



April 13, 2010

Chairman James Oberstar
House Transportation &
Infrastructure Committee
2165 Rayburn House Office Building
Washington, DC 20515

Congressman John Mica
House Transportation &
Infrastructure Committee
2163 Rayburn House Office Building
Washington, DC 20515

Chairman Jerry Costello
House Aviation Subcommittee
2251 Rayburn House Office Building
Washington, DC 20515

Congressman Tom Petri
House Aviation Subcommittee
2251 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Oberstar, Chairman Costello, Congressman Mica and Congressman Petri:

Thank you for your leadership in moving forward H.R. 4174, the National Transportation Safety Board (NTSB) Reauthorization Act of 2010.

The General Aviation Manufacturers Association (GAMA) supports H.R. 4174 because we recognize the importance of providing the NTSB with adequate resources to hire needed safety personnel. While the NTSB is charged with investigating all accidents, the Board at times must prioritize their on-site participation in some fatal accidents of certificated general aviation aircraft due to resource limitations. To address this situation, GAMA believes the NTSB should be fully funded to achieve its staffing goals of 477 Full Time Equivalent (FTE) staff. In particular, we hope that these additional funds will be used to hire additional general aviation accident investigators at their regional offices and ask the Committee for their strong support of this hiring.

Despite changes made during committee consideration of H.R. 4174, GAMA remains concerned about Section 6 of H.R. 4174. While we know it is not the intent of the Committee to impede the flow of safety critical information from accidents in a timely manner, we are concerned that the current provisions in Section 6 will lead to this result. Manufacturers participate as parties to NTSB investigations for a single reason: *to advance aviation safety*. It is critical that the party system is not impeded by limiting manufacturers' ability to:

- carry out responsibilities for continued airworthiness including reporting under 14 CFR 21.3 as well as the emerging data needs to implement a proactive Safety Management System;
- leverage internal company resources to assist the NTSB with an accident investigation; and
- swiftly respond to safety issues identified during an accident investigation.

We would like to work with the Committee to ensure the Section 6 objectives of the Committee are met without these unintended safety consequences.

General Aviation Manufacturers Association

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Thank you as always for your hard work and dedication to advancing the work of the NTSB and its critical safety mission.

Regards,

A handwritten signature in black ink, appearing to read "Peter J. Bunce". The signature is fluid and cursive, with the first name "Peter" being the most prominent part.

Peter J. Bunce
President and CEO

Ref: GAMA10-15