

May 16, 2017

The Honorable Bill Shuster  
Chairman  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
2268 Rayburn House Office Building  
Washington, DC 20515

The Honorable Peter DeFazio  
Ranking Member  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
2134 Rayburn House Office Building  
Washington, DC 20515

The Honorable Frank LoBiondo  
Chairman  
Subcommittee on Aviation  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
2427 Rayburn House Office Building  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Subcommittee on Aviation  
Committee on Transportation and  
Infrastructure  
U.S. House of Representatives  
2113 Rayburn House Office Building  
Washington, DC 20515

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

On behalf of the thousands of Federal Aviation Administration (FAA) employees represented by our organizations, we are writing to express our concerns regarding any proposal to privatize this country's air traffic control system. FAA employees ensure the highest levels of safety in the world's largest and most complex aviation system. As you develop FAA reauthorization legislation, we ask that you refrain from any attempts to privatize the air traffic control system.

The National Airspace System (NAS), which FAA employees design, install, manage, operate and maintain, safely flies two million passengers to and from their destinations on approximately 70,000 flights per day. The commercial aviation industry is a cornerstone of the American economy, contributing \$1.5 trillion to the economy each year and supplying more than 10 million American jobs. The aviation system is growing and modernizing at a rapid pace through the Next Generation Air Transportation System (NextGen), which is resulting in significant cost savings and technological advancements. The system can only continue to modernize through stakeholder collaboration and consideration of the entire aviation industry and community. A private corporation operated as a monopoly and run primarily by the airline industry will be unable to move forward at the same pace.

Quite simply, overhauling the entire aviation system by removing air traffic control from federal oversight and funding will be a serious setback for its development and growth. Our air traffic control system is a national public asset and we strongly believe it should remain in the

public trust. Considering that aviation accounts for more than 5 percent of the nation's gross domestic product, we cannot gamble with the future of our air traffic control system. Privatization is unlikely to make the system more efficient or less costly, but would introduce a significant level of uncertainty into the global aviation economy.

As representatives of thousands of FAA employees, both labor and management, we oppose privatization of any of the functions or services within the FAA. We are prepared to participate in any future discussions regarding the reauthorization process as we work to ensure the FAA federal workforce continues performing their critical duties to keep this country's aviation system safe.

Sincerely,

American Federation of Government Employees (AFGE)  
American Federation of State, County & Municipal Employees (AFSCME)  
FAA Managers Association (FAAMA)  
National Association of Government Employees (NAGE)  
National Federation of Federal Employees (NFFE)  
Professional Association of Aeronautical Center Employees (PAACE)  
Professional Aviation Safety Specialists (PASS)