



May 11, 2007

The Honorable James Oberstar  
 Chairman, House Transportation and  
 Infrastructure Committee  
 2165 Rayburn House Office Building  
 Washington, DC 20515

The Honorable John Mica  
 Ranking Member, House Transportation  
 and Infrastructure Committee  
 2163 Rayburn House Office Building  
 Washington, DC 20515

Dear Chairman Oberstar and Ranking Member Mica:

As supporters of the aviation and travel industry, we urge you to take action now to reduce passenger delays and inconvenience and provide airports the financing tools necessary to build for critical safety, security and capacity projects, including new runways, taxiways and terminals to meet airline passenger needs. The Passenger Facility Charge (PFC) and Airport Improvement Program (AIP) are critical sources of funding for airport modernization and need to be increased in legislation now being considered by the Committee to reauthorize the Federal Aviation Administration (FAA). We also urge you to index the PFC ceiling for inflation.

As you know, FAA now projects that there will be more than 1 billion domestic airline travelers by 2015. Airports need to plan now to invest in modern, secure, comfortable and environmentally compliant facilities for air travelers. A recent survey, conducted by Airports Council International-North America (ACI-NA), supports FAA's passenger projections and the need for airport investment. The exhaustive survey of U.S. airports shows that total airport capital development costs are approximately \$17.5 billion per year from 2007 through 2011, representing a 19.5% increase in annual capital needs from a similar survey conducted in 2005 for the period 2005-2009.

Since 1990, PFC's have been the cornerstone of airport capital programs, benefiting large and small airports alike. Yet, the PFC ceiling has not been adjusted for inflation since 2000, resulting in a drastic loss in value. In fact, data shows that due to ravages of construction cost inflation, today's \$4.50 PFC is only worth \$2.86. In order to recapture this lost value, the PFC ceiling should be increased and indexed for inflation. The additional PFC funding will allow airports to begin new construction projects to accommodate additional airline service, providing more competition and lower fares for your constituents. In addition these projects will bring new jobs to the communities where airports are located.

Thank you for your leadership on aviation issues and your service to our country. We look forward to working with you throughout the FAA Reauthorization process to ensure that our nation's aviation system is safe, secure, and efficient for users.



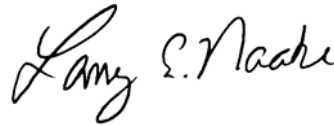
Greg Principato  
President  
Airports Council International-North America



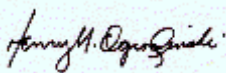
Donald J. Borut  
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National League of Cities



Charles Barclay, A.A.E.  
President  
American Association of Airport Executives



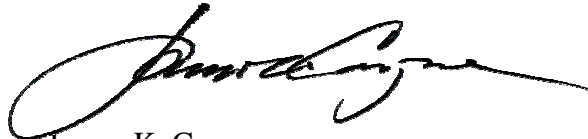
Larry Naake  
Executive Director  
National Association of Counties



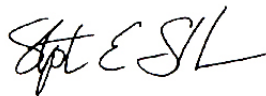
Henry M. Ogrodzinski  
President and CEO  
National Association of State Aviation Officials



Paula P. Hochstetler  
President  
Airport Consultants Council



James K. Coyne  
President  
National Air Transportation Association



Stephen E. Sandherr  
Chief Executive Officer  
Associated General Contractors  
of America



John Horsley  
Executive Director  
American Association of State Highway and  
Transportation Officials



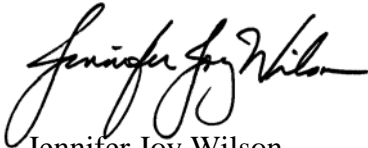
Patrick Natale, PE, CAE, FASCE  
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David A. Raymond  
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American Council of  
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Jennifer Joy Wilson  
President and CEO  
National Stone, Sand and Gravel Association

cc: The Honorable Daniel Inouye  
cc: The Honorable Ted Stevens