



November 16, 2015

The Honorable Bill Shuster
Chairman
House Committee on Transportation
and Infrastructure
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable John Thune
Chairman
Senate Committee on Commerce,
Science and Transportation
513 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Peter DeFazio
Ranking Member
House Committee on Transportation
and Infrastructure
2164 Rayburn House Office Building
Washington, DC 20515

The Honorable Bill Nelson
Ranking Member
Senate Committee on Commerce,
Science and Transportation
425 Hart Senate Office Building
Washington, DC 20510

Dear Chairman Shuster, Chairman Thune, Ranking Member DeFazio and Ranking Member Nelson,

On behalf of the General Aviation Manufacturers Association (GAMA), I am writing today to urge you to introduce legislation for the reauthorization of the FAA in the near term. With the current authorization having expired on September 30, there has already been one extension of FAA programs. Every day that passes makes it more likely that we will have another, bringing greater uncertainty to the marketplace and loss of momentum in addressing policy areas like certification reform and inconsistent interpretation of FAA regulations.

For GAMA, certification reform and regulatory improvements are key components of any legislative effort. Any reauthorization bill must push the FAA to more fully utilize Organizational Designation Authorization (ODA), which will help the agency manage scarce safety resources more effectively and end unnecessary delays in the certification and regulatory process; invest in training programs that help FAA employees succeed in their safety oversight responsibilities; and measure the performance of both the FAA and industry in their respective certification responsibilities. Additionally, GAMA believes the bill must focus on FAA's international engagement and leadership, which will help improve aviation safety and facilitate the flow of products globally.

GAMA and our member companies have worked with both the House and Senate Committees for many years to achieve these objectives. With your leadership, Congress has undertaken significant efforts to improve certification. Certification reform will help create jobs and bring continued safety improvements. GAMA believes that these reforms could be passed quickly and with bipartisan support.

General Aviation Manufacturers Association

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GAMA also recognizes that change needs to be discussed more broadly, especially in ensuring financial stability and flexibility at the entire agency. As all of us go into this discussion, we need to be certain that as we try to solve specific problems, we do not create others. FAA's air traffic system is the largest and most complex in the world; it is also the safest and one of the most efficient. To a degree not found in other countries, the economic health and vitality of numerous businesses and communities, small and large, depend on the nation's aviation system. Any change must not weaken this strong foundation, which has made the U.S. aviation system the envy of the world.

In analyzing and evaluating changes to the FAA and the overall management of the aviation system, GAMA believes the following considerations should be a key basis for moving forward:

- Any change must help secure the future growth and health of the general aviation industry given the significant number of good jobs it creates. Changing the funding mechanism to user fees from the fuel tax for general and business aviation would have an unquestionably negative impact, and safeguards must be in place to preserve Congressional decision authority in future revenue decisions.
- Any changes must improve the efficiency and safety of air travel but also sustain the broader public benefits of aviation, including providing airport access and air traffic service for rural and underserved areas and guaranteeing all users are treated equitably in terms of access to airspace. Additionally, if a Board is considered, it must be composed of individuals who will keep the public interest principles of safety, access and rural and small community service inviolable while possessing the expertise to help FAA advance its operational mission, rather than simply be a collection of aviation interests.
- With issues like the safe and timely integration of UAS and commercial space transportation into the National Airspace System needing to be addressed, great scrutiny must be given to any proposal that fragments the key operational and safety oversight elements of FAA.

Because the issues involved in FAA reauthorization require thoughtful review, GAMA hopes you will introduce legislation in the near term and allow constructive and collaborative discussions to begin on the way ahead. We look forward to working with you and all members of Congress in addressing these issues, and ensuring that we advance certification reform, aviation manufacturing, and the nation's aviation system as a whole. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter J. Bunce". The signature is fluid and cursive, with a large initial "P" and "B".

Peter J. Bunce
President and CEO