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**Talking Points**  
**H.R. 2997, the 21<sup>st</sup> Century AIRR Act**  
**August, 2017**

**Background**

The number one aviation issue in Washington is the FAA reauthorization bill, H.R. 2997, the 21<sup>st</sup> Century AIRR Act, to privatize the nation's air traffic control system. While the general aviation (GA) community appreciates House Transportation Committee Chairman Bill Shuster's commitment to accelerating ATC modernization, [over 130 GA groups](#) are opposed to privatizing the air traffic control system. The House Republican Leadership has not yet scheduled a vote on the bill – leaving the legislation's fate open until Congress returns in September. **Passage of H.R. 2997, the 21<sup>st</sup> Century AIRR Act will forever change general aviation in this country and create significant uncertainty for aviation businesses and their customers.**

**Modernization not privatization**

- The general aviation industry believes targeted reforms for the FAA that, short of privatization, will continue to support the world's safest and most efficient aviation system including:
  - Sequestration – Remove ATC operations and NextGen modernization from interruptions caused by government shutdowns or sequestration requirements
  - Biennial Congressional Budgeting – Allows for a predictable and stable funding stream for FAA operations and ATC modernization
  - Facility Consolidation and Improvement – Mandate the FAA consolidate outdated and unneeded facilities and equipment, and improve needed facilities across the country

**A solution in search of a problem**

- Proponents of ATC privatization are [saying anything](#) to convince Members of Congress to support the privatization proposal.
  - They claim it will allow for direct routings of flights – We've been doing that for 17 years.
  - They claim it will move us away from the current 1960s radar-based ATC system and allow us to deploy a GPS one. That system is already built and deployed. It's called ADS-B, and the only hold-up is equipage, particularly by the airlines.

**H.R. 2997 poses grave risks to general aviation**

- Proponents of privatization also assert that GA is protected in H.R. 2997 by board representation and a provision titled "rights of access." GA is hardly protected.
  - The board is a red herring – The ATC corporation created by the legislation is funded exclusively by airlines. It's governed by a board of special interests whose fiduciary responsibilities **are not** to those that appointed them (like business aviation) but "solely and exclusively to the corporation."
    - In that construct, it is difficult to envision continued investment in a national airspace system that benefits all Americans, but rather one that shrinks investment to meet only the needs of those funding the corporation – the airlines.
  - The rights of access are smoke and mirrors – It is not an improvement over the current system of "first come, first served." It protects access, but not necessarily timely or equal access.
    - Eventually, it will require GA to lawyer up. Since most Part 135 operators have one or two planes and have less than 20 employees, it's unlikely they will be able to afford the lawyers to protect their rights.