



STATEMENT OF THE

NATIONAL BUSINESS AVIATION ASSOCIATION

**ED BOLEN
PRESIDENT AND CEO**

BEFORE

THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

SUBCOMMITTEE ON AVIATION

THE UNITED STATES HOUSE OF REPRESENTATIVES

REGARDING

“THE STATE OF GENERAL AVIATION”

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Chairman DeFazio, Ranking Member Graves, Subcommittee Chairman Larsen, Subcommittee Ranking Member Graves, and members of the Subcommittee on Aviation, thank you for holding this hearing to address the state of our nation's general aviation industry. On behalf of the National Business Aviation Association's (NBAA's) 11,000-member companies, we are pleased to testify at this hearing.

With the current authorization of the Federal Aviation Administration (FAA) expiring a little more than a year from today, this hearing comes at a crucial time for our industry. We appreciate the work this Subcommittee is already doing to engage with all stakeholders on priorities for a long-term FAA reauthorization bill in 2023, and we look forward to a robust discussion.

NBAA's members, many of which are small businesses, rely on general aviation aircraft to meet some portion of their transportation needs. These aircraft provide connectivity to communities in nearly every congressional district, many of which do not receive airline service. While those airlines serve only around 500 airports, business aviation can reach 5,000 airports, located in places some people have never heard of. This unique American idea of connecting each other—no matter where we live and work—doesn't make headlines, but it supports 1.2 million American jobs and \$247 billion in economic output.

As the Subcommittee knows, general aviation is an essential American industry that has long led the way in innovations that generate new technologies and new ways of thinking. We led the way in GPS, a transformative navigation and safety technology. We led the way in winglets and other technologies that drive safety and efficiency. These and other advancements make aviation safer, more secure, and sustainable and ensure that our country will remain the world's leader in aviation five, 10, and 25 years from now.

General Aviation's Flight Path Disrupted by COVID-19

Given that this hearing focuses on the state of general aviation, it is vital to understand the impact of recent events on the sector, including the COVID-19 pandemic.

As with all aviation segments, the pandemic was devastating for general aviation. By March 2020, there were severe economic consequences for various businesses, from aircraft operators to airports and aviation manufacturers. Teterboro airport—which supports nearly 5,000 jobs and generates more than \$1 billion in economic impact—witnessed a near standstill in operations, impacting families, small businesses, and the local community.

In the pandemic's early months, workers were furloughed or let go, including in the U.S. aircraft maintenance industry, which lost 50,000 jobs. In addition, pilots struggled to obtain essential documentation required for flight, including medical certificates. Flight departments faced challenges in trying to keep their airplanes qualified for airworthiness. Flight-training facilities were largely shuttered, causing delays in recurrent training and closing the pipeline for future pilots.

The work of Congress in passing the Coronavirus Aid, Relief and Economic Security (CARES) Act was critical in providing needed relief to the general aviation community and aiding the sector's recovery. Leading up to the passage of the CARES Act, NBAA worked with members of this Subcommittee to ensure that general aviation commercial operators were eligible for the same relief programs as the major airlines. Thousands of small air charter operators that did not have access to capital markets were in desperate need of relief, and with your leadership, the Payroll Support Program provided a sense of certainty during very uncertain times.

For the aviation supply chain, the Aviation Manufacturing Jobs Protection Act provided critical relief for employees in the aerospace supply chain at risk of furlough due to pandemic-related slowdowns and closures. Thanks to this legislation, general aviation manufacturers and suppliers could retain their highly-skilled workers and weather the worst of the pandemic.

In short, congressional action in a crisis moment helped general aviation to be on a flight path to recovery – there is strong demand for new employees, and our industry is serving small towns and communities across the country. We also see strong demand in the new and pre-owned aircraft markets, with historically low numbers of used and new aircraft available for purchase.

While the post-COVID moment has challenged business aviation with supply-chain snags and other concerns facing all sectors, the most important consideration is that aviation workers are back on the job, and in some cases, we are even seeing a return of worker shortages among pilots and other aviation professionals. The general aviation community recognizes the critical role of congressional leadership in passing the CARES Act to make this recovery a reality.

A Focus on America's Continued Aviation Leadership

During previous testimony before this Subcommittee, NBAA has underscored that while the U.S. has the world's largest, safest, most efficient, and most diverse aviation system, we must continually improve and enhance the air traffic control (ATC) system to maintain this leadership role. Through effective oversight by Congress and the public, we are making tremendous progress on new technologies that have brought improved efficiencies and safety enhancements to our system while preserving fair and equal access for all users.

For example, the successful implementation of Automatic Dependent Surveillance-Broadcast (ADS-B) marked a significant positive turning point in our nation's aviation history, transitioning our ATC system from ground-based radar to satellite-based navigation coupled with signal-enhancing ground stations. This technology, and ADS-B equipage across the fleet, is enhancing situational awareness for air traffic controllers and bringing new efficiencies to the national airspace system, making the United States a model for the rest of the world.

While legacy, ground-based radars take anywhere from 5 to 12 seconds to update an aircraft's position, ADS-B equipment now provides controllers with precision GPS position data on aircraft almost every second – enabling ATC to identify and resolve hazardous situations more quickly. At more than 450 general aviation airports, ADS-B provides surveillance coverage at significantly lower altitudes than previously possible using radar, improving safety and access to small communities. Also, through Performance Based Navigation, GPS, and the Wide Area Augmentation System, general aviation operators can conduct safe approaches to more airports in bad weather, providing reliable connectivity to small towns and rural communities.

As we continue moving forward with ATC advancements, which the FAA projects can deliver \$100 billion in benefits through the 2030s, NBAA is partnering with FAA leaders and this Subcommittee to advance our shared goals for a next-generation ATC system that is safe, efficient, and overseen by Congress. While we still have work to do in accommodating expected growth and new entrants, now is not the time to allow private interests to control our nation's ATC system. For these reasons, NBAA has always

been steadfast in supporting the advancement of our aviation system that allows all stakeholders equal and fair access to airports and airspace.

As we move towards the 2023 FAA Reauthorization, we know that this Subcommittee will prioritize policy solutions that provide a long-term reauthorization and offer funding certainty to the agency while requiring detailed reporting requirements and enhanced oversight. These policies should include metrics on cost-benefit data supporting modernization programs and the status of critical milestones and deliverables. Working with Appropriators in Congress to secure flexible multi-year funding authority for the FAA operations account has also proven helpful and should be considered in the future.

Through our support of the Aviation Funding Stability Act of 2021, we are also committed to maintaining financial stability for the FAA by allowing the use of funds from the Airport and Airway Trust Fund (AATF) during lapses in government funding. Although taxes continue to be paid into the AATF throughout government shutdowns, the FAA is prohibited from using any funds to continue operations or pay the agency's dedicated employees during that time. Passage of this bill would provide the agency additional flexibility to use trust fund revenues for continued operations during government shutdowns or other funding lapses.

NBAA also firmly believes that the current system of trust fund taxes, which are simple to collect and administer, is the proper way to support the Airport and Airway Trust Fund (AATF). The fuel tax and the percentage tax on airline tickets and charter flights do not require the government to issue invoices or institute complex recordkeeping systems that a per-flight user fee would require. In our opinion, maintaining the AATF and associated taxes provides funding stability for the FAA and is the best approach to funding our future aviation infrastructure and modernization needs.

Aviation Safety Always an Imperative

Since NBAA's founding in 1947, safety has been at the core of our mission. Currently, we are working with the FAA, the National Transportation Safety Board (NTSB), and the industry on initiatives developed with our government partners to improve general aviation safety.

Those engagements include expanding general aviation participation in the FAA's Aviation Safety Information Analysis and Sharing (ASIIS) program, which is a conduit for exchanging safety information, so that data can be aggregated and analyzed, and the results used to identify root causes of accidents and enhance safety. General aviation operators are now a growing part of the ASIIS program, and the safety data is used to proactively identify risks and drive positive safety changes across the general aviation community.

In addition, the COVID-19 pandemic brought to light increasing stresses on the aviation community and the toll on pilots' mental health, a critical component to "Fitness for Duty" and aviation safety. NBAA is concerned that FAA aeromedical certification regulations and policy severely dissuade pilots from seeking clinical treatment for mental health conditions. We believe that early intervention with mental health conditions, among all health conditions, makes for the best outcomes in the lives of pilots as well as in aviation safety.

We look forward to working with this Subcommittee and the FAA to define better the mental health cases that require disclosure to the FAA or trigger its review. This includes providing additional pathways for Aviation Medical Examiners to issue airmen medical certificates, minimizing the wait times of FAA

reviews, researching and identifying other pharmacological treatment options that can safely be used in the aviation environment, and better defining the need for neurocognitive testing in some cases. Collectively these efforts should reduce barriers to treatment and get pilots the help they need, maintain pilots' livelihoods, aid employers in understanding the readiness of their workforce, and enhance safety.

Safety Management System (SMS) implementation also continues to be a significant focus for business aviation, and our industry is committed to the positive improvements these programs bring to an operator's safety culture. Through voluntary SMS programs, including the International Standard for Business Aircraft Operations (IS-BAO), operators are safer, more efficient, and utilize data to achieve continuous safety improvements.

At the same time, NBAA is concerned that upcoming FAA mandates for Federal Aviation Regulation (FAR) Part 135 on-demand air charter operators and Part 145 repair stations could take a "one size fits all" approach to SMS that is overly prescriptive and not scalable to smaller companies. As the FAA develops these regulations, the agency must recognize the diversity of the business aviation community, with its unique challenges and operating models. NBAA wants to be engaged in the regulatory process, which should involve a look at existing industry standards as part of the solution to achieving regulatory compliance. Importantly, we know this collaborative approach will result in a regulatory framework that enhances safety and allows operators to create a SMS program that addresses their operational needs.

NBAA is engaged with the FAA on airport surface safety by supporting initiatives to reduce wrong surface incidents and mitigate runway incursions. This May, the FAA released new hotspot symbology and Arrival Alert Notices as the culmination of a multi-year, collaborative effort with the industry.

General aviation continues to actively engage in critical safety concerns related to 5G telecommunications networks operating from 3.7-3.98 gigahertz (GHz), commonly referred to as the C-band. Beginning in 2015, NBAA and a broad coalition of aviation stakeholders raised detailed safety concerns about the potential for 5G interference with radio altimeters. We appreciate the Subcommittee's continued attention to this critical matter.

The mitigations to ensure that 5G power levels around many of the nation's airports remain lower than allowed by telecommunications providers have been extended beyond the initial 6-month implementation period and will continue to stay in place for the near term. Currently, only some of the business aviation fleet have alternate means of compliance, allowing them to continue all-weather access to most airports. For a significant portion of our fleet, there is not yet an approved retrofit solution to upgrade the radar altimeter with filters to protect from 5G interference. Over the coming months, we respectfully request that the FAA dedicate the necessary resources to approve alternate means of compliance or the radar altimeter modifications needed for the general aviation fleet to safely operate across our nation's entire airport network.

Finally, in the 2018 FAA Reauthorization, Congress directed the FAA to modify supplemental oxygen requirements under Part 121 of the FARs. This change increased the flight level (F.L.) threshold (i.e., altitude) from FL 250 to 410 (i.e., from 25,000 to 41,000 ft) when the remaining pilot at the aircraft controls must wear an oxygen mask when the other pilot leaves their seat. However, this change did not provide relief to air charter operators under Part 135 of the FARs.

Safety experts have determined that more limited use of oxygen masks below FL 410 does not adversely affect safety because of the extremely low risk for aircraft depressurization at altitudes above FL 250. Also, applying this change to FAR Part 135 operations would harmonize FAA regulations with International Civil Aviation Organization standards. We encourage the Subcommittee to engage with the FAA on modifying the applicable regulations for oxygen use in air charter operations.

Respecting the Privacy, Safety and Security of General Aviation Flights

Another priority for our sector is ensuring that the privacy, security, and protection of someone traveling on a general aviation flight is not compromised by anyone, anywhere in the world with an internet connection. We firmly believe that no one should be required to surrender their safety, security, and business intelligence because they board an aircraft, just as people's movements aboard airlines, railroads, and other systems are not the business of cyber-stalkers.

The general aviation community has fully complied with the FAA's ADS-B mandate. While this is a critical cornerstone technology for our ATC system, incorporating ADS-B into flight operations has produced unintended privacy and security concerns.

To simplify the complicated simple, we're seeing how unencrypted signals that provide an aircraft's flight identification, precise position, and other detailed data are used to widely broadcast to the public the real-time location positioning of general aviation aircraft. This situation presents serious security concerns for companies and individuals who are simply using their aircraft in business or for humanitarian flights. The result is often flight-stalking of Americans on social media or tracking websites that post aircraft movements in real-time.

Individuals who have received threats are in danger because their real-time movements and travel plans are available to the public. Competitors can track where a business aircraft is flying, presenting industrial security concerns. This means that to protect passengers and operators of general aviation aircraft, the FAA must do more to prioritize the development of additional security measures.

For example, the FAA should expedite its work to improve the Privacy ICAO Address (PIA) program, which allows operators to obtain a random "aircraft address" code, which can provide additional security, and isn't tied to publicly available FAA aircraft registration records.

The FAA should also explore the limitations to the PIA program, which is severely limited because the codes cannot be used for international flights or even extended for overwater operations in the United States. The FAA is also limited in how frequently it can issue random aircraft addresses, meaning that members of the public can link an address to a specific aircraft before the operator can obtain a new address.

We respectfully request that this Subcommittee work with the FAA to improve the PIA program, including allowing third-party flight plan service providers to issue privacy aircraft addresses more frequently. Also, the FAA should work internally and with international partners so that privacy addresses can be utilized for all flights. The FAA also must plan for the future by studying how to encrypt ADS-B signals from aircraft, developing relevant equipage standards, and engaging with affected stakeholders for a more effective privacy solution.

An Industry's Commitment to Sustainability

As we think about the state of general aviation, we also know that the future of flight needs to be more sustainable than ever. NBAA and our partners in general aviation are sharply focused on reducing the sector's already minimal carbon footprint.

For example, through the Business Aviation Commitment on Climate Change, our industry has pledged to achieve net-zero CO₂ emissions by 2050. This goal builds on our 40-year record of leading the way toward a continually decreased carbon footprint, through fuel-saving technologies, from winglets to highly efficient engine technology and advanced avionics, to other world-leading innovations.

To achieve our 2050 goal, business aviation has a broad-based view of sustainability, including zero-emission electric aviation, sustainable aviation fuel (SAF), optimized GPS technology, utilizing sustainable airport infrastructure, and other strategies.

NBAA has also launched a Sustainable Flight Department Accreditation Program to recognize and encourage business aviation community members to take significant sustainability actions. This comprehensive accreditation will stimulate, document, and audit how operators are making widespread investments and progress towards a carbon-neutral future.

With aviation widely recognized as one of the most challenging transportation sectors to decarbonize, we know that SAF, a low-carbon synthetic jet fuel derived from sustainable feedstocks, will be crucial to meeting emissions reduction goals. SAF can reduce lifecycle greenhouse gas emissions by up to 80% compared to conventional jet fuel.

Everyone understands the promise of this groundbreaking technology: NetJets, one of the largest business aircraft operators, has committed to purchasing 100 million gallons of SAF over the next ten years. Signature Flight Support, the world's largest chain of Fixed Based Operators, has SAF available at a growing list of general aviation airports and has supplied more than 6 million gallons of renewable fuel since 2020.

Despite these impressive accomplishments, the SAF market is still in a nascent stage and requires long-term incentives to meet growing demand, as we have seen with nearly all carbon technologies in the transportation sector. We appreciate the Subcommittee's leadership in supporting H.R. 3440, the Sustainable Skies Act, and want to underscore that the blender's tax credit contained in the bill is specifically aimed at incentivizing the production of SAF, representing the most important action that Congress can take to support decarbonization of aviation.

Policies like the blender's tax credit are crucial to achieving the Administration's goal of 3 billion gallons of SAF by 2030 and 100% SAF by 2050, representing an estimated 35 billion gallons. Building a thriving domestic SAF industry is crucial to our energy security and will put airports and operators on a path to achieving their shared sustainability goals.

Of course, the need to continue moving forward with new aviation fuels extends beyond the consideration of SAF production. That's why NBAA is a full partner in the general aviation community's Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, which aims to lay out a roadmap to transition piston-engine aircraft to lead-free aviation fuels by the end of 2030. The most important element to this initiative is its collaborative approach, which brings all stakeholders together to

determine what is necessary to find a viable high-octane unleaded replacement for 100 octane low-lead aviation gasoline (100LL) without compromising the existing U.S. transportation infrastructure system and general aviation safety.

As sustainable technologies advance, the business aviation community is committed to being a leader and an early adopter. Our broad industry goal for net-zero emissions by 2050 and more detailed goals for Sustainable Flight Department Accreditation participants provide a measurable framework for emissions reductions. Through forums such as the Business Aviation Coalition for Sustainable Aviation Fuel and our support of a SAF blender's tax credit, we have the framework to decarbonize the aviation sector together, and we look forward to this Subcommittee's continued support.

Embracing the Future of Aviation

America has always pioneered in aviation, and our industry continues to lead as we develop transformative technologies such as electric aviation, new propulsion technologies including hybrid and hydrogen, and Advanced Air Mobility (AAM). Today, distributed electric propulsion systems are being harnessed for electric vertical takeoff and landing (eVTOL) aircraft, which will revolutionize our aviation system and create new use cases for general aviation airports.

Incredible advances are being made in next-generation battery technology. As a result, AAM will advance the nation towards sustainable, zero-emission aerospace and open new transportation opportunities to move people between and within urban, suburban, and rural areas.

AAM has the potential to directly connect communities that legacy infrastructure investments may have left behind. The technology will improve mobility, leverage existing public transportation systems, create workforce opportunities, reduce congestion, and support emissions reductions. According to a recent Deloitte study, AAM has the potential to create nearly 300,000 jobs and become an annual \$115 billion market by 2035.

Thanks to the work of Chair Larsen, Ranking Member Graves, their staff, and members of this Subcommittee, we are proud that H.R. 6270, the Advanced Aviation Infrastructure Modernization Act, was recently passed by the House. The AAIM Act authorizes funding to plan for and eventually build critical new AAM infrastructure by leveraging existing public transportation facilities to support AAM operations and fostering engagement programs to introduce the latest technologies to diverse communities. This legislation will position the United States to maintain its global leadership in aviation while providing the tools to create thousands of new green jobs for our skilled aviation workforce. We look forward to collaborating with Senators Moran and Padilla on the Senate version of the AAIM Act (S. 4246) so that this legislation can advance in both chambers.

Expanded aviation charging infrastructure will be another crucial element to achieving the benefits AAM can bring to diverse communities. Without the necessary charging infrastructure in place, it is difficult for private businesses and individuals to be confident enough to switch to cleaner, electric aviation. We have seen a similar dynamic with the transition to electric vehicles in automobiles, and policymakers have responded appropriately by providing tax incentives for businesses and individuals and grants and formula funding for state and local governments to install E.V. charging stations.

The Alternative Fuel Vehicle Refueling Property Tax Credit (section 30C of the Internal Revenue Code) allows for a 30% tax credit for the cost of any qualified alternative fuel vehicle refueling property, which

includes electric vehicle charging stations and hydrogen refueling stations. Recognizing the challenges posed by climate change and the need to accelerate the transition to a decarbonized future, the Administration and Congress have released proposals to enhance and extend the section 30C tax credit for E.V. charging stations.

NBAA and our AAM Roundtable support a simple technical change to modernize the section 30C tax credit to ensure that the critical investments necessary for AAM, or electric aviation, charging infrastructure are covered and similarly deployed. Leveraging private investment with an expanded Sec. 30C tax credit is key to the successful rollout of charging stations for electric aviation across our existing network of more than 5,000 public-use airports.

Finally, we applaud the FAA's dedication and progress on crucial aircraft certification, air traffic operations, vertiport, and flight standards requirements to facilitate AAM operations. NBAA's AAM Roundtable members appreciate the FAA's goal of setting clear, performance-based standards for the industry that don't compromise on safety. As part of the upcoming FAA Reauthorization, we look forward to continued dialogue on how the agency can utilize the existing regulatory structure to facilitate the safe introduction of these technologies. Providing general aviation with certainty for aircraft certification, airspace integration, operational approvals, airport investment, and infrastructure standards development is a critical element in the United States remaining a global leader in aviation.

As the FAA works towards a Special Federal Aviation Regulation (SFAR) that will enable commercial AAM operations and pilot licensing, we ask that this Subcommittee closely monitor the agency's stated goal of completing the process by December 2024. The first aircraft type certification for an AAM aircraft is expected shortly, and companies are progressing towards Part 135 operations, so the timely completion of the SFAR, with engagement from industry stakeholders, is crucial for the successful launch of commercial service.

Investing in Our Nation's Airports and Protecting Access

Airports and heliports are economic engines for the communities they serve and provide critical air transportation links for residents, visitors, and businesses. NBAA members and the general aviation industry have a shared interest in airports, heliports, and future vertiports being good neighbors to the communities surrounding these facilities and ensuring their viability and accessibility. We are committed to and stand behind targeted and effective measures to address aviation noise concerns.

Unfortunately, in recent years we have observed an increase in efforts to impose mandatory, precedent-setting local restrictions that contradict decades of federal policy and would have detrimental impacts on the national air transportation system. The New York State Assembly recently passed a bill that targets business aviation and helicopter operations in New York City and throughout the state, which NBAA and a coalition of industry groups have opposed. Similar legislation is being contemplated at the city and federal levels. Several other municipalities throughout the nation are also considering various parochial access restrictions to curtail flights.

We encourage the Subcommittee to monitor these developments closely and support the FAA in its mission, including fully implementing the Airport Noise and Capacity Act of 1990 (ANCA). Your continued support of federal grant-based and deed-based obligations, and compliance with ANCA and other aviation statutes and regulations, play an essential role in preventing a patchwork of local operational

restrictions and possible airport and heliport closures. We must commit to investing in and protecting our irreplaceable aviation infrastructure, especially at this critical juncture, as new entrants, including AAM with eVTOL aircraft, prepare to take flight.

Federal investment in airports ensures their viability. Federal dollars allow for airports, especially smaller facilities, to remain affordable for general aviation use. Without this vital investment, many local municipalities would not be able to maintain the infrastructure that links their community to the rest of the country and to the world.

We commend the Subcommittee for supporting the Airport Improvement Program (AIP) and numerous airport relief and investment packages it has recently championed. As future airport funding and investment opportunities arise, we encourage the Subcommittee to maintain its focus on investing in our general aviation airports, which are the backbone of our air transportation system.

Building the Aviation Workforce

For general aviation to continue growing and supporting communities, we must address significant workforce challenges, including the shortage of qualified pilots and technicians. According to the Boeing company, more than 600,000 new pilots and technicians are needed to address projected growth in the next 20 years.

NBAA has taken the lead on several fronts to address workforce shortages, including working with Chairman Larsen, the late Congressman Don Young, Congresswoman Angie Craig, Senator Gary Peters, Senator Dan Sullivan, and Senator Catherine Cortez Masto on the introduction of H.R. 3310 and S. 1681, the Promoting Service in Transportation Act, which was passed into law through the Infrastructure Investment and Jobs Act (IIJA).

Through targeted public service announcements authorized by the Transportation Workforce Outreach Program in the IIJA, we will start a new dialogue on transportation careers, focusing on the availability of advanced technology and good-paying jobs today. With continued growth and demand for STEM workers, we must remain competitive by educating students about the exciting innovations and technologies under development in the transportation industry. We support the full \$5 million appropriation for this program and appreciate the efforts of this Subcommittee with House Appropriators.

Moving toward the upcoming FAA Reauthorization, we look forward to building on programs from the 2018 FAA bill, including grant programs to support the education of future aircraft pilots and the recruitment of much-needed aviation maintenance technicians. Carefully reviewing and adopting recommendations of the Youth Access to American Jobs in Aviation Task Force and the Women in Aviation Advisory Board will be an excellent starting point for additional workforce provisions.

At our largest event, NBAA-BACE, we host a "Careers in Business Aviation Day" that provides workforce development programming as part of the "Collegiate Connect" initiative. We continue these efforts at NBAA's regional events and targeted educational programs by offering student-focused programming to educate young people about the many career opportunities in business aviation. Through partnerships with non-profit organizations, NBAA is also helping to expose, recruit and retain new professionals from underrepresented communities. These initiatives will help to ensure that the industry remains competitive and reflects a more diverse workforce.

NBAA also actively sponsors targeted initiatives to attract, develop and retain underrepresented segments of the population. This includes our sponsoring partnership with The Red Tail Flight Academy, whose volunteer leaders focus on recruitment that bolsters diversity within the aviation industry, including free training for future pilots. We are pleased that this program, inspired by the Tuskegee Airmen, graduated its first class of future leaders last month. We are also a proud partner with Flying Classroom, a program launched by aviation pioneer Barrington Irving that aims to teach all students about careers in Science, Technology, Engineering, and Mathematics.

Conclusion

This hearing and similar discussions with policymakers in the coming months will serve as the building blocks for a successful and inclusive FAA Reauthorization process. The general aviation community appreciates the work of this Subcommittee on the 2018 Reauthorization, which set the stage for many of the next-generation developments we are witnessing. Our industry looks forward to continued engagement as we develop policy solutions that safely embrace new aviation technologies and maintain the role of the United States as the world leader in aerospace.

General aviation is witnessing historic technological advancements, from advanced biofuels to electric aviation and AAM, which will connect communities to sustainable transportation options. NBAA appreciates this Subcommittee's continued leadership, and we welcome the opportunity to testify at this critical hearing.