

# CEMENT & CONCRETE FLY-IN

WASHINGTON, D.C.

## Capitol Hill Talking Points

### **Background:**

Airports are one of the nation's most important hubs for transportation, shipping, and economic development. To ensure safe and efficient air travel, however, infrastructure improvements and maintenance are necessary. Congress first authorized the agency that became known as the Federal Aviation Administration (FAA) in 1958. Since then, the FAA has been charged with maintaining the safest, most efficient aviation system in the world.

In recent years, Congress has appropriated between \$15 and \$16 billion annually for FAA operations and maintenance. The remainder of the FAA budget comes from the Airport and Airway Trust Fund (AATF), which provides between 66-71 percent of the entire FAA budget.

### **Legislation:**

The current FAA authorization expires on September 30, 2017. At the moment there is no current pending legislation. However, each chamber has held hearings to develop their respective versions of FAA reauthorization legislation.

### **PCA Priorities:**

PCA supports a long-term reauthorization that provides the certainty needed for proper construction and development planning. Additionally, PCA supports the following:

**Airport Improvement Program (AIP):** The AIP, established in 1992, grants millions of dollars to local agencies for projects that enhance safety, security, capacity, and address a number of environmental concerns. It provides for much needed airport capital improvements and repairs and allows airports to keep up with rising traffic demands. Funds for the AIP are drawn from the AATF and are typically between \$3 billion and \$3.5 billion annually.

**Airfield Pavement Technology:** The Airfield Pavement Technology program authorizes the FAA to partner with universities and non-profit organizations to research and deploy airfield pavement technology. This technology can result in new ways to create and utilize stronger, more durable runways and taxiways that will save taxpayer money and expand airport growth.

**Passenger Facility Charge (PFC):** The PFC was instituted in 1990 as a source of revenue for airport development. It is a state, local, or airport authority fee, not a federally imposed tax deposited into the U.S. Treasury. All funds collected through the PFC stay with local communities for use toward eligible airport-related projects. In 2000, Congress capped the PFC at \$4.50 per segment, with an \$18 limit for the entire trip.

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**Unmanned Aircraft Systems (UAS)/Drones:** With technological advances, UAS are now increasingly used in commercial and industrial applications. As a result, the FAA reauthorization addresses drones and airfield safety.

**Action Requested:**

Both Chambers should work together to pass a long term FAA authorization bill before the current extension expires on September 30, 2017.

**Senate Action Requested:** The Senate FAA legislation should maintain funding for the Airfield Pavement Technology, increase funds for the Airport Improvement Program and uncap the Passenger Facility Charge.

**House Action Requested:** The House bill should contain provisions that increase funding for the Airport Improvement Program, uncap the Passenger Facility Charge, and enable the FAA to study and deploy Airfield Pavement Technologies.

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