



February 11, 2013

The Honorable Jack Kingston
United States House of Representatives
2372 Rayburn House Office Building
Washington, D.C. 20515-1001

The Honorable Sanford D. Bishop, Jr.
United States House of Representatives
2429 Rayburn House Office Building
Washington, D.C. 20515-1002

The Honorable Lynn Westmoreland
United States House of Representatives
2433 Rayburn House Office Building
Washington, D.C. 20515-1003

The Honorable Hank Johnson
United States House of Representatives
2240 Rayburn House Office Building
Washington, D.C. 20515-1004

The Honorable John Lewis
United States House of Representatives
343 Cannon House Office Building
Washington, D.C. 20515-1005

The Honorable Tom Price
United States House of Representatives
100 Cannon House Office Building
Washington, D.C. 20515-1006

The Honorable Rob Woodall
United States House of Representatives
1725 Longworth House Office Building
Washington, D.C. 20515-1007

The Honorable Austin Scott
United States House of Representatives
516 Cannon House Office Building
Washington, D.C. 20515-1008

The Honorable Doug Collins
United States House of Representatives
513 Cannon House Office Building
Washington, D.C. 20515-1009

The Honorable Paul C. Broun
United States House of Representatives
2437 Rayburn House Office Building
Washington, D.C. 20515-1010

The Honorable Phil Gingrey
United States House of Representatives
442 Cannon House Office Building
Washington, D.C. 20515-1011

The Honorable John Barrow
United States House of Representatives
2202 Rayburn House Office Building
Washington, D.C. 20515-1012

The Honorable David Scott
United States House of Representatives
225 Cannon House Office Building
Washington, D.C. 20515-1013

The Honorable Tom Graves
United States House of Representatives
432 Cannon House Office Building
Washington, D.C. 20515-1014

Re: Opposition to Proposed \$100 Per-Flight User Fee

Dear Congressman:

The Georgia Business Aviation Association (GBAA) exists to promote business aviation in the State of Georgia as well as educate and advance the recognition of business aviation and its importance to the state and economy. We are also committed to bringing aviation professionals together for networking and educational seminars, in order to foster among them the highest degree of operational efficiency and safety. Since 2004, we have provided over \$230,000 in scholarships to students and aviation professionals within the state. On behalf of our membership, I'm writing today in opposition of the new \$100 per-flight user fee included in the Administration's ongoing deficit reduction and budget proposals.

There has been significant debate in recent years as to how general aviation can best contribute revenue to the federal government. After careful consideration, both the House and the Senate have previously passed bills that

endorse per-gallon fuel charges rather than adopt a per-flight tax similar to the one the President has proposed. We believe that general aviation per-gallon fuel taxes are the best way for the industry to contribute necessary revenues to the federal government. Fuel taxes are easy to pay, efficient to collect, simple to understand, and directly related to use of the system. We are concerned that the proposed per-flight tax not only imposes significant new economic and administrative burdens on general aviation operators, but it will also necessitate the creation of a costly new federal collection bureaucracy. Additionally, where other countries have imposed per-flight user fees on general aviation, the results have been devastating.

General aviation is a significant American industry that generates 1.2 million jobs and \$150 billion in economic activity. Moreover, general aviation in Georgia contributes directly to economic development opportunities and jobs. General aviation helps companies of all sizes to be efficient and productive. We are very proud of the leadership role that the United States has played in manufacturing, operating, and promoting the airplane as an essential business tool. General aviation continues to serve as an essential element of our national transportation system. Unfortunately, the recent economic slow down has severely impacted our industry. The proposed per-flight tax would most certainly aggravate an already bad situation and cause irreparable damage to this vital industry.

We stand ready to work with you to educate others about the importance of business aviation, and its value to the State of Georgia and the nation as a whole. Companies using business airplanes bring jobs, economic activity and hope to towns all across the country. Thank you for your careful consideration of this issue, and for your service to the great state of Georgia. If we can be of further assistance, please have your staff contact us.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Small".

David Small
Chairman
Georgia Business Aviation Association



February 11, 2013

The Honorable Saxby Chambliss
United States Senate
416 Russell Senate Office Building
Washington, DC 20510-1005

The Honorable Johnny Isakson
United States Senate
131 Russell Senate Office Building
Washington, D.C. 20510-1005

Re: Opposition to Proposed \$100 Per-Flight User Fee

Dear Senator Chambliss and Senator Isakson:

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David Small
Chairman
Georgia Business Aviation Association

