



DAVID A. RAYMOND  
PRESIDENT & CEO

April 20, 2011

The Honorable John Rockefeller  
Chairman  
Senate Committee on Commerce,  
Science & Transportation  
254 Russell Senate Office Building  
Washington, DC 20510

The Honorable John Mica  
Chairman  
House Committee on Transportation &  
Infrastructure  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Kay Bailey Hutchison  
Ranking Member  
Senate Committee on Commerce,  
Science & Transportation  
254 Russell Senate Office Building  
Washington, DC 20510

The Honorable Nick Rahall II  
Ranking Member  
House Committee on Transportation &  
Infrastructure  
2163 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Rockefeller, Chairman Mica, Ranking Member Hutchison and Ranking Member Rahall:

On behalf of the American Council of Engineering Companies (ACEC) – the voice of America’s engineering industry – I urge you to provide the highest possible levels of aviation infrastructure investment as you finalize legislation to reauthorize Federal Aviation Administration programs (H.R. 658/S.223).

With commercial passenger air travel projected to grow significantly in the coming decade, the U.S. is approaching a crisis in available airport and runway capacity unless something is done. According to the most recent capital needs survey from the Airports Council International-North America, airport capital development needs will total \$80.1 billion over the next five years, an annual average of \$16 billion. Unfortunately, funding for the aviation system has chronically fallen short of the level needed to prepare for added passengers and combat the current epidemic of flight delays.

ACEC strongly encourages you to adopt the Senate level of annual Airport Improvement Program (AIP) funding and increase those amounts over the length of the bill. These resources are critical to enabling airports across the country to upgrade their facilities to meet safety standards and accommodate growth.

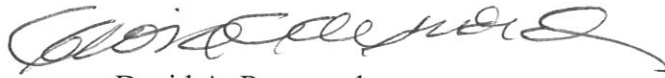
Along with providing the necessary increases in AIP funding, ACEC supports increasing the cap on Passenger Facility Charges (PFCs) as a means of providing airports with the tools to meet their capital investment needs. PFCs are an important source of funding for projects that help reduce delays, increase safety, and improve air service and competition at our nation’s airports. The cap on PFCs has not been raised since 2000, even though

construction costs have increased since that time. Airports must have an increase in the PFC cap to prevent further erosion in their ability to fund capital projects.

ACEC also strongly supports language in H.R. 658 that encourages the consideration of Qualifications-Based Selection (QBS) for PFC-funded projects. QBS is proven as the most effective method of procuring design, engineering, planning and architectural services. It should apply uniformly for all airport projects because it maximizes quality, promotes technical innovation and safeguards taxpayer dollars.

Thank you for your consideration of these important issues.

Sincerely,

A handwritten signature in black ink, appearing to read "David A. Raymond". The signature is fluid and cursive, with a long, sweeping tail that extends to the right.

David A. Raymond  
President & CEO