

## AIR-21 Reauthorization Bills

|   | <b>Administration</b>   | <b>Senate (S. 824)</b>   | <b>House (H.R. 2115)</b>   |
|---|---|--|--|
| <b>Title:</b>   | Centennial Flight of Aviation Act (Flight 100)  | Aviation Investment and Revitalization Vision Act (AIR-V)  | Flight 100 – Century of Aviation Reauthorization Act (Flight 100)  |
| <b>Term:</b>  | 4 years   | 3 years  | 4 years  |
| <b>Total Funding:</b>                                 | \$57 billion  | \$43.5 billion   | \$59 billion   |
| <b>Airport Improvement Program Funding in FY 2004</b> | \$3.4 billion   | \$3.4 billion  | \$3.4 billion  |
| <b>AIP Funding in Final Year</b>                      | \$3.4 billion (FY 2007)   | \$3.6 billion (FY 2006)  | \$4.0 billion (FY 2007)  |
| <b>Funding Guarantees</b>                             | Does not address  | Retains AIR-21 funding firewall language for aviation infrastructure and facilities and equipment  | Retains AIR-21 funding firewall language for aviation infrastructure and facilities and equipment  |
| <b>Environmental Streamlining Highlights</b>          | <ul style="list-style-type: none"> <li>▪ Designates aviation safety projects for priority review</li> <li>▪ Requires agency coordination and reporting system</li> <li>▪ Provides “substantial</li> </ul> | <ul style="list-style-type: none"> <li>▪ Requires DOT to identify national capacity projects and airports where delays have national impacts. At these airports, planning and environmental reviews for projects at these airports must be done in 5 years.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Designates DOT as lead agency</li> <li>▪ Requires coordinated and concurrent reviews with timeframes set by the Secretary</li> <li>▪ Contains reporting requirements if a deadline is missed by a federal or state agency or airport sponsor</li> </ul> |

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|                            | <p>deference” to the FAA</p> <ul style="list-style-type: none"> <li>▪ Deletes the requirement for the governors’ air and water quality certificate</li> </ul> | <p>DOT is also required to develop a coordinated review process with decision timelines.</p> <ul style="list-style-type: none"> <li>▪ 60 days is provided for public comments on alternatives</li> </ul> | <ul style="list-style-type: none"> <li>▪ Agencies are bound by determination of purpose and need made by the Secretary</li> <li>▪ Secretary shall determine reasonable alternatives</li> <li>▪ Environmental mitigation can be funded through airport revenue with DOT approval</li> <li>▪ Authorizes \$4.2 million per year for environmental reviews at congested airports.</li> </ul> |
| <b>Security Provisions</b> |   | <ul style="list-style-type: none"> <li>▪ Establishes an Aviation Security Capital Fund, financed with \$500 million from security fees to address past and future capital security costs.</li> </ul>     | <ul style="list-style-type: none"> <li>▪ Reimburses general aviation airports for security costs</li> <li>▪ Allows AIP funding to be used to modify parking facilities to meet Dept of Homeland Security regulations</li> </ul>  |
| <b>Other Highlights:</b>   |   | <ul style="list-style-type: none"> <li>▪ Extends AIR-21 pilot program to allow design-build at all federally assisted airports</li> </ul>  |  |