



●●● ISSUE SPOTLIGHT: AIR TRAFFIC CONTROL REFORM DELIVERING BENEFITS TO PASSENGERS & ACROSS THE AVIATION SYSTEM

Transformational air traffic control reform will result in more on-time departures, more direct routes, and less time wasted on the tarmac, while ensuring safety.

The U.S. aviation system has not kept pace with technology and the demands of a growing passenger base. In today's digital age, the Nation's air traffic control (ATC) system still relies on World War II-era technology, and controllers track planes using paper strips. The Federal Aviation Administration's (FAA) decades-long effort to modernize ATC has been slow, over budget, and ineffective, and federal aviation funding remains subject to endless political instability.

Without transformational reform, inefficiency and delays will worsen as annual passenger levels approach one billion during the next decade, and America will lose its long-standing global leadership in aviation.

The Problem

THE CURRENT AVIATION SYSTEM IS INEFFICIENT AND COSTLY

- Some domestic flights take longer now than they did decades ago despite FAA "modernization" efforts.
- According to the FAA, aviation delays and congestion cost passengers, shippers, aircraft operators, and the economy over \$25 billion annually.
- 24 of our top 30 major airports may soon experience Thanksgiving-level traffic once per week.

THE FAA BUREAUCRACY SIMPLY IS NOT SUITED TO MANAGE ATC MODERNIZATION & OPERATION

- The FAA is a vast bureaucracy of 46,000 employees – not a nimble, high-tech service provider.
- It is not set up to manage risks, pursue cost-efficient investments, or manage people to produce results.
- The DOT Inspector General has stated that FAA's ATC modernization (NEXTGEN) implementation costs – initially estimated to be \$40 billion – could cost as much \$120 billion, and may take an additional decade, by which time the technology will be obsolete.
- The FAA is the only agency within the Department of Transportation that both operates and regulates a transportation service - an inherent conflict of interest.

The Solution

- Establish an independent, not-for-profit corporation to operate and modernize ATC services, allowing FAA to focus on safety.
- Since 1987, over 60 nations have shifted the responsibility for providing ATC services to an independent entity.
- Overwhelming evidence from government and independent studies shows that separating ATC operations has led to better performance on safety, modernization, service quality, cost, and financial stability.

The Benefits

- More direct flight routes, more effective use of the airspace, and shorter flight times.
- Reduced flight delays and cancellations, and more travel options for consumers.
- Less fuel burn and aircraft emissions.
- More robust safety oversight by the FAA.
- The ability to borrow necessary resources to efficiently and flexibly invest in ATC modernization.
- The United States remains a leader in aviation.