



PASS MEDIA TALKING POINTS ON AIR TRAFFIC CONTROL PRIVATIZATION

When speaking to the media, please remember to do it on non-duty time and identify yourself as speaking on behalf of PASS. Before members of the media ask you questions regarding PASS's stance on privatization, they may ask you general questions about PASS and your work at the FAA. Please be prepared with the following talking points:

- I am a member of the Professional Aviation Safety Specialists, or PASS, and INSERT OCCUPATION at INSERT LOCATION. In my position, INSERT SOME OF YOUR RESPONSIBILITIES IN SIMPLE TERMS WITHOUT USING ACRONYMS.
- The Professional Aviation Safety Specialists, or PASS, represents systems specialists, inspectors and other aviation professionals at the FAA who install, maintain, certify and inspect every aspect of the aviation system. Above all, we are dedicated to preserving the safety of the flying public.

The following are talking points specific to legislation introduced last year to privatize the air traffic control system.

- Last year, the House version of FAA reauthorization, includes language that would privatize the U.S. air traffic control system. Unlike the House version of the FAA reauthorization legislation, the Senate legislation rejected privatizing the air traffic control system and was passed by the full chamber with overwhelming bipartisan support.
- Privatization means over 30,000 federal employees would be taken out of government service and a private corporation would be in charge of air traffic control with no federal oversight.
- The United States has the safest and most complex aviation system in the world. Our system is not broken. Tearing it down and introducing private interests and economic uncertainty is not the right path for our country.
- The corporation's board of directors, which will only be made up of 13 select individuals with specific interests, will dictate everything from funding to staffing to modernization efforts. No one will be there to stop the corporation from making decisions that are not in the best interest of our country.
- As a federal employee, I know our first priority is for the safety and efficiency of this country's aviation system. We all need to continue doing our jobs as part of the federal workforce.
- To put it simply, severing air traffic control from the federal government is a risky—and unnecessary—undertaking. Let's not gamble with one of our country's greatest assets.

Following any conversation with a member of the media, or if you have questions, please contact PASS Communications Manager [Jessica Cigich](#).