatization and structural changes

Public discussion has raised concerns regarding proposals to restructure federal agencies and increase private-sector involvement in essential government services.

Project 2025 includes proposals affecting the organizational structure and operation of the FAA.

I recognize that a policy proposal is not proof of implementation, and I am not alleging that the November 17 funding request establishes an unlawful privatization scheme.

Nevertheless, I respectfully ask Congress to determine:

- Whether any portion of the proposed funding is connected to planned transfers of public assets or operational authority.
- Whether the administration anticipates organizational changes that would place essential FAA functions under private ownership or control.
- Whether any such changes would require additional congressional authorization.
- Whether the public would retain meaningful oversight of these arrangements.
- Whether any proposed restructuring could affect the legal responsibilities of the FAA or the protections afforded to its workforce.

Modernizing a public agency should not quietly become a mechanism for transferring governmental authority beyond lawful public oversight.

3. Contractor ownership and financial concentration

I also request that Congress examine the ownership and control of companies selected to receive major contracts funded by these appropriations.

Where legally appropriate, Congress should require disclosures identifying relevant parent companies, controlling owners, investment structures, and potential conflicts of interest.

This review should distinguish passive investment from actual corporate control.

It should also determine whether multiple major contracts could create excessive dependence on a single corporate group or common controlling institution.

The purpose is not to presume misconduct.

It is to ensure that taxpayer-funded infrastructure remains resilient, competitive, and accountable.

4. Protection of federal employees and aviation safety

The success of our aviation system depends on the experience, training, judgment, and dedication of the people who operate it.

Congress should require a detailed workforce impact assessment addressing whether the proposed modernization will:

- Eliminate or displace federal positions.
- Transfer federal responsibilities to contractor personnel.
- Introduce automation or artificial intelligence into safety-critical decisions.
- Affect collective bargaining rights, training standards, or workplace protections.
- Preserve appropriate human oversight and operational accountability.

Modernization should strengthen the workforce and improve safety, not create unnecessary risks through poorly planned personnel reductions or transfers of responsibility.

5. Fiscal transparency and the full cost to taxpayers

The American people also deserve an accurate understanding of the long-term financial consequences.

I respectfully request that Congress require an independently reviewable lifecycle cost analysis covering acquisition, construction, maintenance, staffing, software licensing, cybersecurity, upgrades, contractor fees, and eventual replacement.

This analysis should identify whether future airline fees, passenger charges, or other costs are anticipated as part of the funding strategy.

The public should be able to distinguish the initial investment from the total cost of ownership over the life of the system.

6. Congressional review before irreversible transfers

I respectfully request that Congress consider appropriate funding conditions requiring:

- Disclosure of material ownership and control arrangements.
- Independent assessment of contractor dependency.
- Certification that inherently governmental functions remain under legally required federal control.

- Advance congressional notification of material proposed transfers of public functions or assets.
- Independent technical and cybersecurity review.
- Public reporting of major expenditures and milestones.
- Protection of federal workers and continuity of essential services.

Any oversight process must also protect legitimately classified information, sensitive security details, and lawful proprietary interests.

7. Request for a public hearing and written response

Given the significance of this request, I respectfully ask the relevant congressional committees to hold public oversight hearings before approving major new funding commitments, to the extent practicable without jeopardizing urgent aviation safety needs.

I further request a written response addressing the ownership, operational control, contractor oversight, workforce, and long-term financial questions identified in this correspondence.

Where urgent safety investments cannot reasonably wait, Congress should distinguish those immediate needs from longer-term structural decisions that warrant additional examination.

The public should not have to choose between safe aviation and transparent government.

We can and must provide both.

Closing

The United States is a constitutional republic. Our elected representatives are entrusted with exercising public authority in accordance with the Constitution and the laws of the United States.

Private businesses can provide valuable expertise and technology. Their participation does not inherently undermine public accountability.

But there is a fundamental distinction between purchasing services from private companies and transferring essential governmental authority beyond the effective control of the public institutions legally responsible for exercising it.

That distinction deserves careful congressional examination.



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As a candidate for the presidency in 2028, I believe it is my responsibility to listen when Americans raise concerns about the direction of their government, to distinguish evidence from suspicion, and to seek lawful, transparent answers.

I am not asking Congress to presume wrongdoing. I am asking Congress to ensure that the American people never lose meaningful control over the essential institutions they finance and depend upon.

I respectfully request that these concerns be entered into the appropriate committee correspondence records and considered during deliberations regarding the proposed $50.1 billion investment.

Thank you for your consideration and for your service to the American people.

Respectfully,



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Reference: Joint Letter Regarding Additional ATC Funding, November 17, 2026, signed by Sean P. Duffy, Russell T. Vought, and Bryan K. Bedford.

CC:

- Senate Committee on Commerce, Science, and Transportation
- House Committee on Transportation and Infrastructure
- U.S. Department of Transportation
- Federal Aviation Administration
- Office of Management and Budget
- U.S. Government Accountability Office