



## How Air Traffic Control Reform Makes Our Skies Smarter:

# Assured Access

### General Aviation

- In the past, budget uncertainty and unaddressed airspace congestion have negatively impacted the General Aviation community's full access to the system.
- General Aviation is an active community in all parts of the country, which is why the proposal will include many provisions supporting General Aviation.
- Air traffic control reform is not a new concept. For decades, Congress and the Executive Branch have tried to address General Aviation's concerns. In fact, two senators from Alaska and Hawaii (representing large GA communities) first introduced a bill in 1987 to separate the process of managing our air traffic system.
- General Aviation users may see a drop in costs as the new entity reinvests surplus revenue into promising new technologies. Moving past legacy radar surveillance, for instance, will create more airspace capacity, which will lower costs for all aircraft.

### Rural Communities

- Under the Administration's Principles, the new air traffic control entity must maintain access and services to rural communities.
- Rural communities can count on services more reliably under ATC reform because funding for the management of the system will not be consistently jeopardized by the unpredictable appropriations process and political challenges of Washington. Reform will also mean streamlining regulatory matters currently impacting small airports and could lower costs for them.
- Increased efficiency and capacity in the airspace could mean more frequent flights to rural communities, driving economic growth.