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May 16, 2017

The Honorable Bill Shuster  
Chairman  
Transportation and Infrastructure Committee  
House of Representatives  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Peter DeFazio  
Ranking Member  
Transportation and Infrastructure Committee  
House of Representatives  
2163 Rayburn House Office Building  
Washington, DC 20515

The Honorable Frank LoBiondo  
Chairman  
Aviation Subcommittee  
House of Representatives  
2251 Rayburn House Office Building  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Aviation Subcommittee  
House of Representatives  
2251 Rayburn House Office Building  
Washington, DC 20515

Dear Chairmen Shuster and LoBiondo and Ranking Members DeFazio and Larsen:

We write today in strong support of H.R. 1265, *Investing in America: Rebuilding America's Airports Infrastructure Act*, which was introduced by Ranking Member Peter DeFazio (D-OR) and Rep. Thomas Massie (R-KY).

We believe that market forces—not the federal government—should be what drives a 21<sup>st</sup> century aviation policy in this country and strongly support a truly transformational FAA reauthorization bill.

To be truly transformational, Congress must remove the federal yoke from airport financing. We need to move to a system where airports are fully self-sufficient, instead of reliant on federal tax dollars. We need a system that will allow decisions to be made at the local level and a system where the users of airports bear the responsibility of paying for that use—not taxpayers. In order to do so, the Congress should remove the federally imposed cap on the Passenger Facility Charge (PFC).

The responsibility for financing infrastructure needs at airports should be borne by the airports and the travelers who use and directly benefit from those facilities. By removing the federally imposed cap on the PFC, airports can become self-sufficient and break their addiction to federal taxpayer dollars.

H.R. 1265 not only allows airports to meet the \$100 billion in infrastructure needs they are now facing, it does so without a single penny of new federal dollars. In fact, H.R. 1265 reduces

annual Federal spending by \$400 million through the elimination of Airport Improvement Program entitlement grants for large hub airports that collect PFCs greater than \$4.50.

America's airports are powerful economic engines, generating more than \$1.1 trillion in annual activity and supporting more than 9.6 million jobs. However, airports are facing \$100 billion in unmet needs in infrastructure improvements to update aging facilities, relieve delays and congestion, promote safety and security, enhance the passenger experience, as well as spur airline competition to provide consumers with more choices and affordable options. Washington should get out of the way and allow airports to set a PFC that is in line with their local needs and one that reflects market realities.

Our neighbors to the north in Canada have been at the forefront of efforts to modernize the aviation industry. Not only have they successfully corporatized air traffic control, they have also given their airports the ability to fend for themselves and become financially self-sufficient. We believe strongly that we should follow suit and get Washington out of all aspects of the aviation industry.

Sincerely,

Kent Lassman, President and CEO  
Competitive Enterprise Institute

Jason Pye, Director of Public Policy and Legislative Affairs  
FreedomWorks

Thomas A. Schatz, President  
Council for Citizens Against Government Waste

Chuck Muth, President  
Citizen Outreach