



## AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

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July 21, 2011

The Honorable Jerry F. Costello  
Ranking Member  
Subcommittee on Aviation  
Committee on Transportation and Infrastructure  
U.S. House of Representatives  
2251 Rayburn House Office Building  
Washington, DC 20515

Dear Ranking Member Costello:

I am writing with an urgent request that you and your colleagues pass a multi-year Federal Aviation Administration reauthorization bill or another short-term extension before the current extension expires on Friday, July 22. Without Congressional action, the FAA will be forced to furlough thousands of employees, and airports will not receive funding they need for critical safety and capacity projects.

As you know, the White House recently released a Statement of Administration Policy that described the consequences of inaction. It warned that “without timely passage of a clean extension, all of FAA’s capital accounts (Grants-in-Aid for Airports, Facilities and Equipment, and Research, Engineering, and Development) would be shut down, and approximately 4,000 employees would be furloughed.”

Failing to pass a multi-year FAA reauthorization bill or another short-term extension would have a particularly severe impact on airports throughout the country. Due to repeated short-term extensions, the FAA has only been able to obligate a fraction of the \$2.8 billion in AIP contract authority that Congress has approved thus far for the current fiscal year. According to the FAA, “this delay has resulted in several hundred million dollars in delayed construction and economic activity.”

It is imperative that Congress quickly pass a multi-year FAA reauthorization bill or a short-term extension that includes the full \$3.515 in AIP contract authority – the same amount that Congress approved in the FY11 appropriations process. Doing so would allow the FAA to obligate remaining AIP funds and allow airports to move forward with critical infrastructure projects that stimulate the economy by supporting good-paying jobs.

Without passage of a multi-year FAA bill or another short-term extension, the authority to collect aviation excise taxes will lapse this weekend and the uncommitted balance of the Airport and Airway Trust Fund will be quickly depleted. According to the Government Accountability Office, the uncommitted balance of the Trust Fund was less than \$800 million at the end of FY10. Since Trust Fund revenues are used, in part, to finance airport projects, allowing the taxes

to lapse will only exacerbate the challenge of providing airports with the infrastructure funding they need.

Please act with dispatch to provide the FAA with the necessary authority to obligate the remaining AIP funds for FY11 as the Senate bill, S. 1387, does, along with continuing the authority to collect aviation excise taxes. A partial shutdown of the FAA should be unacceptable to all parties involved in keeping our aviation system safe, secure and fully operational.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink that reads "Charles Barclay". The signature is written in a cursive style with a large, prominent initial "C".

Charles Barclay, A.A.E.  
President