

Support H.R. 6014 – Save Airports & Taxpayers Money!

Dear Colleague:

I urge your support for H.R. 6014, **as amended**, expected to be on the floor September 20th under suspension of the rules. The measure is similar to language I offered during the House Transportation & Infrastructure Committee's markup of our Federal Aviation Administration (FAA) Reauthorization bill (H.R.4441) back in March, where it received unanimous support.

Under current law, the FAA is generally allowed to enter into various contracts, leases, and cooperative agreements with other Federal agencies and States as necessary to carry out the functions of the FAA Administrator and the Administration. My legislation will ensure the agency is working in greater collaboration with these entities by specifically authorizing the FAA to enter into so-called "Reimbursable Agreements" with States when conducting airport improvement and expansion projects.

Under the bill, such agreements must include measures for cost-effective completion of the project, and they cannot negatively affect the safety or efficiency of the national airspace system. One such project meeting these requirements can be found in my District, where a regional airport is looking to build a new \$1 million airplane hangar to bring new business to the airport and boost the local economy. In order to build the hangar, the airport's two small 25-foot antenna towers need to be moved.

Originally, the FAA insisted they take full control of this project and enter into numerous, expensive Reimbursable Agreements with the airport where the airport and private sector investors need to pay the FAA back for all the work they do. This includes: a feasibility study, preliminary engineering, actual project construction, and FAA oversight of the work – all adding up to approximately \$500,000. Meanwhile, the Minnesota Department of Transportation (MnDOT) Aeronautics Division stated they could perform this work for approximately \$17,000 and be in full compliance with FAA regulations.

After extensive discussions with the FAA and House Transportation and Infrastructure Committee Staff, we learned this is a common FAA practice requiring additional unnecessary and costly bureaucratic oversight and scrutiny. Therefore, my measure will not only increase airport project efficiency, but save federal taxpayer dollars and relieve airports and private sector investors of unnecessary cost burdens from the Federal Government.

Thank you for your consideration of this nonpartisan effort. Please contact Eddie Wytkind on my staff with any questions.

Sincerely,

Richard M. Nolan
Member of Congress