

August 3, 2015

The Honorable Bill Shuster
Chairman
House Committee on Transportation
and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable Peter A. DeFazio
Ranking Member
House Committee on Transportation
and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

The Honorable Frank LoBiondo
Chairman
Subcommittee on Aviation
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Subcommittee on Aviation
592 Ford House Office Building
Washington, DC 20515

Dear Chairman Shuster, Ranking Member DeFazio, Chairman LoBiondo, and Ranking Member Larsen:

The Aerospace Industries Association (AIA) and General Aviation Manufacturers Association (GAMA) appreciate the leadership your committee is showing on the reauthorization of programs and activities of the Federal Aviation Administration. FAA programs were last reauthorized in the FAA Modernization and Reform Act of 2012 (Public Law 112-95), which redirected and broadened the agency's authority in several areas vital to our air transportation and air traffic control systems. Some key examples were requirements for the FAA to develop concrete recommendations for streamlining the aircraft certification process; requirements for them to track airspace system performance using specified metrics; and the establishment of a process for eventual integration of unmanned aircraft systems into our national airspace.

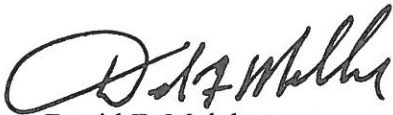
Civil aviation and aerospace manufacturers appreciate the real progress made since passage of the FAA Modernization and Reform Act. However, in each of these key areas there is much

more work to be done and timely Congressional leadership is needed to ensure continued progress. For example, the 2012 law required an analysis and plan for certification process streamlining, but did not hold the agency and its field offices accountable for implementing those recommendations where it matters most. It required National Air Space (NAS) performance metrics, but did not require the agency to establish corresponding goals to evaluate its performance. It also required the establishment of Unmanned Aircraft Systems (UAS) test sites, but to date they remain underfunded and underutilized.

Aviation stakeholders remember the difficulties posed by 23 short-term extensions and more than four years of delay on the way to the 2012 law. We believe there are critical opportunities for progress and reform in the upcoming FAA reauthorization bill in the areas of certification process streamlining, consistency in regulatory interpretation, UAS integration, and NextGen. We also believe there is bipartisan agreement that further Congressional leadership is warranted.

Improvements in these critical areas would constitute major and significant legislation in their own right and could be achieved in a manner that keeps the FAA reauthorization process on track to meet the September 30, 2015 deadline or shortly thereafter. We are prepared to support your best joint and bicameral efforts to accomplish this goal.

Sincerely,



David F. Melcher
President and CEO
Aerospace Industries Association



Peter J. Bunce
President and CEO
General Aviation Manufacturers Association