



Committee on Transportation and Infrastructure
U.S. House of Representatives

Bill Shuster
Chairman

Washington, DC 20515

Peter A. DeFazio
Ranking Member

Mathew M. Sturges, Staff Director

July 12, 2017

Katherine W. Dedrick, Democratic Staff Director

**ICYMI: General Aviation Groups
United in Opposition to
Air Traffic Control Privatization**

Dear Colleague:

We write to draw your attention to the following [letter](#) issued jointly by **117 general aviation groups** expressing strong opposition to H.R. 2997 (the “21st Century AIRR Act”) due to the bill’s inclusion of a controversial plan to privatize the Nation’s air traffic control (ATC) system. **The groups conclude resoundingly that the ATC privatization scheme in H.R. 2997 is “fundamentally flawed” and “will produce uncertainty and unintended consequences without achieving the desired outcomes.”**

For more information on ATC privatization, please contact Alex Burkett, Democratic Staff Director of the Subcommittee on Aviation, at alex.burkett@mail.house.gov or ext. 5-9161.

Sincerely,



PETER DeFAZIO
Ranking Member
Committee on Transportation and Infrastructure



RICK LARSEN
Ranking Member
Subcommittee on Aviation



GENERAL AVIATION GROUPS UNITED IN OPPOSITION TO HR 2997

General Aviation is an important American industry that generates over \$219 billion in total economic output, supports 1.1 million jobs, and includes a network of thousands of airports and heliports that connect many rural communities to the rest of the world.

After a thorough and detailed review of Chairman Bill Shuster's (R-PA) proposal, HR 2997, the AIRR Act of 2017, which would remove our nation's air traffic control operations from the Federal Aviation Administration (FAA), we have concluded that these reforms will produce uncertainty and unintended consequences without achieving the desired outcomes.

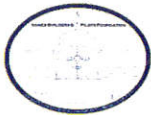
While we enjoy the safest most efficient air traffic control system in the world, we also believe that reforms, short of privatization, can better address the FAA's need to improve its ability to modernize our system.

We have concluded that any structural and governance reforms that require protections for an important sector of users is fundamentally flawed.

In addition, the billions of dollars and time that would be spent transitioning our nation's air traffic control system to a not-for-profit entity can be better applied to the continuing progress to update and modernize our air traffic control system – including meeting the FAA's mandate to equip the general aviation fleet with see-and-avoid (ADS-B) technology by 2020.

Moreover, with strong bipartisan opposition in both the House and Senate to remove air traffic control operations from the FAA, we believe efforts should focus on developing a long-term FAA Reauthorization that creates the stability and funding necessary and that can reach the President's desk for signature.

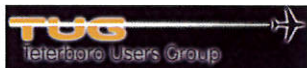
We are committed to addressing needed reforms that create predictable and stable funding for the FAA including biennial budgeting, consolidating unneeded and outdated facilities, procurement, and certification reforms, and putting to use some of the balance from the Airways and Airport Trust Fund to expedite technology deployment. We are ready and willing to work with all industry stakeholders and Congress to advance the consensus needed to improve our current system and to ensure that our nation's air traffic control system remains the envy of the world.



ABS Air Safety Foundation
Academy of Model Aeronautics
Addison (TX) Business Aviation Association
Air Care Alliance
Aircraft Electronics Association
Aircraft Owners and Pilots Association
Alabama Business Aviation Association
Alaska Airmen Association
Antique Airplane Association
Arizona Business Aviation Association
Arizona Pilots Association
Association of Air Medical Services
Association of California Airports
Aviation Council of Pennsylvania
Balloon Federation of America
California Pilots Association
Cardinal Flyers Online
Carolina Aviation Professionals Association
Centennial Airport (CO) Business Pilot's Alliance
Cessna Flyer Association
Cessna Pilots Association
Cessna Pilots Society
Chicago Area (IL) Business Aviation Association
Citation Jet Pilot Association
Clark County Aviation Association
Classic Jet Aircraft Association
Colorado Aviation Business Association
Colorado Pilots Association
Commemorative Air Force
Connecticut Business Aviation Group
Eastern Region Helicopter Council
Emergency Volunteer Air Corps
Experimental Aircraft Association
Flight School Association of North America
Florida Aviation Business Association
Flying Dentists Association
Friends of Meacham International Airport (TX) Association
General Aviation Council of Hawaii
General Aviation Manufacturers Association
Georgia Business Aviation Association
Glasair Aircraft Owners Association
Greater Houston (TX) Business Aviation Alliance
Greater St Louis (MO) Business Aviation Association
Greater Waco (TX) Aviation Alliance
Greater Washington Business Aviation Association (DC/VA/MD)
Helicopter Association International
Houston (TX) Regional Aviation Professionals
Idaho Aviation Association
Idaho Business Aviation Association
Illinois Pilots Association



International Aerobatic Club
International Council of Air Shows
Kansas City (MO) Business Aviation Association
Kansas Pilots
Kentucky Aviation Association
Lancair Owners and Builders Organization
Light Aircraft Manufacturers Association
Long Beach (CA) Airport Association
Long Island (NY) Business Aviation Association
Love Field (TX) Pilots Association
Maine Aeronautics Association
Massachusetts Airport Management Association
Massachusetts Business Aviation Association
Minnesota Business Aviation Association
Minnesota Pilots Association
Minnesota Seaplane Association
Montana Pilots Association
Mooney Summit
Morristown (NJ) Aviation Association
MU2 Aircraft Owners & Pilots Association
National Agricultural Aviation Association
National Air Transportation Association
National Association of State Aviation Officials
National Business Aviation Association
Nebraska Business Aviation Association
Nevada Business Aviation Association
New England Helicopter Council
New Mexico Pilots Association
North Dakota Aviation Council
North Dakota Business Aviation Association
North Texas Business Aviation Association
Ohio Regional Business Aviation Association
Oklahoma Business Aviation Association
Pacific Northwest Business Aviation Association
Partnership for Corporate Aviation Training (TX)
Piper Flyer Association
Recreational Aviation Foundation
San Antonio (TX) Area Business Aviation Alliance
Seaplane Pilots Association
Soaring Society of America
Sonix Builders & Pilots Foundation
South Dakota Pilots Association
Southern California Aviation Association
Southern Colorado Business Aviation Group
South Florida Business Aviation Association
Tampa Bay (FL) Aviation Association
Taylorcraft Owners Club
Tennessee Aviation Association
Tennessee Business Aviation Association



Teterboro (NJ) Users Group
 Texans for General Aviation
 Texas Corporate Aviation Schedulers and Dispatchers Group
 The Twin Cessna Flyer
 United States Hang Gliding & Paragliding Association
 United States Parachute Association
 United States Paragliding Association
 Utah Business Aviation Association
 Van Nuys (CA) Airport Association
 Velocity Owners and Builders Association
 Veterans Airlift Command
 Vintage Aircraft Association
 Virginia Business Aviation Association
 Warbirds of America
 Washington Pilots Association
 Westchester (NY) Aviation Association
 Wichita (KS) Aero Club
 Wisconsin Business Aviation Association