



ATCA - Shaping Aviation's Future

Established in 1956, ATCA, also known as the Air Traffic Control Association, is a non-profit professional organization representing the U.S. industrial base that designs, develops, deploys, and maintains the world's largest and most complex air traffic management system operated by the FAA.

Drawing on decades of experience, ATCA members are uniquely qualified to deliver best-in-class air traffic management technologies and services that support rapid ATC infrastructure modernization.

The ATM industry develops innovative technologies critical to National Airspace System safety, U.S. economic strength, global aviation leadership, and high-quality job creation nationwide.

ATCA is a Modern Skies Coalition member and dedicated to the Rapid and Successful Modernization of the U.S. Air Traffic System.

We bring expert knowledge, proven technologies, and ongoing partnerships with the FAA and other government and industry stakeholders to this critical initiative. ATCA is comprised of 100 companies and 800 individual members that successfully and safely design, build, test, deploy, and maintain ATM solutions around the world every day.

ATM Impact

56K U.S. Employees in ATM-related jobs

\$1.8T Aviation's annual economic activity

4% Aviation's contribution to U.S. GDP

\$6B ATM's estimated annual economic activity

44 States with ATM Manufacturing/Services

50% U.S. ATM businesses serve Int'l markets

ATM Modernization

Our members strongly advocate for investing in ATC infrastructure to ensure the continued safety, efficiency, and global competitiveness of our National Airspace System (NAS). The Administration's plan for rapidly modernizing America's air traffic management system is a transformative initiative.

Key Modernization Principles

- Plan timetable and deliverables should be based on a risk assessment of the most critical safety issues
- Set a unifying objective to reduce the average age of ATM infrastructure below its service life, breaking the cycle that uses investment funds for sustainment rather than modernization
- Adopt off-the-shelf and cutting-edge commercial technologies, many already in use globally and facilitate the FAA use of innovative acquisition practices
- Establish universally recognized performance metrics and accountability measures for the FAA and Industry

Ensure Dedicated Engagement of Key Stakeholders

Lead the modernization objective with dedicated engagement of key stakeholders. To succeed, the following structures need to be implemented:

- Assign representatives of air traffic controllers and airspace users to the modernization program to ensure early and continuous involvement
- Ensure active engagement of safety and security regulators throughout the process
- Establish a governance board with representatives from FAA, Union, Industry, and Airspace users that are assigned a fiduciary responsibility for the success of ATC modernization

Removing Procedural Barriers

The FAA's Acquisition Management System (AMS) already enables significant acquisition flexibility, but unfortunately procedural barriers prevent the FAA from fully utilizing it, impeding the ability to achieve rapid modernization. These procedural barriers need to be removed to:

- Allow full utilization of the existing flexibility in the AMS to ensure a streamlined acquisition for the modernization program
- Leverage efficient commercial practices such as procuring capability as a service rather than owning and maintaining the infrastructure
- Consider using innovative commercial acquisition models that enable more flexibility, efficiency, and speed for technology insertion and infrastructure investments, without sacrificing quality and safety

Ensuring Consistent Funding and Oversight

An ambitious initiative such as the rapid modernization of the NAS cannot be achieved in the aggressive timeline without consistent, upfront, and ensured funding. Inconsistent or unstable funding will jeopardize success of the program. The program must:

- As requested by the Modern Skies Coalition, ensure total funding of more than \$31 billion for ATC Modernization, ***in addition to annual appropriated F&E funding***
- Any funding provisions should include performance targets, transparency, accountability, and congressional oversight measures
- Continue to address important controller and other safety-related staffing shortages