



****For Immediate Release****

JANUARY 2, 2018

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NEW ANALYSIS SHOWS FLORIDA PASSENGERS WILL PAY UP TO \$317 MILLION IN ADDITIONAL AIRPORT FEES UNDER NEW CONGRESSIONAL PROPOSAL

Despite Access to Millions of Dollars, Some in Congress Pushing Massive Tax Hike On Florida Fliers

TALLAHASSEE, FL – Stop Air Tax Now, a project of Airlines for America, today released an analysis detailing the higher fees that Florida fliers will pay if Congress approves a proposal to raise a fee passengers pay when flying out of commercial airports. The fee hike could be approved as early as January 19th.

The proposal would increase the Passenger Facility Charge (PFC), a tax added to the cost of plane tickets that is transferred directly to airports, by \$4, to \$8.50, on the first leg of each flight. The study shows that travelers flying out of Florida will annually pay up to \$316.88 million more in PFCs under the new proposal.

“This tax is wholly unnecessary and nothing more than a greedy and easy way for airports to raise more revenue by placing a greater economic burden on the backs of everyday commercial flyers who are already paying more than their fair share in aviation taxes,” said Charlie Leocha, president and co-founder of Travelers United.

The tax increase, proposed under the guise of modernization and expansion requirements, comes as airports in Florida took in \$2.125 billion in operating revenue last year and \$318.4 million in PFC revenue – the second most of any state or territory in both categories. Florida airports also took in \$279.5 million in grants, ranking it first among all states and territories. Additionally, Florida airport facilities have access to \$6 billion dollars in federal funding from the FAA’s trust fund.

The tax increase would add up to \$86.82 million annually to the coffers of Orlando International Airport (MCO), the most of any airport in the state. MCO already has \$261.2 million in unrestricted cash and investments and collected \$80.69 million in PFCs last year.

Miami International Airport and Fort Lauderdale-Hollywood International Airport would also see up to \$70.7 million and \$55.3 million annually, respectively, from the increased tax despite receiving tens of millions last year. *See table below for more detailed information.*

| Top 10 Florida Airports (By Outbound Passengers) | | | | | | |
|---|--------------------------------|---|--------------------------------|-----------------------|--------------|--|
| Airport Name | FAA Location Identifier | Additional PFCs From Increase (Max.) | Total Operating Revenue | Grant Receipts | PFCs | Unrestricted Cash & Investments |
| Orlando International Airport | MCO | \$86,820,256 | \$462,364,965 | \$2,599,000 | \$80,691,000 | \$261,220,000 |
| Miami International Airport | MIA | \$70,695,704 | \$830,703,505 | \$0 | \$77,431,346 | \$334,074,000 |
| Fort Lauderdale-Hollywood International Airport | FLL | \$55,260,348 | \$232,075,813 | \$98,880,600 | \$59,529,474 | \$155,870,831 |
| Tampa International Airport | TPA | \$36,699,972 | \$199,615,827 | \$74,416,070 | \$36,763,954 | \$86,213,537 |
| Southwest Florida International Airport | RSW | \$17,719,772 | \$91,635,807 | \$295,605 | \$16,856,541 | \$117,859,448 |
| Palm Beach International Airport | PBI | \$12,642,596 | \$65,298,149 | \$20,778,633 | \$12,934,786 | \$74,618,366 |
| Jacksonville International Airport | JAX | \$10,772,168 | \$79,824,195 | \$21,760,968 | \$10,982,674 | \$69,250,691 |

| | | | | | | |
|--|------------|-------------|--------------|--------------|-------------|--------------|
| Orlando Sanford International Airport | SFB | \$5,378,972 | \$11,931,961 | \$13,119,082 | \$5,029,920 | \$6,028,953 |
| St. Pete-Clearwater International Airport | PIE | \$3,652,060 | \$13,505,945 | \$9,522,585 | \$4,030,832 | \$21,323,844 |
| Pensacola International Airport | PNS | \$3,107,072 | \$21,893,551 | \$5,188,589 | \$3,110,772 | \$18,312,467 |

Sources: FAA CATS Form 127 for FY2016; US DOT O&D Data for 2016 via airlinedata.com

Passengers flying from smaller airports like Daytona Beach International Airport would pay the highest amount in PFCs because most trips from smaller airports require a connecting flight. Under the fee increase, passengers flying out of smaller airports will pay \$13 in PFCs on each flight – \$8.50 on the initial leg of the trip and \$4.50 for the second flight.

The existing Passenger Facility Charge (PFC) Program allows the collection of PFC fees up to \$4.50 for every enplaned passenger at commercial airports controlled by public agencies. PFCs are capped at \$4.50 per flight segment with a maximum of two PFCs charged on a one-way trip or four PFCs on a round trip, for a maximum of \$18 total. The proposed \$4 increase on the first leg of a flight will increase the round-trip maximum to \$26.

More detailed information on specific states and airports can be found at <http://www.stopairtaxnow.com/pfc-impact-revenue-state>.

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ABOUT STOP AIR TAX NOW

Stop Air Tax Now is a project of Airlines for America, the industry trade organization for the leading U.S. airlines. The project aims to educate flyers about the Passenger Facility Charge (PFC) and how a Congressional proposal to nearly double the PFC tax would force passengers to pay an additional \$2.68 billion each year – just for using the airport. With the increase, a family of four would pay up to \$104 in the PFC tax alone on a round trip ticket.

Learn more about how the PFC hike would increase the price of your plane ticket by visiting stopairtaxnow.com.

ABOUT A4A

Annually, commercial aviation helps drive \$1.5 trillion in U.S. economic activity and more than 10 million U.S. jobs. Airlines fly more than 2.2 million passengers and 50,000 tons of cargo each day. Airlines for America (A4A) advocates on behalf of the American airline industry as a model of safety, customer service and environmental responsibility and as the indispensable network that drives our nation’s economy and global competitiveness.

A4A works collaboratively with the airlines, labor groups, Congress and the Administration to improve air travel for everyone.

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