

June 8, 2017

The Honorable Bill Shuster  
Chairman, Committee on Transportation and Infrastructure  
House of Representatives  
Washington, DC 20515

Dear Mr. Chairman:

As former Chief Operating Officers of the FAA we are writing to urge bipartisan support for transformational change of our nation's air traffic control (ATC) system. President Trump's principles to reform ATC represent the bold action we need now to address the fact that our air traffic infrastructure and technology continue to fall behind.

Creating a separate, non-government entity to provide air traffic control services is not a new proposal. Attempts at reform have been made under both Democratic and Republican Administrations. In fact, during the Clinton Administration it was proposed as part of re-inventing government. This is not about politics, it is about policy.

There was a time when the United States was the gold standard in every aspect of air traffic control. Those days of global leadership, regrettably, have vanished. The U.S. no longer has the most modern equipment, the most efficient airplane routings, or the best technology of any of the world's air traffic control providers. Further, the accumulated effects of budget unpredictability and a bureaucratic organizational structure have severely slowed progress on implementing next-generation technologies and inhibited our ability to properly staff facilities and procure the best equipment for our nation's air traffic controllers.

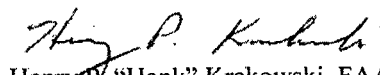
The FAA's largest and most essential facilities are more than 50 years old and much of the technology housed within them dates back almost that far. All of this means that travelers suffer longer flight times, more numerous delays and higher cancellation rates — with access to fewer airports. All stakeholders including commercial, business, and general aviation operators, passengers, the military and labor have been negatively impacted by the stops and starts of the federal budget process. Our nation's air traffic control system should not be treated like a political football and subjected to the vagaries of the annual budgeting process. In addition, the ATC service provider should be regulated at arms-length by the FAA, just as air carriers, aircraft and engine manufacturers, and all other components of the aviation system are regulated by the FAA.

We need a reliable, robust 21<sup>st</sup> century system that ensures access for all users—preserving and expanding services for all communities, large and small. We urge Congress to take action to preserve the FAA's safety oversight of air traffic control while moving the operation and funding of air traffic control to a federally chartered, non-profit organization that would be governed and funded by the stakeholders and users of our nation's aviation system. Only by taking this step, will the U.S. be able to regain its global leadership and preserve the safety and efficiency that our citizens have relied upon for so many years.

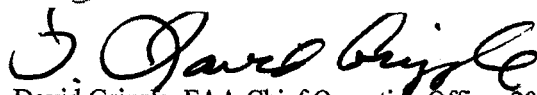
Sincerely,



Russell G. Chew, FAA Chief Operating Officer 2003-2007



Henry P. "Hank" Krakowski, FAA Chief Operating Officer 2007-2011



David Grizzle, FAA Chief Operating Officer 2011-2013