



June 23, 2017

The Honorable John Thune  
Chairman  
Committee on Commerce,  
Science & Transportation  
United States Senate  
511 Senate Dirksen Office Building  
Washington, DC 20510

The Honorable Bill Nelson  
Ranking Member  
Committee on Commerce,  
Science & Transportation  
United States Senate  
716 Senate Hart Office Building  
Washington, DC 20510

Dear Chairman Thune and Ranking Member Nelson:

We write today in strong support of including an uncapped Passenger Facility Charge (PFC) in the legislation that will reauthorize the Federal Aviation Administration.

We believe that market forces—not the federal government—should be what drives a 21st 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 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.

Removing the arbitrary federal cap on the PFC allows airports to meet the \$100 billion in infrastructure needs they are now facing, and it does so without a single penny of new federal dollars.

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. They have given their airports the ability to fend for themselves and become financially self-sufficient. We believe strongly that the United States 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

David Williams, President  
Taxpayers Protection Alliance