

**SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION:  
QUESTIONS FOR THE RECORD**

**HEARING ON  
FAA REAUTHORIZATION: AIR TRAFFIC CONTROL MODERNIZATION AND REFORM  
TUESDAY, MAY 19, 2015**

**Questions for Mr. Paul Rinaldi, President, National Air Traffic Controllers Association**

*From Senator Fischer*

*Question 1.* I have read the concerns expressed by the general aviation community regarding “commercialization” or “privatization” of the air traffic control (ATC) system. Do you believe there is a way for us to reform this system to ensure safety, efficiency, and innovation, while protecting the concerns of general aviation?

Answer. Many foreign nations have successfully separated the operation and regulation of their aviation system into an air navigations service provider and a civil aviation administration respectively. In September 2015, the DOT Inspector General did a report comparing the systems in the Canada, United Kingdom, Germany, and France. Report No. AV-2015-084. Citing a MITRE Study commissioned by the FAA, dated October 2014, the DOT IG wrote, “Studies we reviewed, including a recent report commissioned by the FAA, indicated that separating air navigation and safety/regulatory functions has not impacted safety.” The DOT IG noted that the United States has the largest, most complex air transportation system in the world and has the most operations and a larger general aviation community than any of the foreign ANSPs. Any reform must preserve that size, complexity, and diversity. General aviation can continue to thrive in a new system as long as it ensures that there are no new financial barriers for non-commercial flight and flight schools and by ensuring that we maintain the current first come, first served model rather than a best equipped, best served model.