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## Stagnant Federal Funding for Airports

As the number of passengers using U.S. airports is growing, federal funding for airport improvement and expansion is stuck at about the same level as 2000, the year of the last increase in the passenger facility charge, which remains capped at \$4.50 per passenger for each flight segment — and will not change under the new FAA authorization law. Also frozen in time is the Airport Improvement Program, which hasn't fluctuated much in nominal amount since fiscal 2001, with inflation eroding its purchasing power.

### Airport Improvement Program

AIP provides grants for aircraft operations, such as runway construction, airfield lighting, land acquisition, weather observation stations, planning studies and safety improvements.

### Passenger Facility Charge

PFC funds are used for a wide range of FAA-approved projects, including passenger terminals, ground access improvements, security enhancements, noise reduction and increased air carrier competition.

### AIP grants, \$4.42 billion

2017 DOLLARS

NOMINAL DOLLARS  
\$3.30 billion

### PFC collections, \$2.49 billion

2017 DOLLARS

NOMINAL DOLLARS  
\$1.86 billion

965 million  
passengers

671 million  
passengers

\$3.35 billion  
\$3.28 billion

'02 '03 '04 '05 '06 '07 '08 '09 '10 '11 '12 '13 '14 '15 '16 '17

Sources: FAA, Bureau of Transportation Statistics, Congressional Research Service, POLITICO staff report by Tanya Snyder

By Patterson Clark, POLITICO Pro DataPoint

