



October 3, 2018

LEGISLATIVE UPDATE:

Congress Approves 5-Year FAA Reauthorization Bill

Legislation Incorporates Key AMAC Priorities

The U.S. Senate passed legislation today by a vote 96-3 reauthorizing federal aviation programs. The U.S. House passed its version of the legislation on September 26 by a vote of 398-23. Today's action clears the legislation for signature by the President. The legislation authorizes a total of \$96.7 billion in funding for federal aviation programs over five years (FY 2019-2023). H.R. 302 - The Federal Aviation Administration (FAA) Reauthorization Act of 2018 finally crossed the finish line after months of delay and legislative wrangling. H.R. 302 represents the longest funding authorization period for Federal Aviation Administration programs since 1982.

AMAC commends both the House and Senate for its inclusion of two key Disadvantaged Business Enterprise (DBE) provisions in the bill. Specifically, Section 157 of the bill cites a "compelling need for the continuation of the airport disadvantaged business enterprise program and the airport concessions disadvantaged business enterprise program to address race and gender discrimination in airport-related business. Moreover, the section also directs the FAA to "take actions to assess and improve compliance with prompt payment requirements." Section 150 of the bill reflects language advocated for by AMAC to address a long-standing size standard barrier to DBEs involved in airport construction. The bill rectifies this matter by conforming the DBE size standard for programs authorized by the FAA bill to those set by the U.S. Small Business Administration.

The measure funds the Airport Improvement Program (AIP) at \$3.35 billion over the life of the bill, expands eligible uses of federal grants at airports, creates new protections for passengers on commercial airlines, expands oversight of the Next Generation (NextGen) technology upgrade program, streamlines aircraft certification procedures, and further regulates the use of drones. The bill does not incorporate the long sought-after modernization of the Passenger Facility Charge (PFC) which has been capped at \$4.50 per passenger segment since the year 2000.