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**Congress of the United States**  
**U.S. House of Representatives**  
**Washington, DC 20515-0527**

HOUSE COMMITTEE ON APPROPRIATIONS  
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SUBCOMMITTEE

HOUSE COMMITTEE ON SCIENCE, SPACE,  
& TECHNOLOGY  
SUBCOMMITTEE ON SPACE & AERONAUTICS

April 18, 2023

The Honorable Sam Graves  
Chairman  
House Committee on Transportation &  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Maria Cantwell  
Chair  
Senate Committee on Commerce, Science,  
& Transportation  
254 Russell Senate Building  
Washington, DC 20510

The Honorable Rick Larsen  
Ranking Member  
House Committee on Transportation &  
Infrastructure  
2164 Rayburn House Office Building  
Washington, DC 20515

The Honorable Ted Cruz  
Ranking Member  
Senate Committee on Commerce, Science,  
& Transportation  
512 Dirksen Senate Building  
Washington, DC 20510

Dear Chairs and Ranking Members,

As you consider your priorities for this year's reauthorization of the Federal Aviation Administration (FAA), I am writing to express the importance of addressing an issue that is vital to my district and constituents.

As you know, Edwards AFB, Air Force Plant 42, and NASA's Armstrong Flight Research Center (AFRC) are all essential to my constituents and ingrained in the history of American aviation. From breaking the sound barrier to the development of the next-gen B-21 Bomber and the X-59, the Antelope Valley has always been on the cutting edge of aviation innovation. This has attracted many private companies—large and small—to my district, who themselves are developing new technologies that make aviation safer and more affordable than ever before while also helping our armed forces maintain air dominance.

Unfortunately, the current events are threatening this status and require attention in the upcoming reauthorization of the FAA. As you know, the FAA regularly enters into Bilateral Aviation Safety Agreements (BASAs) with other nations in order to grant reciprocity to aviation products certified by the respective regulatory bodies. This allows American products certified as safe by the United States to quickly enter foreign markets, increasing safety and expanding customer bases, which further incentivizes investments and advancements here at home. Unfortunately,

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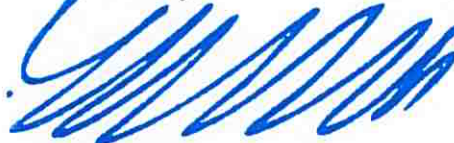
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foreign regulators are now failing to honor their BASAs with the FAA, causing delays, rejections, and added costs to these efforts.

This is a great concern to my constituents. A robust, American-based, aviation industry is of the utmost importance to our national security, travel safety, and the economy of my district. If foreign nations continue to ignore their BASAs, companies could be forced to move their production overseas in order to receive quicker certification. This would cause the loss of thousands of jobs in my district and threaten America's long-held status as the worldwide leader in the development of aircraft technology.

I strongly encourage you to consider improved BASA enforcement when drafting this legislation. Thank you for your time and consideration of this request.

Sincerely

A handwritten signature in blue ink, appearing to read 'Mike Garcia', with a stylized flourish at the end.

Mike Garcia  
Member of Congress