



KATE BROWN
Governor

June 23, 2017

The Honorable
Chairman Bill Shuster
Committee on Transportation and
Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable
Ranking Member Peter DeFazio
Committee on Transportation and
Infrastructure
U.S. House of Representatives
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable
Chairman Frank LoBiondo
Subcommittee on Transportation and
Infrastructure Aviation
U.S. House of Representatives
2251 Rayburn House Office Building
Washington, DC 20515

The Honorable
Ranking Member Rick Larsen
Subcommittee on Transportation and
Infrastructure Aviation
U.S. House of Representatives
2251 Rayburn House Office Building
Washington, DC 20515

Dear Mr. Shuster, Mr. DeFazio, Mr. LoBiondo, & Mr. Larsen,

I am writing to express my concern about the proposal to privatize of the nation's air traffic control system. The United States continues to have the busiest and safest airspace in the world and the FAA is already well on the way to a \$36 million dollar upgrade to the system under the NEXTGEN initiative. A wholesale divestment and privatization of the Air traffic control system without sufficient preparation and understanding of the impacts on general aviation, the Air Traffic Contract Tower program and the FAA's Airport Improvements Program (AIP) could have significant negative consequences for stakeholders in the National Airspace System. That is especially true in a rural state like Oregon.

Proposed changes to the funding of the air transportation system funded by new user fees create financial, logistic, and administrative challenges not present in the current model of fuel taxes and passenger facility charges. The unintended consequence of airspace privatization on corporate and recreational aviation could be detrimental to the largest segment of users of the airspace system. I am especially concerned about the cost and impact on the 97 public use airports, eight Contract Air Traffic Control Towers and thousands of commercial and recreational users of the airspace here in Oregon.

Creating a private non-profit system would take accountability away from Congress, create financial and administrative burdens for the states and most importantly, remove the FAA's



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primary responsibility for the safety of the National Airspace and transfer it to a new organization accountable only to the board of directors of a nonprofit organization. I strongly urge you to reconsider this ill-advised plan to privatize the safest, busiest and most effective air traffic control system in the world.

Sincerely,

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

Governor Kate Brown

cc: Senator Wyden
Senator Merkley
Representative Blumenauer
Representative Walden
Representative Schrader
Representative Bonamici

KB:ejh