



July 9, 2015

The Honorable Thomas R. Carper  
13 Hart Senate Office Building  
Washington, DC 20510

Dear Senator Carper:

I am reaching out to you on behalf of your constituents, some of whom are members of the **Delaware Business Aviation Association (DBAA)**, which includes entrepreneurs and companies of all sizes in Delaware that rely upon the flexibility and access provided through business aviation.

We are very concerned over a legislative proposal in development that would create a privatized air traffic control (ATC) system, funded with user fees, and we ask that you oppose any such proposal.

If enacted into law, these measures would strip Congressional oversight of the nation's aviation system, and give that authority a self-interested "board" with the power to determine when companies using business aviation can fly, how much it will cost to do so, and what type of payment - including user fees - will be demanded of operators.

We have already seen how similarly privatized systems have negatively impacted GA access and freedom in several foreign countries. These entities receive funding through user fees, which in turn require a new bureaucracy of billing agents, collectors and auditors that impose a huge administrative burden on those required to pay the fees.

Simply put, our country does not need a cumbersome, "Sky-R-S"-style bureaucracy to collect these onerous fees. General aviation in the U.S. has always contributed to the aviation system through fuel taxes that are easily collected and efficiently administered, and should continue to do so.

Furthermore, the skies over the U.S. are a national asset, and the general aviation community is committed to ensuring that the future funding and subsequent design of the national air transportation system will benefit all Americans.

There are only 500 or so cities in the United States that have scheduled airline service, but there are over 5,000 small towns in the U.S. with airports that provide access to general aviation, including business aviation.

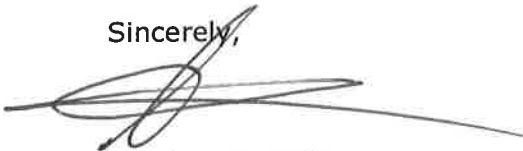
Unencumbered access to our nation's airports and airspace directly contributes to job creation and robust economic activity, and helps make America's aviation system work for all Americans. In fact, general aviation supports more than a million jobs and generates more than \$200 billion in economic activity each year.

Congressional oversight of the nation's aviation system ensures that the public interest - including the people and companies that rely on aviation in small towns and communities - is served. Privatizing our aviation system could jeopardize these jobs and economic activity by threatening business aviation access to airports and airspace.

Our members at the **Delaware Business Aviation Association (DBAA)** respectfully ask that you act on behalf of this vital public interest, by opposing user fees and the privatization our air traffic control system.

If you or your staff would like to discuss this in more detail, I may be reached at (302) 571-6161, or [info@dbaa.biz](mailto:info@dbaa.biz).

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen D. Williams", with a long horizontal flourish extending to the right.

Stephen D. Williams  
President, DBAA

151 North DuPont Highway  
New Castle, DE 19720

cc: DBAA Board Members



July 9, 2015

The Honorable John Carney  
1406 Longworth House Office Building  
Washington, DC 20515

Dear Congressman Carney:

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Stephen D. Williams  
President, DBAA

151 North DuPont Highway  
New Castle, DE 19720

cc: DBAA Board Members



July 9, 2015

The Honorable Christopher Coons  
127A Russell Senate Office Building  
Washington, D.C. 20510

Dear Senator Coons:

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