



The Voice of Aviation Business

POLICY PRIORITIES

SUPPORTING A VIBRANT GENERAL AVIATION
BUSINESS INDUSTRY

2022-23

NATA - THE VOICE OF AVIATION BUSINESS FOR MORE THAN 80 YEARS

The National Air Transportation Association (NATA) represents nearly 3,700 aviation businesses from across the general aviation industry, including FBOs; Part 135 air carriers and fractional ownership companies; flight training, maintenance, and airport sponsors at over 330 general aviation airports; and air medical operators. Since 1940, NATA has focused on both advocacy and the elevation of industry safety and professionalism by examining contemporary issues, convening thought-provoking industry leaders on its policy committees, and pursuing solutions that prioritize safety and economic viability.

NATA's Safety 1st program is the industry standard for training general aviation support personnel, educating over 40,000 individuals since 2008. Safety 1st empowers organizations and training administrators to meet the specific needs of their operations and the specific learning requirements of their team members, providing them with flexible tools to customize learning pathways .

AVIATION BUSINESS INDUSTRY

General aviation businesses are primarily considered small businesses, which support 1.2 million jobs; provide over \$247 billion in economic output in the United States alone; and contribute to the nation's competitiveness, growth, and continued innovation. An essential lifeline to rural America, these companies operate at nearly 4,500 airports in thousands of communities that are not served by the airlines but are nonetheless impacted by major changes in industry activity. General aviation airports and the businesses that support them aid business development and job growth while supporting law enforcement, medical care, disaster relief, firefighting, and agricultural services.

SAFETY

NATA maintains a leadership role in working with federal agencies, Congress, Association members, and other stakeholders to address safety concerns within the business and general aviation industry. The Association collaborates with the Federal Aviation Administration (FAA) to develop training programs, operational best practices, and guidelines for ground handling, refueling, air charter, and maintenance operations. Continuing this industry/agency collaboration and safeguarding FAA's critical operational functions are vital to preserving the safety of our aviation ecosystem.

Safety Management System (SMS): Prior to implementation of the FAA rule requiring SMS for Part 135 and 145 operations, policies must be in place to ensure both FAA workforce and affected operators have mutual understanding of the rule's application. Congress should provide increased support for the development of robust, comprehensive resources for both FAA and industry workforces; efficient and consistent training of FAA inspectors; and assurance that FAA will partner with industry in development and implementation of all Part 135 and 145 SMS resources.

Aviation Funding Stability: NATA calls on Congress to ensure FAA operations continue without interruption in the event of a government shutdown. Allowing the FAA to draw from the Airport and Airways Trust Fund would avoid the furlough of essential workers and maintain the Agency's vital safety and operational functions.



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SUSTAINABILITY

NATA and its members actively participate in initiatives related to the elimination of PFAS chemicals; development of lead-free and sustainable fuels; adoption of facility efficiencies for aircraft operations, solar power and battery storage systems, and aircraft noise mitigation technologies; and maturation of Advanced Air Mobility (AAM) innovation to reduce aircraft emissions and noise.

PFAS Foam: NATA continues critical regulatory and legislative work to eliminate the use of toxic PFAS firefighting foam at general aviation airports and in aircraft hangars, advocating for increased funding for the approval of a fluorine-free alternative to AFFF and the establishment of grants to help remediate PFAS-containing foam from airport properties. In addition, federal exemption from litigation should be extended to airport sponsors, owners of aircraft hangars, and landlords and lessees at public use airports who were required to install and maintain foam fire suppression systems by authorities having jurisdiction.

Alternative Fuels: NATA supports efforts to accelerate production and adoption of sustainable aviation fuel as well as development of a commercially viable, fleet authorization, unleaded alternative 100LL. The Association seeks increased funding to accelerate development of unleaded Avgas as well as infrastructure grants to make alternative unleaded fuel more widely available, while opposing any efforts to ban 100LL before a safe, fleet authorization alternative is widely available.

Advanced Air Mobility: To fully realize AAM's potential to reduce aviation's environmental impact, we must swiftly prepare for its adoption in the existing aviation ecosystem. NATA is advocating for increased resources toward FAA development of a sound regulatory framework that ensures safe operational deployment of AAM technologies, as well as guidance for and federal investment in the physical infrastructure necessary to support them.

AVIATION BUSINESS SUCCESS

To maintain general aviation's essential services and continue our industry's economic output, NATA recognizes the critical need for increased investment in infrastructure, workforce, and FAA efficiencies. Our general aviation airports require both federal investment and increased public/private partnerships to meet current demands; modernize for the future; create high-skilled, high-paying jobs; and advance innovative technology. NATA is also collaborating with lawmakers on Capitol Hill to close the gap between supply and demand for skilled pilots and maintenance technicians, as well identifying areas for increased FAA efficiency to facilitate Part 135 industry growth.

General Aviation Infrastructure: NATA is working on multiple legislative initiatives that invest in general aviation infrastructure, such as increased funding for the Airport Improvement and Contract Tower Programs, adjustments to AIP grant entitlements and federal cost share, increased federal grants for the construction of aircraft hangars, and new federal investment to support AAM infrastructure, including through critical public/private partnerships.

Aviation Business Workforce: Expansion of existing federal programs can alleviate barriers to entry for aspiring pilots and A&P mechanics, such as eligibility for federal student loans, expansion of visa programs, and increased funding for programs such as ATEC. In addition, establishment of a National Center for the Advancement of Aviation will help recruit the next generation of aviation workforce by raising awareness of aviation career opportunities and facilitating collaboration between all industry sectors.

FAA Efficiency and Consistency: The current certification backlog and lack of timely check pilot and aircraft conformity functions present barriers to legitimate new industry entrants and increase the risk of illegal charter activity. NATA calls on Congress to examine FAA's certification process to increase efficiencies, ensure consistency, and safely maintain the continuum of certification and conformity for Part 135 and 145 operations.



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