

June 28, 2017

The Honorable John Thune and
The Honorable Bill Nelson
United States Senate
Washington, DC 20510

Dear Chairman Thune and Ranking Member Nelson:

On behalf of the organizations listed below, we would like to express our strong support for including an adjustment to the Passenger Facility Charge (PFC) in S. 1405, the Federal Aviation Administration Reauthorization Act of 2017.

Organizations like ours rely on airports heavily for work by providing services, products, and equipment to airports and the aviation industry. We work with airports to address industry issues, discuss new technologies and innovative ideas with a view of helping airports meet the needs of the growing number of passengers while operating with maximum efficiency and security.

According to the most recent infrastructure needs survey conducted by Airports Council International – North America, our nation's airports, of all sizes, are facing \$100 billion in infrastructure improvements over the next five years.

Congress last adjusted the PFC cap to \$4.50 in 2000, but with inflation and a rise in construction costs its purchasing power has eroded by over 50 percent in the past 17 years. As a result, many airports – even those with sterling credit ratings – have reached their debt capacity and either cannot finance new projects or have had to plan and construct projects over a longer timeframe, increasing the costs and delaying the benefits for passengers.

The great news is that we can rebuild America's airports without raising taxes or increasing debt spending by modernizing the PFC. Simply by adjusting the federal cap on PFCs airports across the country can become more financially self-sufficient. 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 one dollar of PFC revenue flows to the federal treasury. Instead, PFCs go directly to fund local airport projects approved by the FAA with input from airlines and local communities.

Action to address America's aging aviation infrastructure is long overdue. Airports need to be able to make new investments to meet their capacity demands of today and into the future. Modernizing our nation's airport infrastructure will provide passengers and shippers with the safe, secure, and efficient facilities they expect and deserve.

We urge you to help us in our efforts to modernize our nation's aviation infrastructure and voice our strong support of an adjustment to the PFC cap being included during the markup of S. 1405.

Sincerely,

Airports Consultants Council

American Council of Engineering Companies

American Road and Transportation Builders Association

American Society of Civil Engineers

Associated Equipment Distributors

Associated General Contractors of America

Building America's Future

International Association of Airport Duty Free Stores

Mead & Hunt

National Asphalt Pavement Association

National Precast Concrete Association

National Ready Mixed Concrete Association

National Retail Federation

National Utility Contractors Association

Portland Cement Association

Top Airport Parking