



July 19, 2011

The Honorable John A. Boehner
Office of The Speaker
United States House of Representatives
H-232 Capitol Building
Washington, DC 20515

Dear Speaker Boehner:

Our community is deeply concerned about reports suggesting that current negotiations to raise the debt ceiling are giving rise to a resoundingly discredited approach to raising revenues from our industry—user fees. Over the past 5 years, both chambers of Congress have carefully considered new aviation user fees and overwhelmingly rejected them. We see no reason to override the will of committee and other congressional policymakers in the context of debt ceiling negotiations.

General Aviation is enormously important to the United States. We employ 1.2 million workers and generate \$150 billion in economic activity. We generate economic development in thousands of U.S. communities with little or no airline service. We help businesses of all sizes to be more efficient and productive. Additionally, we perform missions on a daily basis for the greater good of society, such as emergency medical transport, aerial firefighting, law enforcement, search & rescue, disaster relief, national security and counterterrorism.

Currently, general aviation contributes to the federal government through an effective system of fuel taxes. While no industry enjoys paying taxes, we strongly believe that a general aviation fuel tax represents the best way for our industry to contribute revenues to the federal government and support its efforts to enhance our air transportation system. The general aviation community has worked with Congress to build on this proven and efficient approach to revenues as part of the FAA Reauthorization debate, particularly to enhance the acceleration of the Next Generation Air Transportation System (NextGen).

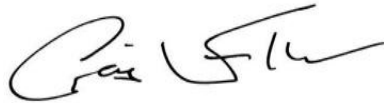
Our support for the fuel tax mechanism stands in stark contrast to our opposition to foreign-style user fees. User fees have absolutely devastated general aviation in other parts of the world, and in the United States, they would only serve to create a new federal collection bureaucracy of billing agents, auditors and collection officials to harass small businesses and others. In contrast, with the fuel tax, the government is prepaid for its services, and the

operators are not saddled with new and onerous administrative burdens. Additionally, the fuel tax is far preferable to a "fee" because the fuel tax is set by the Congress and is not subject to annual increases deemed desirable by a federal bureaucracy.

We urge you not to create an expensive new federal collection bureaucracy that will need to be funded on the backs of general aviation operators in the name of deficit reduction. It is a nonsensical and self-defeating approach.

For general aviation, fuel taxes work – user fees do not. There has to be a way for our industry to pay at the pump rather than creating a new federal collection bureaucracy. Please do not destroy a great national asset and critical industry.

Sincerely,



Craig Fuller
President and CEO
Aircraft Owners and Pilots Association



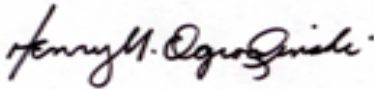
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Experimental Aircraft Association



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