



## Talking Points for Your Congressional Meetings FAA Reauthorization Bill July 2016

### FAA Reauthorization – Process Must Address Growing Airport Infrastructure Needs

- The 14-month FAA extension that Congress will pass soon includes some much-needed stability for the Airport Improvement Program (AIP). Unfortunately, the stop-gap measure does not provide airports with any additional resources to accommodate increasing passenger levels and to upgrade aging facilities.
- As debate on a comprehensive FAA reauthorization bill continues, Congress can help airports move forward with important safety, security, and capacity projects by modernizing the outdated federal cap on local Passenger Facility Charges (PFCs) and by protecting AIP funding.
- A modernized PFC and continued AIP funding will pay for critical local projects at my airport including **(be specific with ongoing and upcoming projects at your airport).**

### Passenger Facility Charges

- With growing needs and federal funding unlikely to increase, airports need self-help, which is why Congress must update the \$4.50 cap on local PFCs to \$8.50. The cap was last adjusted in 2000.
- PFCs are not taxes – they are local user fees that are determined locally and used locally to improve the passenger experience and spur airline competition.
- Not \$1 of PFC revenue flows to the Federal Treasury – it is specifically for local airport projects approved by the FAA with input from airlines and local communities.
- The federal government needs to get out of the way and give airports the option of modestly adjusting their PFC on a case-by-case basis.

### Airport Improvement Program Funding

- Congress must avoid making any changes that reduce funding or creates future uncertainty for AIP, a program that works well and is funded entirely by aviation system users.
- The next FAA bill must provide a steady, reliable, dedicated stream of revenue to support AIP directly at increased funding levels approved by the full Senate and the House Transportation & Infrastructure Committee.
- Any effort to fund AIP by drawing down the uncommitted balance of the existing Trust Fund will eventually destroy the program and must be rejected. We cannot let the aviation trust fund go broke like the highway trust fund.

### Small Community Concerns

- The next FAA reauthorization bill must continue to ensure the long-term viability of the Contract Tower Program, Essential Air Service, and the Small Community Air Service Development Program.
- To ensure continued air service to small and medium-sized communities, Congress must take steps to address the growing problem of a lack of qualified pilots.