

Dear Brothers and Sisters,

Today, House Transportation and Infrastructure Ranking Member Peter DeFazio (D-Ore.-4) introduced H.R. 2800, the Aviation Funding Stability Act.

In previous messages, we have stated that NATCA's primary goal with ATC reform is ensuring a stable, predictable funding stream for the National Airspace System (NAS). We have worked with the White House and House and the Senate leaders from both parties to communicate NATCA's priorities as they consider and draft various solutions. To get NATCA's support, any ATC reform legislation must, at a minimum, meet NATCA's Four Core Principles for Reform:

- Protect the men and women who ensure the safety and efficiency of the NAS in their employment relationship, including their rights and benefits;
- Maintain safety and efficiency as the top priorities;
- Provide a stable, predictable funding stream that adequately supports air traffic control services, staffing, hiring and training, long-term modernization, preventative maintenance, and ongoing modernization of the physical infrastructure; and
- Ensure continued service to all segments of our nation's diverse aviation community.

NATCA has advocated on your behalf with Congressman DeFazio and his staff during the development of this bill. The legislation, if enacted, would provide a stable, predictable funding stream for the NAS by taking the Airport and Airway Trust Fund "off budget." Specifically, the bill would exempt the Trust Fund's uncommitted cash balance from the Congressional budget process, sequestration, and directives issued by the Office of Management and Budget. The bill also would authorize the uncommitted Trust Fund balance to be used for rebuilding and modernizing air traffic control facilities.

The proposed legislation also would require the Federal Aviation Administration (FAA) to develop a streamlined procurement system and undergo personnel management reform, although the personnel reform would not be applicable to NATCA-represented employees. The bill would remove silos from the FAA's bureaucracy, facilitating greater collaboration and communication across lines of business. Further, this legislation would provide FAA employees with additional protections against prohibited personnel practices and more significant veterans' preference rights. Finally, it would formalize NATCA's collaborative efforts on establishing robust certified professional controller (CPC) staffing targets for each FAA facility.

After extremely careful review, consideration, and deliberation, we have reached a decision: NATCA supports the provisions in this bill.

However, media have reported that Ranking Member DeFazio conceded about this proposal, "[it] likely will face some opposition from [House] appropriation leaders, who in the past have criticized 'off budget proposals'." Also, while the bill was co-sponsored

by all of the House Transportation and Infrastructure Committee's minority members, it would seem to have little chance on a committee where the chairman is drafting alternative legislation.

We anticipate that House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.-9) soon will unveil an FAA reauthorization bill. Last year, we supported the Chairman's Aviation Innovation, Reform, and Reauthorization Act of 2016 (AIRR Act) because it met our Four Core Principles. We have continued to work closely with the Chairman and his staff as they prepare this year's bill. We appreciate the effort he and his staff have made and look forward to giving that proposal's language the same complete and rigorous review.

It is important to remember that the lawmaking process has many steps and that this bill is another step in the right direction of securing a stable, predictable funding stream. As you all know, the language in proposed legislation is often changed or amended throughout the legislative process. We will continue to track this bill to vigorously and carefully review how it would affect our members and the NAS. If, and when, there are changes to this legislation, we will review them to ensure that it continues to align with our organization's policies, practices, and core principles. We reserve the right to withhold our support if any change causes the bill to violate our core principles.

We will continue to keep you informed on all developments as this ATC reform discussion progresses.

In solidarity,

The NATCA Executive Board