



June 30<sup>th</sup>, 2015

United States Capitol  
East Capitol St NE & First St SE  
Washington, DC 20004

To The Honorable Senator John Cornyn and Senator Ted Cruz and the Honorable Representatives Gohmert, Poe, Johnson, Ratcliffe, Hesarling, Barton, Culbertson, Brady, Al Green, McCaul, Conaway, Granger, Thornberry, Weber, Hinojosa, O'Rourke, Flores, Jackson Lee, Neugebauer, Castro, Smith, Olson, Hurd, Marchant, Williams, Burgess, Farenhold, Cuellar, Gene Green, Johnson, Carter, Sessions, Veasey, Vela, Doggett and Babin.

On behalf of the statewide Texans for General Aviation membership, I am sending this letter to request that you oppose any attempt by Congress to privatize our nation's air traffic control (ATC) system and fund it with user fees levied against any segment of general aviation (GA).

Legislation for reauthorizing the Federal Aviation Administration (FAA) is now being considered that would implement user fees, while at the same time stripping Congress of its traditional oversight role for funding and governance of the FAA.

These proposals call for turning that authority over to 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 the negative effects from similarly privatized systems 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.

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.

Access to airports, and to the nation's airspace, creates jobs, generates 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 GA access to airports and airspace.

Our Texans for General Aviation members from all across the great state of Texas ask you to protect the public interest by saying no user fees and privatizing our air traffic control system.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Shelly Lesikar deZevallos', with a stylized, cursive script.

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