



Commonwealth of Massachusetts  
Joint Committee on Transportation  
June 24, 2021

**Written Testimony from the National Business Aviation Association**

On behalf of the National Business Aviation Association (NBAA) and our more than 700 member companies in Massachusetts, we strongly oppose Senate bill 2305. This bill, which would impose a \$1,000 landing fee on virtually all non-commercial aircraft operations, would devastate general aviation in the Commonwealth. Our industry, which includes all operations outside of the scheduled airlines and military, is vital to the 39 public-use airports across Massachusetts, and we are united in our opposition to Senate bill 2305.

Unfortunately, the landing fee proposal overlooks the fact that airports in Massachusetts generate nearly 200,000 jobs and \$25 billion in annual economic activity. If Senate Bill 2305 becomes law, general aviation aircraft will leave the Commonwealth, taking good-paying jobs for maintenance professionals, flight instructors, airport staff, and others with them. While this legislation would impose a \$1,000 landing fee on aircraft owners, the real damage will be done to hard-working professionals at community airports in Massachusetts.

States surrounding Massachusetts, including Connecticut and New York, have embraced general aviation with competitive tax policies that are proven to generate jobs and economic activity. Currently, the Commonwealth is very competitive with these states, but the landing fee proposed under Senate bill 2305 will immediately place Massachusetts at a competitive disadvantage. Since aircraft are mobile assets, they can quickly move to other states and take high-paying jobs with them. According to a New York state economic impact study, one business aircraft based in a state generates five new jobs and \$1 million in spending.

The general aviation industry is fully committed to a sustainable future; however, imposing a regressive landing fee will not advance our efforts. We have set aggressive climate goals for the future, including carbon-neutral growth from 2050 and a 50% reduction in CO2 emissions in 2050 relative to 2005 goals. In addition, general aviation is making significant investments in sustainable aviation fuel (SAF), a low-carbon synthetic jet fuel derived from sustainable feedstocks. This next-generation fuel reduces lifecycle greenhouse gas emissions by up to 80% compared to conventional jet fuel and is available at airports today.

The entire aviation industry is working on a federal-level policy to accelerate SAF production and meet the increasing demand for this fuel. This effort includes a SAF-specific blender's tax credit that the Biden-Harris Administration has endorsed as a critical policy for de-carbonizing aviation. Already companies such as NetJets have made significant commitments to purchase SAF, and the market is expected to grow to more than \$15 billion by 2030.

In addition to work on SAF, significant investments are being made in developing electric and hybrid propulsion systems for aircraft. Innovative companies such as ZeroAvia, Ampaire, and Tencam are developing all-electric or hybrid-powered aircraft that would have zero emissions and drastically reduced noise.

For example, Bye Aerospace is developing the all-electric “eFlyer” general aviation aircraft that is currently under review for certification by the FAA. In addition, Tecnam, a key supplier for Cape Air, is partnering with Rolls Royce to develop an all-electric, twin motor 11-seat aircraft and a hybrid 4-seat aircraft using an electric motor and a combustion engine. To date, more than \$1 billion has been invested into electric vertical takeoff and land (eVTOL) and hybrid VTOL concepts, and at least 125 designs are now on the drawing board in anticipation of what is expected to be at least a \$30 billion market annually.

As a leader in aviation, Massachusetts is poised to be at the forefront of these advances in technology. Through a robust airport network, highly skilled employees, and a long history of supporting general aviation, the Commonwealth is a place where aviation wants to do business. However, Senate bill 2305 is a significant threat, and we respectfully request that this Committee not advance the bill. If allowed to move forward, the landing fee proposal would virtually eliminate general aviation, a vital transportation sector, which supports commerce, tourism, workforce development, and humanitarian missions.

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