



November 18, 2013

The Honorable Paul Ryan  
Chairman  
Budget Committee  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Patty Murray  
Chairwoman  
Budget Committee  
United States Senate  
Washington, DC 20510

The Honorable Chris Van Hollen  
Ranking Member  
Budget Committee  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Jeff Sessions  
Ranking Member  
Budget Committee  
United States Senate  
Washington, DC 20510

Dear Chairman Ryan, Chairwoman Murray, Ranking Member Sessions, and  
Ranking Member Van Hollen:

Civil aviation supports 10.2 million jobs, contributes \$1.3 trillion in total economic activity and accounts for 5.2% of the total U.S. GDP. On behalf of our nation's civil aviation community, we are writing to request you take action to prevent the FY14 and subsequent budget year sequestration of highly valuable commercial and general aviation programs at NASA, FAA, and other Agencies. These programs have made our country second-to-none in leading the world in aviation safety and economic growth. Most importantly, they have been the driver behind the creation of stable, middle class jobs that our nation and our industry cannot afford to lose.

Sequestration, originally conceived of as a way to pressure the Congress and the President to agree on a path forward for deficit reduction in the 2011 Budget Control Act (BCA), may have the effect of reducing our federal spending, but it fails to recognize the need for programs which are investments in our nation's future, such as the Next Generation Air Transportation System (NextGen).

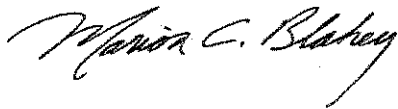
Already, FAA and NASA aeronautics budgets have been adversely impacted by the FY13 sequester. For example, the FAA received \$15.2 billion, a reduction of \$637 million (4 percent) below the previous year's level. This unprecedented cut includes a sequestration reduction of \$637 million, of which \$486 million was reduced from the operating budget and \$136 million was taken from the Facilities and Equipment budget five months into the fiscal year. As difficult as the FY13 sequester was, hitting the FY14 caps would require federal

November 18, 2013  
Page 2

agencies to operate with \$20 billion less than the post-sequester amount for this year and \$90 billion less than their budget requests. Deeper cuts will significantly derail progress that has been made on the transformational NextGen program.

To ensure that NASA, FAA, and other civil agencies continue to succeed, we urge Congress to stop the federal budget sequester and to adequately fund these vital activities to meet their mission for the nation. If nothing is done to eliminate sequester, there is no question that future investments in aviation will be sacrificed in favor of daily operational needs. Certification of new or modified American products will be delayed and adversely impact our nation's manufacturing capabilities. FAA, much like any other agency, will have to delay streamlining efforts, infrastructure investments and repairs in favor of daily operational needs. The net effect of such unnecessary actions will be congestion, delays in delivery of products into the market, and loss of US global leadership. Like many Americans, we want to see your conference committee succeed in finding a solution that reduces the deficit and eliminates sequestration. We stand ready to provide you any information that may be of use to your members.

Sincerely,



Marion C. Blakey  
President and CEO  
Aerospace Industries Association



Edward M. Bolen  
President and CEO  
National Business Aircraft Association



A. Oakley Brooks  
President  
National Air Carrier Association