



August 7, 2025

The Honorable Troy Nehls
Chairman
Transportation and Infrastructure Committee
Aviation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Rick Larsen
Ranking Member
Transportation and Infrastructure Committee
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Nehls and Ranking Member Larsen:

The Modern Skies Coalition appreciates the opportunity to respond to the request of the House Transportation and Infrastructure Committee to submit legislative policy priorities and proposals to improve the safety and efficiency of the National Airspace System. The Modern Skies Coalition represents more than 50 of the leading aviation organizations in the United States, including both industry and labor organizations. We agree that modernizing our nation's air traffic control system is long overdue, and enhancing the safety and efficiency of the National Airspace System is a top national priority to maintain America's global leadership role in aviation and aerospace. Our submission builds upon the *FAA Reauthorization Act of 2024* as well as the \$12.5 billion down payment that the House Transportation and Infrastructure championed and was recently signed into law. We thank you for your leadership and ongoing efforts and look forward to working with you on the next phase of this critical effort.

Our submission focuses on four key objectives:

1. Develop a Comprehensive Plan: Require the DOT and FAA to deliver detailed plans for the Administration's proposed investment for developing a brand-new air traffic control system. The first plan, due within 30 days of enactment, should identify how the \$12.5 billion will be prioritized to maximize funding of transformational and integrated technologies, as well as decommissioning of outdated systems. Such a plan should include the overall objectives of the modernization plan as well as metrics for success of the plan against schedule, funding and key benefits of modernization. It should also establish clear and concise performance targets and metrics combined with a transparent oversight process designed to ensure accountability and performance by implementing agencies and contractors. The second plan, due within 90 days of

enactment, should identify the remaining objectives, metrics and work to be accomplished to finish the implementation of the new system.

2. Ensure Strong Transparency/Oversight: Establish transparent and effective congressional oversight as well as formal mechanisms for stakeholder engagement, that will facilitate continued support and successful implementation of this initiative with the travelling public, Congress, unions and the industry and help ensure alignment among all stakeholders. We recommend the Administration deliver monthly reports on their performance against the plan's schedule, budget and delivery on key benefits and establish regular engagement meetings.
3. Streamline Acquisitions and Foster Performance-Driven Partnerships: Direct the DOT and the FAA to fully utilize its Acquisition Management System (AMS) authority to meet the ambitious timeline for this transformation of the air traffic control system. Moreover, the FAA in coordination with the DOT should implement all available methods to engage innovative vendors, facilitate the use of performance-based service contracts to authorize and fund technology renewal and replacement and develop a process for rapid decision making and an escalation process to address issues, risks, and concerns. We applaud the Administration for embracing the Prime Integrator business model that allows a single entity to focus on acquiring and implementing fully integrated systems. The Administration should buy commercial off-the-shelf technology and avoid developing technologies from scratch or allowing extensive modifications to existing capabilities that are successfully utilized around the world.
4. Ensure Robust Funding and Continuity of Operations: To ensure the development and completion of a new air traffic control system, the FAA will need financial resources and flexibility to meet the demands of this ambitious effort. This should include provisions to secure continuity of funding and work for the agency to implement the plan for the \$12.5 billion and budget reforms that enable multi-year system transformation efforts. T&I's accomplishment in funding the downpayment for a brand-new air traffic control system should not be disrupted by a government shutdown. Finally, DOT Secretary Duffy has indicated that at least an additional \$19 billion in funding is needed to achieve the key objectives of a state-of-the-art air traffic control system. Our nation cannot afford a half-effort that doesn't accomplish the mission.

We have also attached a letter provided earlier this year to the Senate Commerce Committee that describes additional views of the Modern Skies Coalition. Currently, our submissions to the committee are designed to specifically address the necessary steps to modernize aviation technology infrastructure and make the transformative leap in capabilities that Secretary Duffy and the Administration have outlined for the air traffic control system.

Thank you again for the opportunity to provide these policy ideas to the Committee. We appreciate your bipartisan approach to critical issues facing our nation and we look forward to continued collaboration and discussion about this vital effort to modernize our nation's air traffic control system to the benefit of all Americans. Please let us know how we can further support your efforts.

*Affordable Skies
Aeronautical Repair Station Association
Aerospace Industries Association
Air Line Pilots Association, International
Air Medical Operators Association
Aircraft Electronics Association
Aircraft Owners and Pilots Association
Air Traffic Control Association
Airlines for America
Airports Council International – North America
Allied Pilots Association
American Association of Airport Executives
American Society of Travel Advisors
Association for Uncrewed Vehicle Systems
International*

*Association of Flight Attendants-CWA
Association of Air Medical Services
Association of Value Airlines
Association of Professional Flight Attendants
Aviation Technical Education Council
Cargo Airline Association
Coalition of Airline Pilots Associations
Corporate Aircraft Association
Experimental Aircraft Association
General Aviation Manufacturers Association
Global Business Travel Association
International Aircraft Dealers Association
International Air Transport Association
International Association of Machinists and
Aerospace Workers*

International Council of Air Shows
National Agricultural Aviation Association
National Air Carrier Association
National Air Traffic Controllers Association
National Air Transportation Association
National Aircraft Finance Association
National Association of State Aviation Officials
National Business Aviation Association
NetJets Association of Shared Aircraft Pilots
Professional Aviation Safety Specialists, AFL-CIO
Recreational Aviation Foundation
Regional Air Cargo Carriers Association

Regional Airline Association
RTCA, Inc.
Southwest Airlines Pilots Association
Transportation Trades Department, AFL-CIO
Transport Workers Union of America, AFL-CIO
Travelers United
United States Parachute Association
U.S. Contract Tower Association
U.S. Travel Association
Vertical Aviation International
Vertical Flight Society