



September 26, 2018

The Honorable Bill Shuster  
Chairman, House Transportation and Infrastructure Committee  
2079 Rayburn House Office Building  
Washington, D.C. 20515

Chairman Shuster and Members of the House Transportation and Infrastructure Committee,

The Experimental Aircraft Association (EAA) is the world leader in recreational aviation. With an international membership of more than 200,000 people in over 100 nations, EAA brings together pilots, aircraft builders, owners, and aviation enthusiasts who are dedicated to sharing The Spirit of Aviation by promoting the continued growth of aviation, the preservation of its history and a commitment to its future.

EAA applauds the bipartisan effort of both houses to draft the FAA Reauthorization Act of 2018 and pass an FAA reauthorization bill before the close of this session, and we welcome the stability and advances for the general aviation community that a long-term funding bill will bring.

However, we join the Academy of Model Aeronautics' concern regarding an inconsistency in the language of the Special Rule for Model Aircraft in the bill, which specifically restrains model aircraft to flying at or below 400 feet above ground level in Class G airspace. The bill as written would severely curtail higher-altitude activities such as model glider competitions, which have occurred for decades with no hazard to manned aircraft in the National Airspace System (NAS). These activities should continue to be allowed to integrate into the NAS with proper coordination.

EAA suggests that a minor edit be made to this language that would allow operations above 400 feet with proper permission and coordination with Air Traffic Control and/or the Administrator or his/her designee. This is similar to the procedures used by other aeronautical activities that occasionally require use of higher altitude airspace, such as model rocketry and high-altitude sailplanes.

The EAA firmly believes that model aviation is a crucial pathway into manned aviation, and that this verbiage as written could hinder the future flow of manned pilots into our pipeline.

Thank you for your attention and consideration in this matter, and if you have any questions please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Elliott". The signature is fluid and cursive, with a large initial "S" and "E".

Sean Elliott  
Vice President, Advocacy and Safety



September 26, 2018

The Honorable Bill Nelson  
Ranking Member, Senate Committee on Commerce, Science, and Transportation  
716 Senate Hart Office Building  
Washington, D.C. 20510

Dear Ranking Member Nelson,

The Experimental Aircraft Association (EAA) is the world leader in recreational aviation. With an international membership of more than 200,000 people in over 100 nations, EAA brings together pilots, aircraft builders, owners, and aviation enthusiasts who are dedicated to sharing The Spirit of Aviation by promoting the continued growth of aviation, the preservation of its history and a commitment to its future.

EAA applauds the bipartisan effort of both houses to draft the FAA Reauthorization Act of 2018 and pass an FAA reauthorization bill before the close of this session, and we welcome the stability and advances for the general aviation community that a long-term funding bill will bring.

However, we join the Academy of Model Aeronautics' concern regarding an inconsistency in the language of the Special Rule for Model Aircraft in the bill, which specifically restrains model aircraft to flying at or below 400 feet above ground level in Class G airspace. The bill as written would severely curtail higher-altitude activities such as model glider competitions, which have occurred for decades with no hazard to manned aircraft in the National Airspace System (NAS). These activities should continue to be allowed to integrate into the NAS with proper coordination.

EAA suggests that a minor edit be made to this language that would allow operations above 400 feet with proper permission and coordination with Air Traffic Control and/or the Administrator or his/her designee. This is similar to the procedures used by other aeronautical activities that occasionally require use of higher altitude airspace, such as model rocketry and high-altitude sailplanes.

The EAA firmly believes that model aviation is a crucial pathway into manned aviation, and that this verbiage as written could hinder the future flow of manned pilots into our pipeline.

Thank you for your attention and consideration in this matter, and if you have any questions please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Elliott". The signature is fluid and cursive, with the first name "Sean" and last name "Elliott" clearly distinguishable.

Sean Elliott  
Vice President, Advocacy and Safety



September 26, 2018

The Honorable Peter DeFazio  
Ranking Member, House Transportation and Infrastructure Committee  
2134 Rayburn House Office Building  
Washington, D.C. 20515

Dear Ranking Member DeFazio,

The Experimental Aircraft Association (EAA) is the world leader in recreational aviation. With an international membership of more than 200,000 people in over 100 nations, EAA brings together pilots, aircraft builders, owners, and aviation enthusiasts who are dedicated to sharing The Spirit of Aviation by promoting the continued growth of aviation, the preservation of its history and a commitment to its future.

EAA applauds the bipartisan effort of both houses to draft the FAA Reauthorization Act of 2018 and pass an FAA reauthorization bill before the close of this session, and we welcome the stability and advances for the general aviation community that a long-term funding bill will bring.

However, we join the Academy of Model Aeronautics' concern regarding an inconsistency in the language of the Special Rule for Model Aircraft in the bill, which specifically restrains model aircraft to flying at or below 400 feet above ground level in Class G airspace. The bill as written would severely curtail higher-altitude activities such as model glider competitions, which have occurred for decades with no hazard to manned aircraft in the National Airspace System (NAS). These activities should continue to be allowed to integrate into the NAS with proper coordination.

EAA suggests that a minor edit be made to this language that would allow operations above 400 feet with proper permission and coordination with Air Traffic Control and/or the Administrator or his/her designee. This is similar to the procedures used by other aeronautical activities that occasionally require use of higher altitude airspace, such as model rocketry and high-altitude sailplanes.

The EAA firmly believes that model aviation is a crucial pathway into manned aviation, and that this verbiage as written could hinder the future flow of manned pilots into our pipeline.

Thank you for your attention and consideration in this matter, and if you have any questions please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Elliott", written in a cursive style.

Sean Elliott  
Vice President, Advocacy and Safety



September 26, 2018

The Honorable John Thune  
Chairman, Senate Committee on Commerce, Science, and Transportation  
511 Dirksen Senate Office Building  
Washington, D.C 20510

Dear Chairman Thune,

The Experimental Aircraft Association (EAA) is the world leader in recreational aviation. With an international membership of more than 200,000 people in over 100 nations, EAA brings together pilots, aircraft builders, owners, and aviation enthusiasts who are dedicated to sharing The Spirit of Aviation by promoting the continued growth of aviation, the preservation of its history and a commitment to its future.

EAA applauds the bipartisan effort of both houses to draft the FAA Reauthorization Act of 2018 and pass an FAA reauthorization bill before the close of this session, and we welcome the stability and advances for the general aviation community that a long-term funding bill will bring.

However, we join the Academy of Model Aeronautics' concern regarding an inconsistency in the language of the Special Rule for Model Aircraft in the bill, which specifically restrains model aircraft to flying at or below 400 feet above ground level in Class G airspace. The bill as written would severely curtail higher-altitude activities such as model glider competitions, which have occurred for decades with no hazard to manned aircraft in the National Airspace System (NAS). These activities should continue to be allowed to integrate into the NAS with proper coordination.

EAA suggests that a minor edit be made to this language that would allow operations above 400 feet with proper permission and coordination with Air Traffic Control and/or the Administrator or his/her designee. This is similar to the procedures used by other aeronautical activities that occasionally require use of higher altitude airspace, such as model rocketry and high-altitude sailplanes.

The EAA firmly believes that model aviation is a crucial pathway into manned aviation, and that this verbiage as written could hinder the future flow of manned pilots into our pipeline.

Thank you for your attention and consideration in this matter, and if you have any questions please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Elliott". The signature is fluid and cursive, with a large initial "S" and "E".

Sean Elliott  
Vice President, Advocacy and Safety