



### GENERAL AVIATION GROUPS UNITED IN OPPOSITION TO H.R. 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, H.R. 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reforms that create predictable and stable funding for the FAA including biennial budgeting, consolidating unneeded and outdated facilities, procurement, and certification reforms, and putting to use some of the balance from the Airways and Airport Trust Fund to expedite technology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  
Air Care Alliance  
Aircraft Owners and Pilots Association  
Alaska Airmen Association  
Association of Air Medical Services  
California Pilots Association  
Cardinal Flyers Association  
Cessna Flyer Association  
Cessna Pilots Association  
Cessna Pilots Society  
Citation Jet Pilot Association  
Classic Jet Aircraft Association  
Commemorative Air Force  
Experimental Aviation Association  
Flight School Association of North America  
General Aviation Manufacturers Association  
Glasair Aircraft Owners Association  
Helicopter Association International  
Kansas Pilots  
Kentucky Aviation Association  
Lancair Owners and Builders Organization  
Light Aircraft Manufacturers Association  
Minnesota Pilots Association  
Mooney Summit  
National Air Transportation Association  
National Association of State Aviation Officials  
National Business Aviation Association  
Piper Flyer Association  
Recreational Aviation Foundation  
Soaring Society of America  
South Dakota Pilots Association  
Tennessee Aviation Association  
Veterans Airlift Command  
Washington Pilots Association