



# Why AOPA Opposes ATC “Privatization”

## **CONTROL**

Gives away too much control to the airlines.

## **DELAYS**

Doesn't solve the delay issues, which are mostly caused by airline scheduling practices and lack of airport capacity.

## **TIME**

It will take years and billions of dollars just for the transition, time and money better spent focusing on modernizing ATC within the current system.

## **RESPONSIBILITY**

Irresponsible of government to give away national, taxpayer-funded assets. It's like turning the highway system over to six trucking companies.

## **MISLEADING**

It's not really privatization. It creates a too-big-to-fail monopoly with no competition and no incentive to innovate.

## **NOT NEEDED**

It's a solution in search of a problem. The U.S. air traffic system is the largest, most efficient, and safest in the world. The envy of all others. Let's not allow it to be destroyed on our watch.



# Supporting Modernization Not Privatization

## **STOP SEQUESTRATION**

Remove ATC operations and NextGen modernization from interruptions caused by government shutdowns or sequestration requirements.

## **PROCUREMENT REFORM**

Require the FAA to work with private industry to update, revise, and implement more agile and innovative procurement policies.

## **NEXTGEN ADVISORY COMMITTEE (NAC)**

Provide key aviation stakeholder group with authority necessary to assist in the development and implementation of strategic initiatives for ATC modernization.

## **BIENNIAL CONGRESSIONAL BUDGETING**

Allow for predictable and stable funding stream for FAA operations and ATC modernization.

## **FACILITY CONSOLIDATION & IMPROVEMENT**

Mandate the FAA to consolidate outdated and unneeded facilities and equipment and improve needed facilities across the country.

## **AIRPORTS**

Implement the FLIGHT Act to assist small airports in rural America.

Require the NAC to report to Congress on the remaining NextGen technologies to be deployed, their impact on further reducing delays especially as airline scheduling and weather are concerned, and any requirements for increased capacity (runways/gates) to meet growing air traffic demands at our nation's airports.