



March 7, 2016

Senator John Thune  
Chairman  
Committee on Commerce, Science and  
Transportation  
United States Senate  
Washington, DC 20510

Senator Bill Nelson  
Ranking Member  
Committee on Commerce, Science and  
Transportation  
United States Senate  
Washington, DC 20510

Dear Chairman Thune and Ranking Member Nelson:

With the expiration of the current short-term extension of the federal aviation programs rapidly approaching, the National Asphalt Pavement Association (NAPA) urges you to ensure that upgrading the nation's airport infrastructure is a top priority in any multi-year aviation reauthorization proposal.

While we understand the interest in upgrading the federal air traffic control system technology and management practices, it is also clear the demands on existing airport infrastructure will continue to grow. Aviation infrastructure improvements must go hand in hand with operational enhancements to deliver maximum benefits for air travelers and the U.S. economy that rely on civil aviation as an integral component of the nation's intermodal transportation network.

Airport Improvement Program

NAPA supports an increase in Airport Improvement Program (AIP) investments. The Federal Aviation Administration estimates \$8.5 billion in AIP-eligible projects in 2017, which is more than twice the current funding of \$3.35 billion. Currently, the Airport and Airways Trust Fund has sufficient revenue — \$13.5 billion — to support higher level investments to the AIP which funds the construction of critical safety, security, and capacity projects at airports of all sizes meeting the needs caused by the significant estimated increase in passenger levels from the current 776 million to 1.1 billion by 2034.

Passenger Facility Charge

NAPA supports an increase to the Passenger Facility Charge (PFC). An increase to the PFC program is long overdue, with the PFC cap remaining stagnant at \$4.50 since 2000. NAPA strongly supports the modernization of the PFC program — indexed to inflation — to allow airports to set a locally-determined fee for use of their facilities. This is the best free-market option to provide airports with the locally controlled self-help they need to finance critical airport infrastructure projects.

Thank you for the consideration of our recommendations and your dedication to improving the nation's airport infrastructure system.

Sincerely,

A handwritten signature in black ink that reads "Mike Acott". The signature is written in a cursive, slightly slanted style.

Mike Acott  
President