



August 5, 2016

The Honorable Bill Shuster
Chairman
House Transportation and Infrastructure
Committee
United States House of Representatives
2251 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Peter DeFazio
Ranking Member
House Transportation and Infrastructure
Committee
United States House of Representatives
2134 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Rick Larsen
House Transportation and Infrastructure
Committee
United States House of Representatives
2113 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Frank LoBiondo
House Transportation and Infrastructure
Committee
United States House of Representatives
2427 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Shuster, Ranking Member DeFazio, Representative Larsen, and Representative LoBiondo:

As Congress continues to consider a long term reauthorization of the Federal Aviation Administration (FAA), the undersigned wish to reiterate our concerns with proposals to restructure the air traffic control (ATC) system. While proponents of the restructuring trumpet the virtues of privatization, we feel it is important to point out that the current proposal is not a real privatization, but a federally chartered non-profit corporation that repeats the mistakes of previous public-private entities such as Amtrak and the U.S. Postal Service.

The primary benefit of privatization is that it eliminates the inefficiencies of a government bureaucracy in favor of the competition and choice of the free market. Unfortunately, the ATC

proposal fails this test by creating an entity that retains a monopoly over air traffic control while continuing or expanding benefits for the current union for federal air traffic controllers.

As stated in our previous letter, we are concerned that the new entity would have the power to levy new taxes and user fees with no oversight by Congress. Without oversight by elected officials in Congress or the competition that comes with true privatization, this could result in skyrocketing travel costs for consumers.

With regard to organized labor, the proposed ATC entity not only fails to bring about advantages over the unionized federal work force, but may actually loosen restrictions on unionized ATC workers, such as prohibitions on strikes and caps on salaries. Small wonder that the National Air Traffic Controllers Association (NATCA) strongly supports the proposal. NATCA opposes even raising the mandatory retirement age of fifty-six for air traffic controllers, even though airline pilots are not required to retire until sixty-five.

With these concerns in mind, we urge you to support a clean reauthorization of the FAA, which will benefit travelers and taxpayers.

Sincerely,

Jeffrey Mazzella
President
Center for Individual Freedom

George Landrith
President
Frontiers of Freedom

Andrew Langer
President
Institute for Liberty

Seton Motley
President
Less Government

Jim Martin
President
60 Plus Association

Diana Furchtgott-Roth
Former Chief Economist
U.S. Department of Labor