

Calls to Congress should be made on non-duty time.
Do not use government equipment or resources. (Call on your personal cell.)



PROFESSIONAL AVIATION SAFETY SPECIALISTS

TELL CONGRESS TO OPPOSE PRIVATIZATION

The U.S. House may vote on privatizing air traffic control in September.
Call **TODAY** and urge your U.S. Representative to **OPPOSE** privatization.

Here's what to do:

- Call the U.S. Capitol switchboard at 202-224-3121.
- Press 2 to talk to your U.S. Representative. Enter your zip code.
- You will be connected to their office.
- After you hang up, get more people to call—family, friends, and especially your co-workers at the FAA. This will affect everyone at the agency in one way or another.

Phone Script

Remember to be polite and friendly! Don't argue with the staffer.

"Hi, My name is _____ and I'm a constituent. I'm calling to talk about the FAA reauthorization bill, which may be on the floor in September.

"I work at the FAA and I oppose privatization of the air traffic control system. The House FAA reauthorization (H.R. 2997) includes language to privatize but the Senate bill does not. I oppose any bill that privatizes air traffic control.

"Do you know where the member of Congress stands on this? Are they for or against privatization?"

Staffer may ask for your name & address.

"Thanks, and have a great day!"

Hang up.

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Top Facts to Know About Air Traffic Control Privatization

1. **Privatization is not efficient.** Transferring the air traffic control system from a governmental entity to a private monopoly does not ensure that the system will be more efficient or less costly. As an inherent monopoly, air traffic control services will not be open to competition. The only significant change is that oversight will move from the American people and their elected representatives, to an appointed board of directors.
2. **This is an attack on the federal workforce and an attempt to shrink the size of the federal government.** Improving the world's safest and most complex aviation system does not require privatizing it. If successful, this method will be replicated across other government agencies at the expense of federal employees and middle-class jobs.
3. **Employees will not have the same benefit protections they have today within the federal government.** Transferring thousands of federal employees to the private sector will be no easy task. The newly formed ATC corporation will inherit the financial burden of supporting current federal employee retirement systems, a cost that is entirely unknown. This leaves employees with no guarantee that the plans will be comparable or sustainable. Additionally, there is nothing in the bill to protect the pay, healthcare or pensions of future employees.
4. **This is a union busting bill.** The current proposal to privatize the FAA will weaken the role of unions from day one. It is not clear that existing FAA unions will continue to exist in the future. The corporation has opportunities to "rescind, amend or alter" the status of bargaining units. In fact, the current legislation alters union elections in such a way that your right to voice your vote in a union election is diminished if others fail to vote. Without a strong union voice, the middle class is diminished.
5. **Privatization will come at the cost of safety.** Removing the Airport and Airway Trust Fund (AATF) from the FAA will subject the remaining safety oversight functions to greater funding uncertainty and budgetary volatility. What the agency needs is robust safety mechanisms to oversee emerging technologies. Additionally, there is nothing preventing the wholesale outsourcing of air traffic facilities or other work related to the safety of the National Airspace System.
6. **The biggest contributor to delays is NOT the air traffic control system.** The airlines have been pushing this false narrative to try to justify their risky, unpopular privatization scheme. In fact, airline-caused delays totaled 20.2 million minutes last year—2.7 million more than all other factors combined, including weather, runway capacity and air traffic control.
7. **PASS supports improving the FAA through common-sense reforms.** While others chose to support dangerous legislation that privatizes one of our country's greatest assets, PASS supports commonsense reforms included in Transportation and Infrastructure Ranking Member Rep. DeFazio's (D-Ore.) legislation (H.R.2800) that would fix the FAA's funding problems while maintaining federal employee status for all FAA employees. This legislation is the right way forward to provide much needed reforms and preserve our standing as the world leader in aviation safety.

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