



****For Immediate Release****

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NEW ANALYSIS SHOWS CALIFORNIA PASSENGERS WILL PAY UP TO \$416.2 MILLION IN ADDITIONAL AIRPORT FEES UNDER NEW CONGRESSIONAL PROPOSAL

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

SACRAMENTO, CA – Stop Air Tax Now, a project of Airlines for America, today released an analysis detailing the higher fees that California 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 February 8th.

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 California will annually pay up to \$416.24 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 California took in \$3.19 billion in operating revenue last year, \$401.62 million in PFC revenue and \$179.97 million in grants. Additionally, California airport facilities have access to \$6 billion dollars in federal funding from the FAA’s trust fund.

The tax increase would add up to \$160.12 million annually to the coffers of Los Angeles International Airport (LAX), the most of any airport in the nation. LAX already has \$791.52 million in unrestricted cash and investments and collected \$150.41 million in PFCs last year.

San Francisco International Airport would also see up to \$97.45 million annually from the increased tax despite receiving \$99.13 million last year. *See table below for more detailed information.*

Top 10 California Airports (By Outbound Passengers)						
Airport Name	FAA Location Identifier	Additional PFCs From Increase (Max.)	Total Operating Revenue	Grant Receipts	PFCs	Unrestricted Cash & Investments
Los Angeles International Airport	LAX	\$160,118,916	\$1,211,112,188	\$49,255,304	\$150,408,990	\$791,524,391
San Francisco International Airport	SFO	\$97,446,324	\$866,991,005	\$728,406	\$99,130,866	\$416,294,385
San Diego International Airport	SAN	\$40,288,652	\$233,994,051	\$19,050,187	\$40,257,992	\$240,922,260
Oakland International Airport	OAK	\$22,249,796	\$173,344,638	\$16,510,848	\$22,928,727	\$0
Mineta San Jose International Airport	SJC	\$21,450,864	\$162,385,346	\$8,333	\$20,602,999	\$130,090,744
John Wayne Airport	SNA	\$20,153,828	\$129,185,114	\$2,174,190	\$20,522,403	\$273,519,662
Sacramento International Airport	SMF	\$19,627,608	\$168,543,759	\$12,236,575	\$19,285,187	\$187,101,408
Ontario International Airport	ONT	\$8,590,424	\$57,282,695	\$15,988	\$3,554,802	\$70,637,324
Hollywood Burbank Airport	BUR	\$8,155,432	\$48,893,333	\$4,315,546	\$8,327,080	\$27,820,808
Long Beach Airport	LGB	\$5,332,680	\$36,898,068	\$9,909,285	\$5,579,553	\$31,730,941

Passengers flying from smaller airports like Monterey Regional 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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