



April 28, 2025

Via Electronic Submission

Governor Bob Ferguson
Office of the Governor
P.O. Box 400002
Olympia, WA 98504-0002

RE: Opposition to WA SB 5801

Dear Governor Ferguson,

On behalf of the National Business Aviation Association, Angel Flight West, Corporate Angel Network, Vertical Aviation Association, National Air Transportation Association, and General Aviation Manufacturers Association, we respectfully urge you to line-item veto the aviation-related tax provisions in SB 5801, specifically the proposed 10 percent "luxury aircraft tax" on non-commercial aircraft outlined in Sections 207 and 208.

While we recognize the budget challenges facing the state, this provision would have sweeping, unintended consequences for Washington's economy, transportation network, and public safety and healthcare services. Far from targeting only luxury assets, this tax would impact a wide range of essential aviation users, including:

- **Volunteer healthcare services:** Organizations like Angel Flight West and Corporate Angel Network, whose volunteer pilots provide life-saving transportation for rural patients, including children battling cancer.
- **Emergency operations:** Medevac flights and contracted aerial firefighting companies that safeguard our communities.
- **Businesses:** Small, medium, and large companies that rely on aircraft for employee travel, training, and logistics, while striving to compete and grow on national and global scales.
- **Agricultural operators:** Fixed-wing and helicopter operations that support Washington's agricultural economy through crop dusting, seed spreading, environmental monitoring, and more.

- **Flight training programs:** Washington's 22 FAA-approved pilot schools, 7,969 student pilots, and 4,401 flight instructors would be adversely affected, further straining the aviation workforce pipeline at a time of critical pilot and technician shortages.
- **Aircraft maintenance businesses:** 107 FAA-certified repair stations that provide essential maintenance, repair, and overhaul services statewide.
- **Airport tenants and fuel providers:** Every airport would feel the impact through reduced aircraft operations, lower fuel sales, and a declining fuel tax revenue stream that supports critical aviation infrastructure projects.
- **Recreational pilots:** Everyday Washingtonians, most of whom are middle-class citizens, who fly for personal transportation, training, and connection.

Discouraging aircraft ownership, while driving aviation activity and associated revenue out of state, is also a direct threat to **diverse, working families**, as general and business aviation supports over **31,000 jobs** and economic output of **\$8.6 billion** across Washington, and would exacerbate inequities in accessing reliable, well-paying aviation careers. Our operations also contribute to the support of 407,000 airport jobs in Washington State.

This highlights how deeply integrated aviation is in Washington's economic and workforce fabric and how much the state stands to lose if the proposed "luxury aircraft tax" is adopted.

General and business aviation are essential to Washington's economy, public safety, healthcare access, agricultural success, and community connectivity. We urge you to protect these vital activities and ensure our aviation system remains strong by vetoing these harmful provisions.

Thank you for your time and consideration. We stand ready to work with you and your team on sustainable solutions that support Washington's economic and environmental goals without jeopardizing critical aviation operations.

Sincerely,

National Business Aviation Association

Angel Flight West

Vertical Aviation International

National Air Transportation Association

Corporate Angel Network

General Aviation Manufacturers Association