



9 July 2015

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

To The Honorable Senator Hatch and Senator Lee and the Honorable Representatives  
Bishop, Stewart, Chaffetz, and Love:

I'm reaching out to you on behalf of your constituents who are part of the Utah Business Aviation Association (UBAA), which includes entrepreneurs and companies of all sizes in Utah 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.

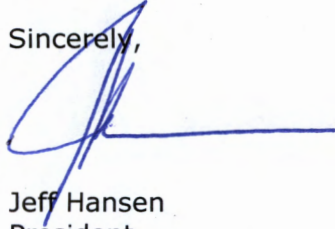
Only 500 or so cities in the United States that have scheduled airline service, but there are over 5,000 small towns in the U.S. with airports that provide access to general aviation, including business aviation.

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. According to the 2007 Utah Continuous Airport System Plan, general aviation airports in Utah support 3,673 jobs, sustain a payroll of more than \$96.6 million, and contribute more than \$274 million to the state's economy annually.

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.

The Utah Business Aviation Association (UBAA) respectfully asks that you act on behalf of this vital public interest, by opposing user fees and the privatization our air traffic control system.

Sincerely,



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