



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

Bill Shuster
Chairman

Washington, DC 20515

Peter A. DeFazio
Ranking Member

Christopher P. Bertram, Staff Director

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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, in 2013, the FAA built a new **50,000 square-foot office building** to house the FAA’s Terminal Radar Approach Control Facility (TRACON) in Houston, Texas, at a cost of \$51.27 million. Today, the Houston TRACON is **valued at \$62 million**. It employs 179 FAA employees and contractors, including air traffic controllers and other staff.

Building For Sale AIRR Act Price: FREE



The AIRR Act gives this building 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 Houston 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.

The AIRR Act gives away billions of dollars of taxpayer-owned property and equipment, and sticks 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