



June 12, 2023

The Honorable Sam Graves
Chairman
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation & Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Graves and Ranking Member Larsen:

General aviation (GA) has long served as the backbone of the American aviation industry, playing a critical role in advancing aviation innovation and connecting communities across the country. Despite the significant importance of the GA community to the U.S. economy, GA operations and airports have for too long been taken for granted by the FAA or thought of as simply a “steppingstone” to the skies. It is time to make needed investments in our GA airports and to prioritize issues important to pilots and manufacturers, many of which have gone unaddressed for too long.

As representatives of various sectors of the GA community, we’re thrilled that your bipartisan *Securing Growth and Robust Leadership in American Aviation Act* (H.R. 3935) recognizes that the U.S. aviation sector is dependent upon a strong GA community and includes the first-ever GA title to secure the long-term success of American aviation.

This legislation takes long overdue steps to prioritize GA by:

- Increasing Airport Improvement Program (AIP) funding to help improve infrastructure at GA airports, which includes a combined \$50 million set aside for the development of GA aircraft hangars and the development of transient ramp parking;
- Expanding the specifications for BasicMed-eligible aircraft;
- Reinforcing the FAA’s partnership in the Eliminate Aviation Gasoline Lead Emissions (EAGLE) Initiative, including ensuring the continued availability of aviation gasoline;
- Addressing the ongoing shortage of designated pilot examiners (DPEs) by requiring the FAA to establish a program or office to provide national coordination and oversight of DPEs to ensure examiner supply meets local demand of pilot communities;
- Investing in the next generation of aviators, mechanics, manufacturers, and other aviation professionals through the establishment of the National Center for the Advancement of Aerospace;

- Establishing processes by which private aircraft owners or operators may request the FAA to block certain flight data or information of their aircraft from any public dissemination or display for noncommercial flights;
- Requiring the FAA to apply all policies, orders, and guidance issued equally and consistently to regulated persons, which include ensuring that Administration officials are properly documenting findings and decisions throughout a project to avoid disruptions when personnel change;
- Addressing both the aircraft registry backlog and the part 135 air carrier certification backlog; and
- Prohibiting FAA investigations into any regulated person or entity from remaining open for more than two years without a determination being made.

These provisions, among others in the GA title, combined with provisions found in other titles of the bill, will not only unlock the full potential of GA operations but will also guarantee that American aviation will thrive for decades to come. We strongly urge support for H.R. 3935 and look forward to working with the Committee in advancing this landmark FAA reauthorization bill.

Sincerely,

Aircraft Owners and Pilots Association
Corporate Aircraft Association
Experimental Aircraft Association
Helicopter Association International
International Council of Air Shows
National Agricultural Aviation Association
National Association of State Aviation Officials