

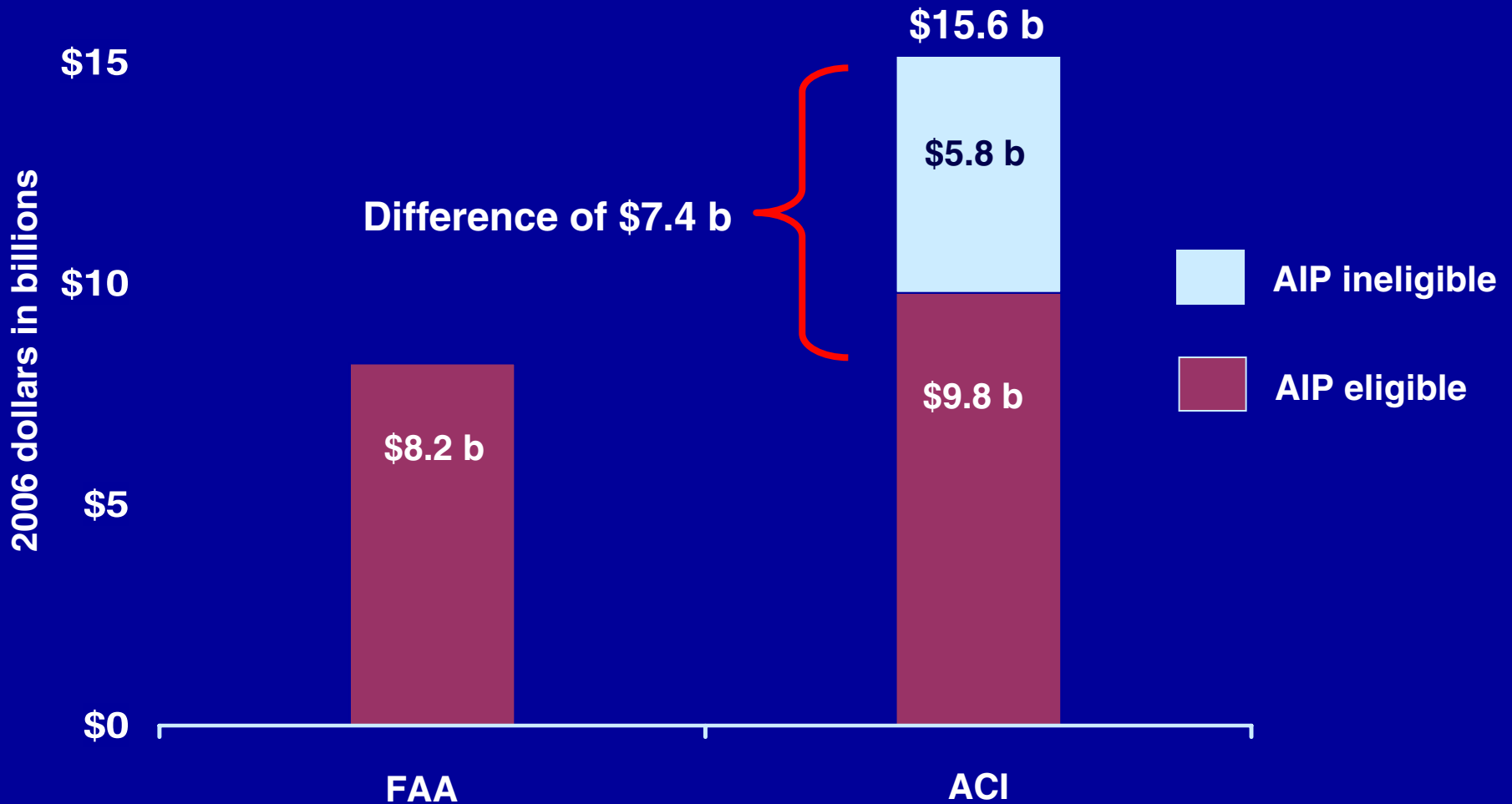
Airport Capital Development

**ACI-NA Airport Economics & Finance Conference
Phoenix, Arizona**

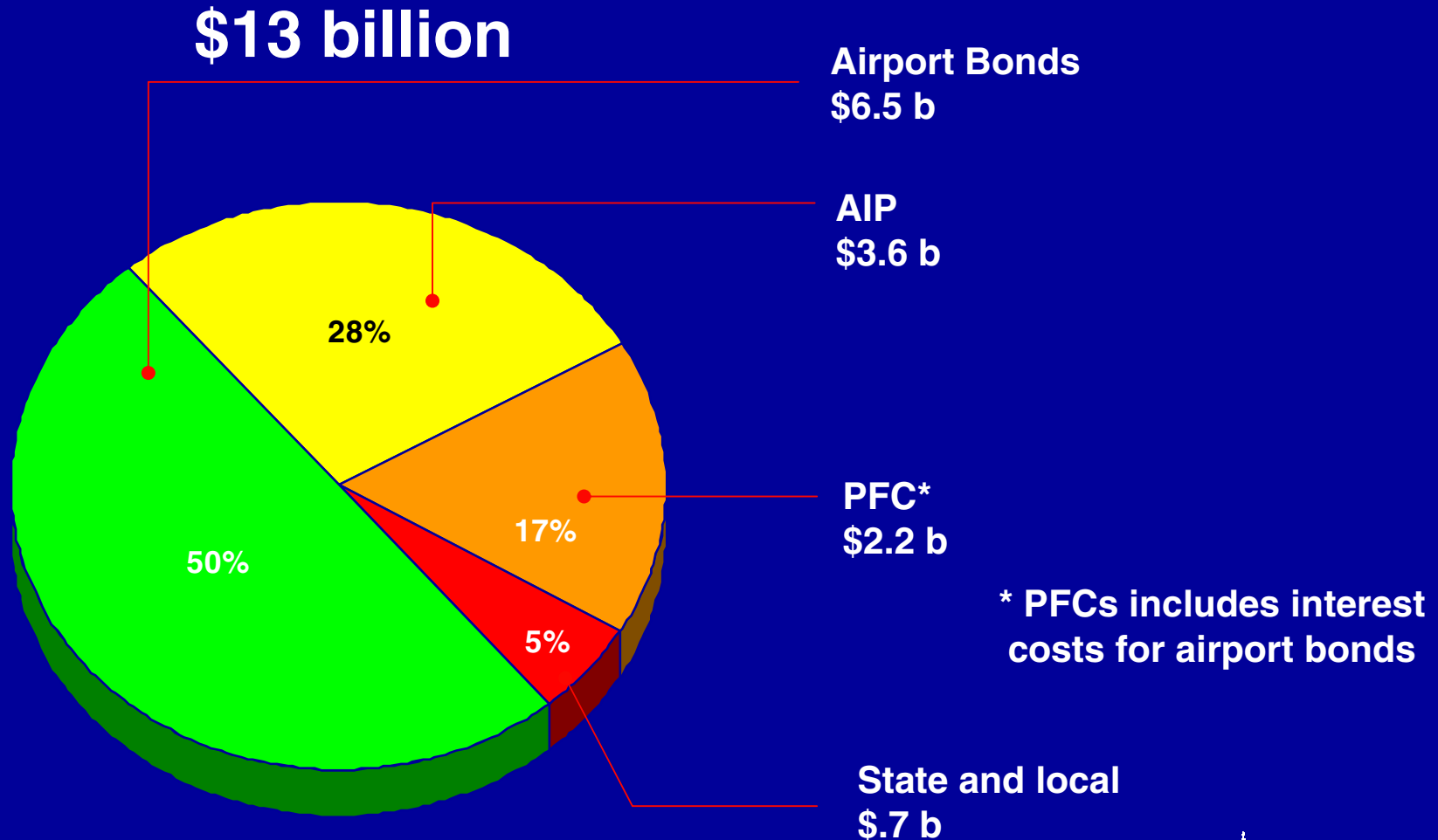
**Paul Aussendorf, Assistant Director
U.S. Government Accountability Office**

May 22, 2007

Comparison of FAA and ACI Average Annual Planned Development Costs, 2007-2011

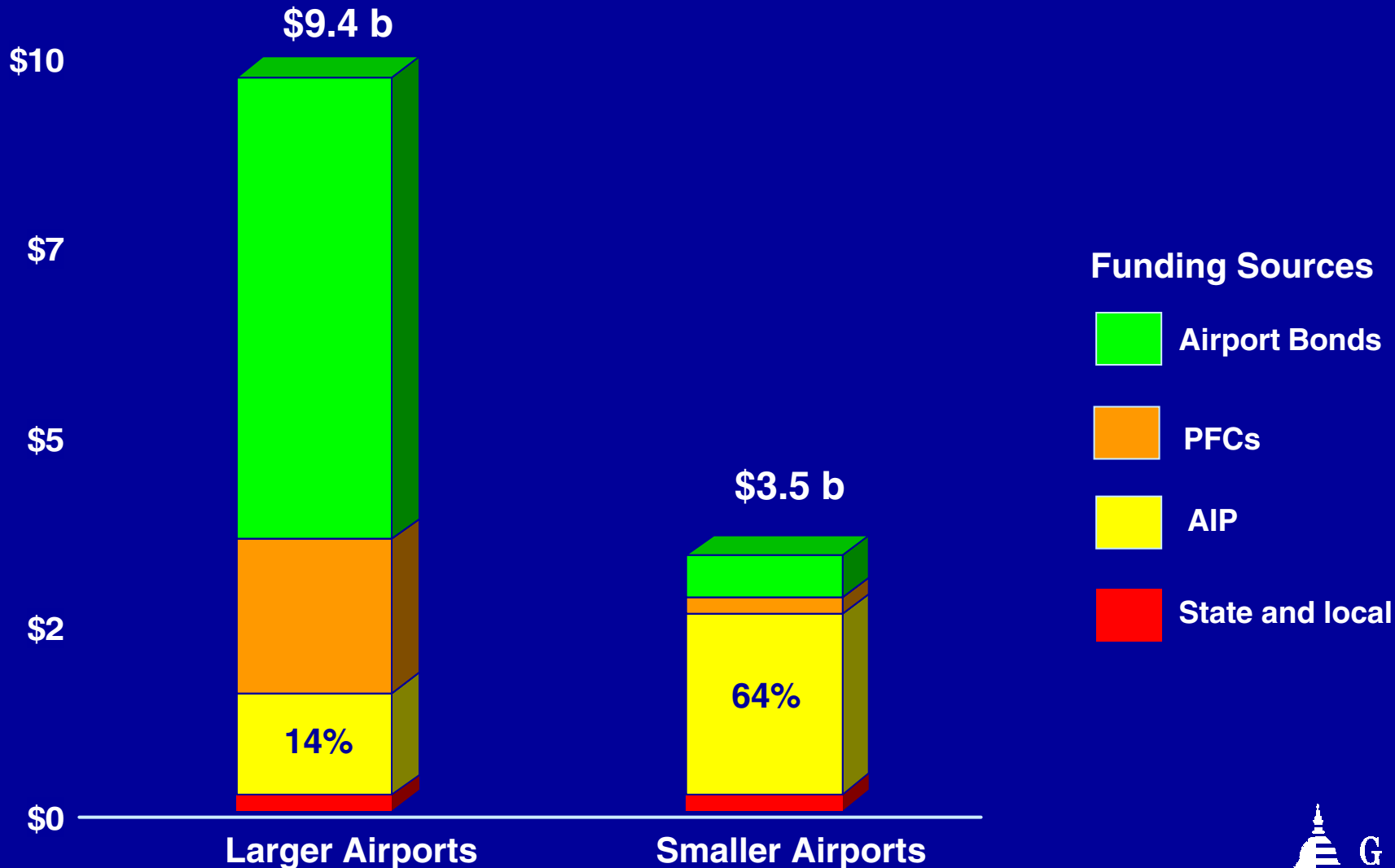


Sources of Airport Funding Average Annual, 2001-2005



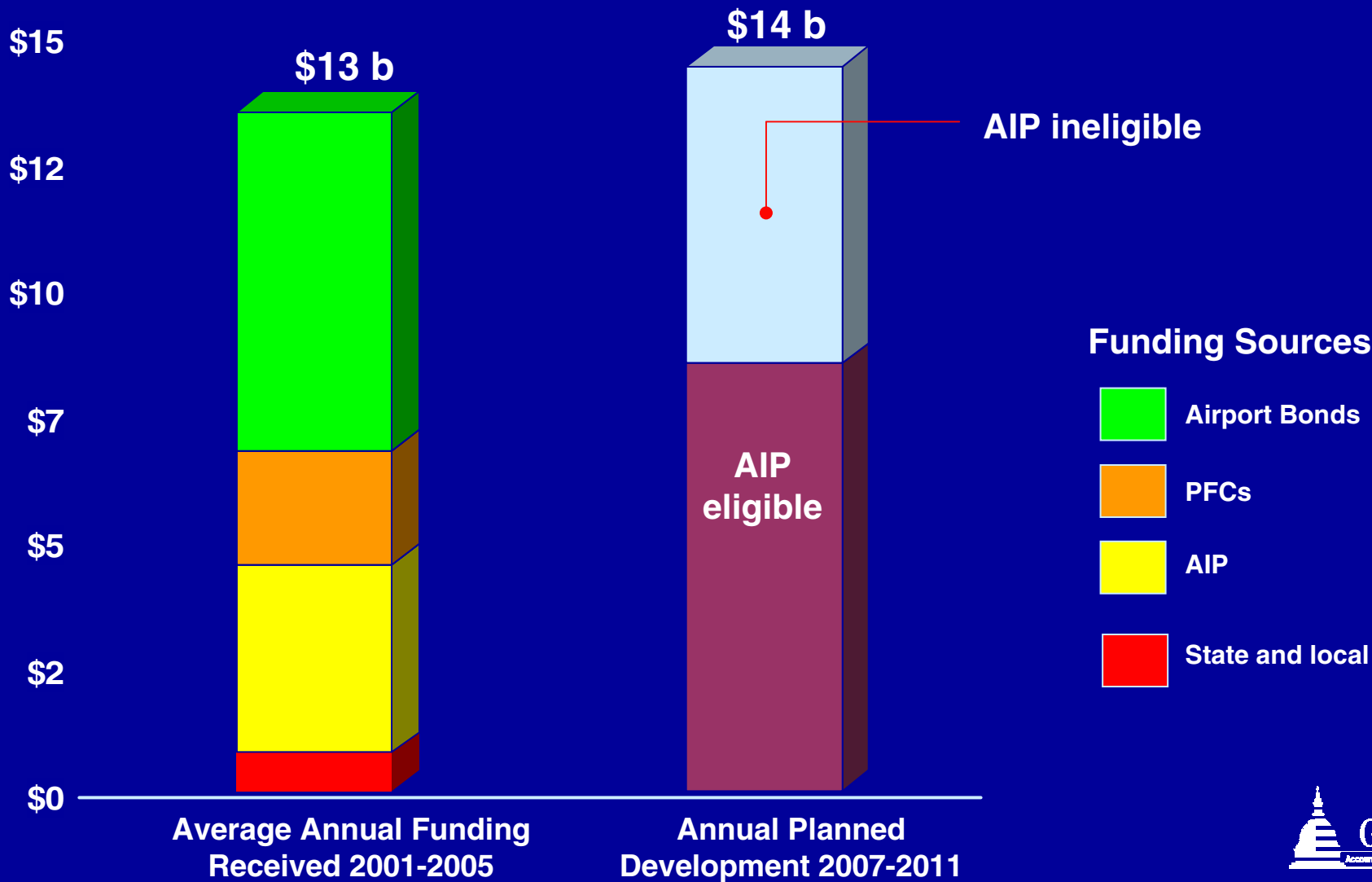
Funding Sources by Size of Airport, Average Annual, 2001-2005

2006 dollars in billions



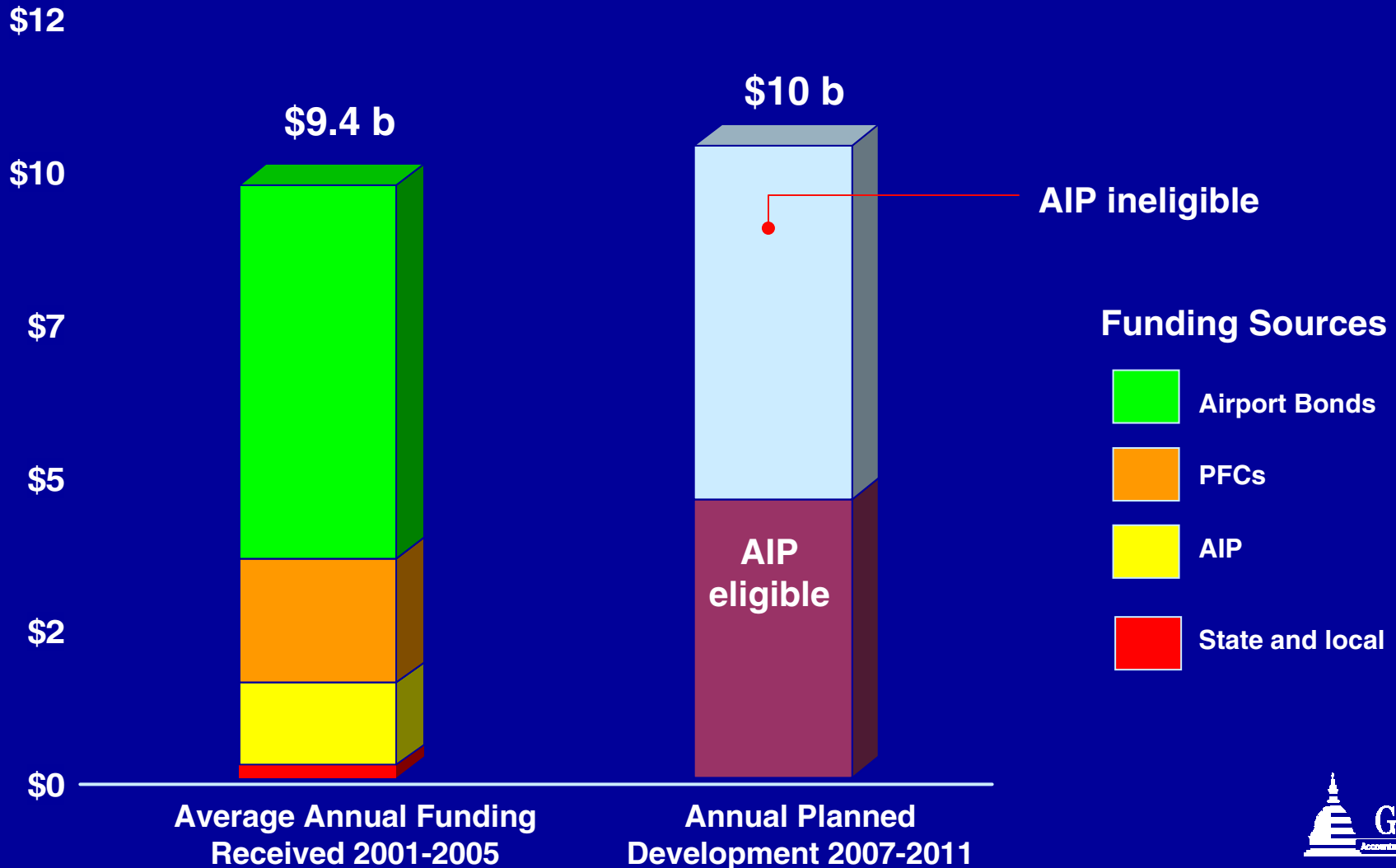
Funding Compared with Planned Development for All Airports

2006 dollars in billions



Funding Compared with Planned Development for Larger Airports

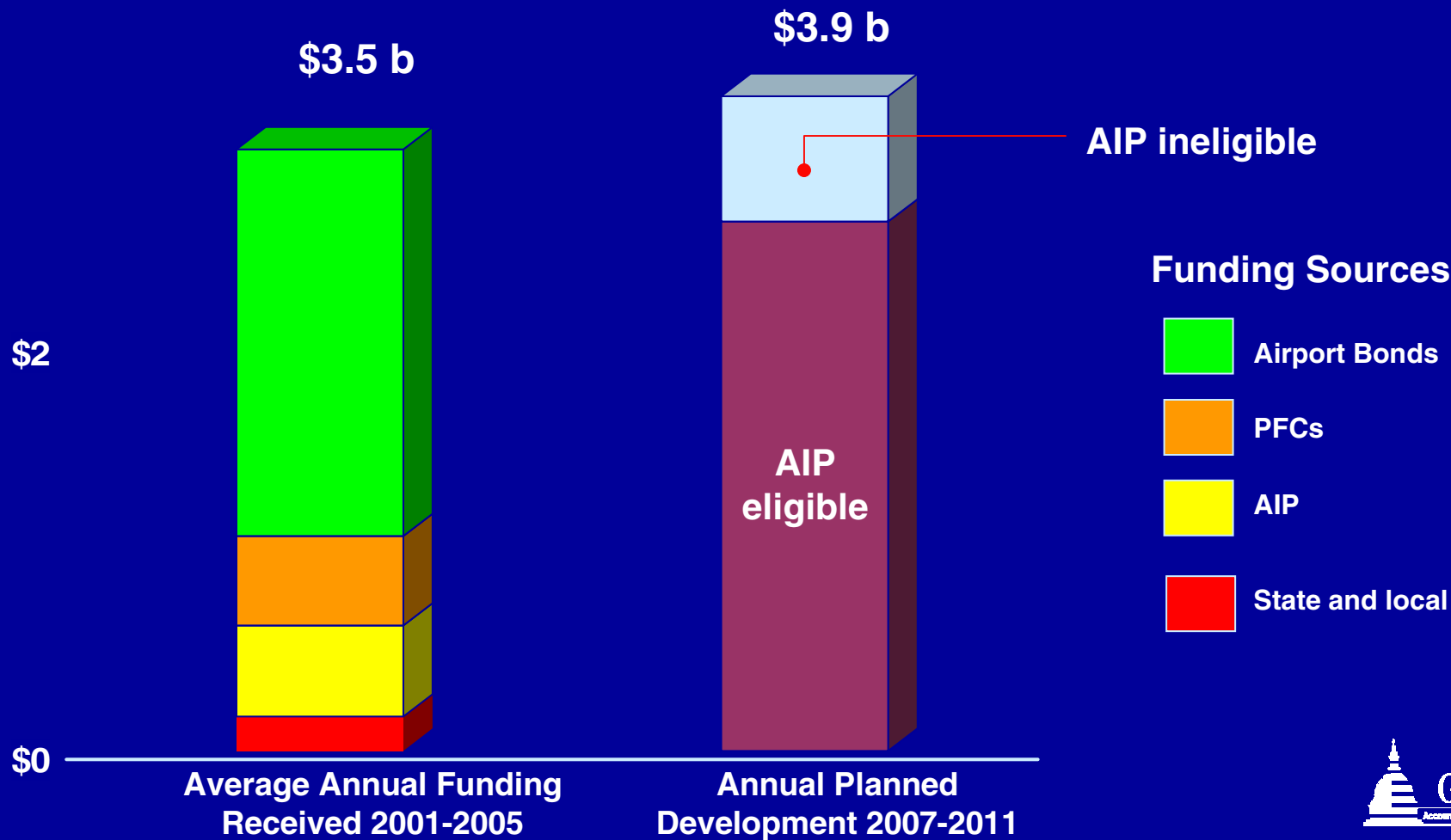
2006 dollars in billions



Funding Compared with Planned Development for Smaller Airports

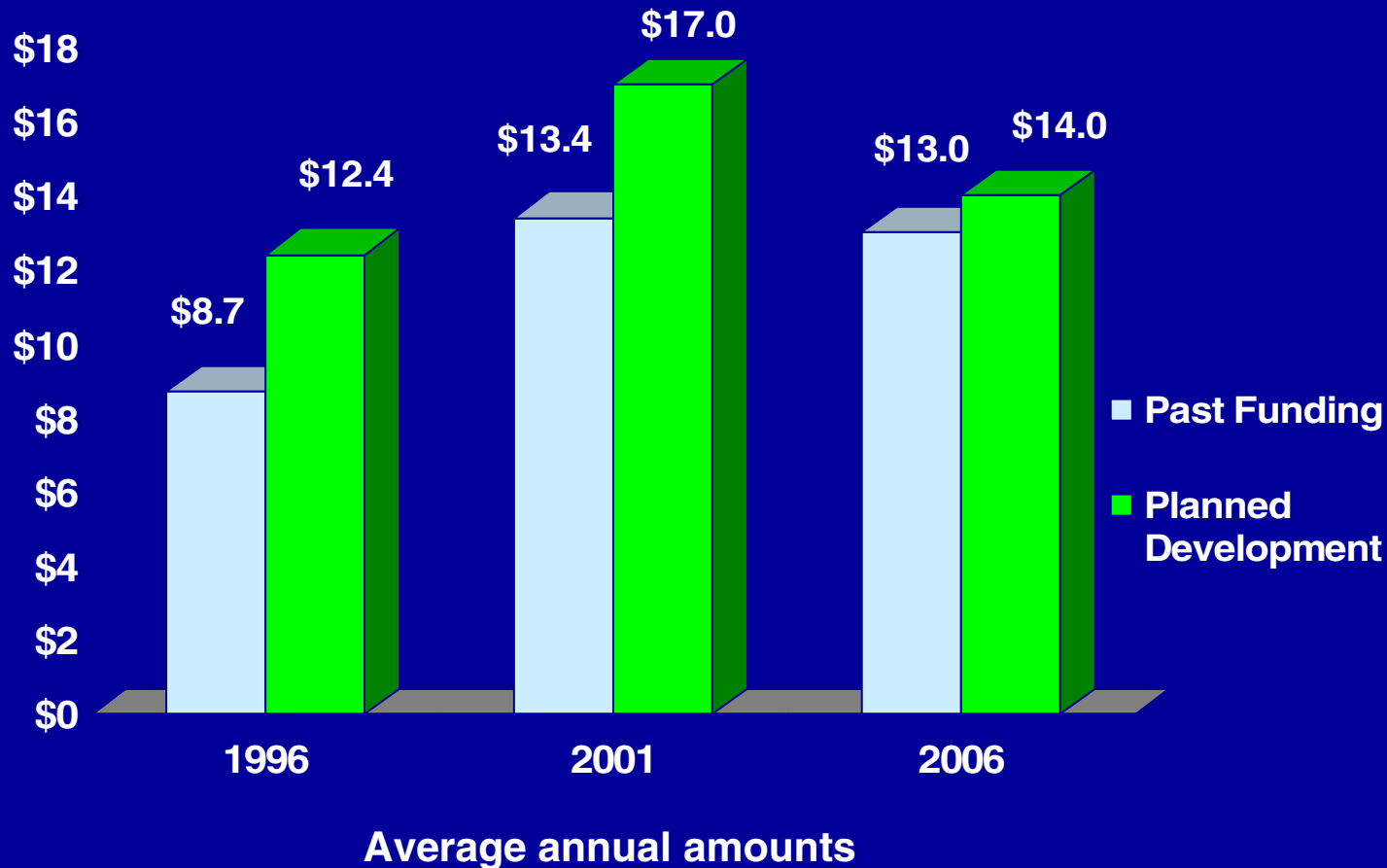
2006 dollars in billions

\$5



Past Funding Compared with Planned Development From Last 3 GAO Studies

2006 dollars in billions



Potential Effects of FAA Reauthorization Proposal

- \$2.75 Billion AIP and \$6 PFC ceiling
- **Larger** airports will benefit from increased PFCs
 - Collect \$1.1 billion under the new \$6 PFC
- **Smaller** airports increased PFCs (+\$157 million) will not compensate for reduction in AIP (-\$436 million)
- New fuel tax collections may not be as much as anticipated

Highlights of Senate Reauthorization Proposal

- 4-year bill (2008-2011)
- \$3.8 Billion AIP for 2008 (increases by \$100 million thereafter)
- No change in PFC ceiling
 - New reporting requirements
 - Pilot program for unlimited PFC with direct collection (6 airports)
- Pilot program for airport takeover of airnav facilities (10 airports)
- Modernization surcharge of \$25 per flight (except GA piston and turboprop)
- Commercial airline fuel tax phased out, noncommercial jet fuel tax increased to 49 cents (separate bill)

