

December 14, 2021



Senator Adam Hinds  
Chair, Joint Committee on Revenue  
Massachusetts Senate  
24 Beacon Street  
Boston, MA 02133

Representative Mark Cusack  
Chair, Joint Committee on Revenue  
Massachusetts House of Representatives  
24 Beacon Street  
Boston, MA 02133

Dear Senator Hinds and Representative Cusack:

On behalf of the National Business Aviation Association (NBAA) and our more than 700 member companies in Massachusetts, we submit this written testimony in opposition to House bill 2923. If passed, this bill would repeal the sales and use tax exemption on aircraft sales or parts used in aircraft repairs. Repeal of this exemption would place the Commonwealth at a competitive disadvantage to surrounding states and put the jobs of hard-working professionals at community airports in jeopardy.

According to a 2019 study by the Massachusetts Department of Transportation, airports in the Commonwealth are responsible for nearly 200,000 jobs and \$24 billion in economic impact. For example, Hanscom Field in Bedford, a key general aviation airport, is responsible for more than 19,000 jobs with a total payroll of \$527 million.

When the aircraft sales tax exemption was enacted, a study performed for the Aeronautics Division found that the number of aircraft based in the Commonwealth increased by 40-percent. If House bill 2923 were to become law, general aviation aircraft could relocate to other states, and owners would not consider Massachusetts a favorable location to base aircraft. Repeal of the exemption would harm dedicated employees, including aircraft maintenance technicians, airport maintenance staff, and professional pilots.

States surrounding Massachusetts, including Connecticut and New York, have embraced general aviation with competitive tax policies proven to generate jobs and economic activity. Currently, the Commonwealth is very competitive with these states, but House bill 2923 would dramatically change the landscape.

As a leader in aviation, Massachusetts is poised to be at the forefront of technological advances that will lead to a sustainable aviation industry. 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. Electric and hybrid propulsion systems for aircraft are also developing rapidly. Companies such as ZeroAvia, Ampaire, and Tencam developing all-electric or hybrid-powered aircraft that would have zero emissions and drastically reduced noise.

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, House bill 2923 is a significant threat, and we respectfully request that this Committee not advance the bill. Thank you for your consideration, I can be reached at (202) 783-9451 or [sobrien@nbaa.org](mailto:sobrien@nbaa.org) for any questions.

Sincerely,

A handwritten signature in black ink that reads "Scott O'Brien".

Scott O'Brien  
Senior Director, Public Policy & Advocacy