



January 19, 2016

The Honorable Bill Shuster
Chairman
Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Frank LoBiondo
Chairman
Committee on Transportation
and Infrastructure
Subcommittee on Aviation
Washington, DC 20515

The Honorable Peter DeFazio
Ranking Member
Committee on Transportation
and Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation
and Infrastructure
Subcommittee on Aviation
Washington, DC 20515

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

Our associations represent the individuals and companies that make up a significant portion of the diverse and interrelated general aviation industry in the United States. This is an industry that generates more than one million jobs, and more than \$200 billion for the nation's economy. It is worth noting that the majority of all general aviation in the world today takes place in the U.S. Simply put, general aviation in America is the envy of the world.

Today, the U.S. air traffic control system is the best in the world, moving more aircraft, more safely and efficiently, than any other country. Working with Congress, aviation stakeholders have been able to ensure that our system operates for the public's benefit, providing access for all stakeholders to airports, heliports and airspace, and encouraging competition and innovation.

During the FAA reauthorization process, some big airlines have pushed for a new governance and funding model for our nation's aviation system, based on systems in other parts of the world. The general aviation community has very real and long-standing concerns about foreign air traffic control models, which go well beyond the user fee issue. These concerns are based on our operating experiences in foreign systems, as well as thoughtful analysis about what those systems might look like in the United States.

Because we have so much at stake in the FAA reauthorization process, and given the magnitude of the change that we anticipate being proposed, we call on you as Committee leaders to provide ample opportunity for all stakeholders and citizens to carefully review, analyze and debate any proposed legislation changing the governance and funding for air traffic control.

Sincerely,

Air Care Alliance
Aircraft Electronics Association
Aircraft Owners and Pilots Association
Commemorative Air Force
Experimental Aircraft Association
General Aviation Manufacturers Association
Helicopter Association International
International Council of Air Shows
National Agricultural Aviation Association
National Association of State Aviation Officials
National Air Transportation Association
National Business Aviation Association
Recreational Aviation Foundation
Seaplane Pilots Association
Veterans Airlift Command