

## Key Provisions in House and Senate FAA Bills

	<b>House Bill (H.R. 915/H.R. 1586)</b>	<b>Senate Bill (S. 1451/H.R. 1586)</b>
<b>ARFF</b>	Includes a labor proposal that could force airports to comply with excessive NFPA standards.	Does not include a labor proposal that could force airports to comply with excessive NFPA standards.
<b>PFCs</b>	Raises PFC cap to \$7.00.	Maintains PFC cap at \$4.50 and creates new pilot program that would allow up to six airports to impose unlimited PFCs if they collect fees directly from passengers.
<b>PFC Streamlining</b>	Does not streamline the PFC application and approval process.	Streamlines PFC application and approval process but requires DOT approval before an airport can impose a higher PFC level.
<b>AIP Funding Levels</b>	\$3.9 billion in FY09 \$4.0 billion in FY10 \$4.1 billion in FY11 \$4.2 billion in FY12	\$4.0 billion in FY10 \$4.1 billion in FY11
<b>AIP Entitlements</b>	Eliminates entitlements for large hubs collecting PFCs above \$4.50.	Maintains entitlements for large hubs.
<b>AIP Discretionary</b>	Increases minimum amount for discretionary from \$148 million to \$520 million.	Increases minimum amount for discretionary from \$148 million to \$520 million.
<b>AIP Federal Match</b>	Reduces federal match for small airports to 90%.	Maintains 95% federal match for small airports.

<b>Small Community Air Service Development</b>	Authorizes \$35 million per year through FY12.	Authorizes \$35 million per year through FY11.
<b>Essential Air Service</b>	Includes at least \$200 million per year.	Includes \$175 million per year.
<b>Disadvantaged Business Enterprise</b>	Calls for continuation of airport DBE and airport concessions DBE programs. Adjusts Personal Net Worth cap for inflation and subjects PFC-funded projects to DBE requirements.	Calls for continuation of airport DBE and airport concessions DBE programs. Adjusts Personal Net Worth cap for inflation.
<b>Airline Customer Service</b>	Requires carriers providing service to large or medium hub airports as well as large and medium hub airport operators to develop emergency contingency plans. Allows DOT to assess civil penalties against airlines and airports.	Requires each carrier and airport operator to develop emergency contingency plans. Allows DOT to assess civil penalties against airlines and airports.