



Committee on Transportation and Infrastructure
U.S. House of Representatives

Washington, DC 20515

Bill Shuster
Chairman

Peter A. DeFazio
Ranking Member

Christopher P. Bertram, Staff Director

March 31, 2016

Katherine W. Dedrick, Democratic Staff Director

Dear Colleague:

Last month, a divided Committee on Transportation and Infrastructure marked up H.R. 4441, the “Aviation Innovation, Reform, and Reauthorization Act of 2016” (AIRR Act), which privatizes our Nation’s air traffic control (ATC) system. **H.R. 4441 gives away billions of dollars of taxpayer-owned property and equipment, and sticks taxpayers and the travelling public with the bill.**

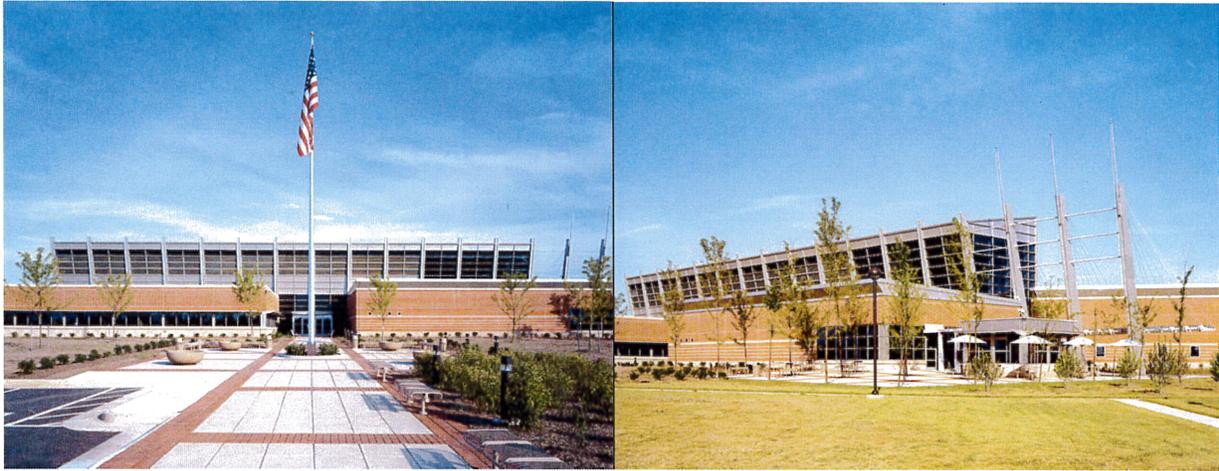
In just the last 20 years, the **Federal Aviation Administration (FAA) has invested more than \$50 billion** to acquire, construct, and improve the facilities that make our ATC system the safest and most efficient in the world. Now, some in Congress want to give away all of that property and equipment for **free**.

For instance, the FAA owns a sprawling, **80,000 square-foot building** on 33 acres of land which houses its Potomac Terminal Radar Approach Control Facility (TRACON) in Warrenton, Virginia. Controllers at Potomac TRACON keep aircraft separated in the busy air space surrounding Washington, D.C., Baltimore, and Richmond. **Currently, the Potomac TRACON is valued at \$46.6 million.** It employs 305 FAA employees and contractors, including air traffic controllers and other staff.

Prime Land/Building For Sale

Value: ~~\$46.6 million~~

Special AIRR Act Price: FREE



The AIRR Act gives this building, the 33 acres of valuable land surrounding it, and all of the equipment in it to the private ATC Corporation, for free, no strings attached. The Corporation can shut it down, or sell it off, and the employees will have little to say about it.

And this is true at FAA ATC properties across the country. In many cases, the Corporation can do anything it wants with this taxpayer property jackpot: close it, sell it, or give it away.

Historically, it has been a longstanding, bipartisan principle that when Congress sells property owned by the taxpayers, the taxpayers receive a fair price for it. This is not an unusual principle. In both Canada and the United Kingdom, the only two countries that have privatized their air traffic control systems, the private corporation was required to pay the government for the assets it acquired.

The AIRR Act is taking the unprecedented step of giving away billions of dollars of taxpayer-owned property and equipment, and sticking taxpayers and the travelling public with the bill.

We urge you to oppose H.R. 4441, the AIRR Act.

If you have any questions, please contact us or the Subcommittee on Aviation Democratic Staff (ext. 59161).

Thank you for your consideration.

Sincerely,


PETER DeFAZIO
Ranking Member


RICK LARSEN
Ranking Member
Subcommittee on Aviation