

- The recently enacted FAA reauthorization bill provided a status quo approach to airport infrastructure funding with flat AIP levels and no adjustment to the local passenger facility charge, leaving airports without the tools they need to upgrade their facilities.
- The PFC has lost significant purchasing power since it was last adjusted nearly 20 years ago, and airports are getting further behind on making much-needed infrastructure improvements to accommodate both record traffic growth and renovate their aging facilities.
- In fact, with airports across the country facing well over \$100 billion in infrastructure needs over the next five years, all airports would benefit from having the ability to generate more local revenue for runways, taxiways, terminals, gates, and other projects that improve aviation safety, increase capacity, and spur airline competition.
- As the new Congress considers an infrastructure package early in 2019, it is imperative that airports be given additional local flexibility and other resources to address the growing airport infrastructure development gap.
- **At my airport, additional PFC flexibility would allow us to....(Please describe upcoming infrastructure projects at your airport)**
- Please do all you can to ensure that a long overdue PFC adjustment is included in any infrastructure plan approved by Congress and communicate your support to congressional leaders.