



AMAC MISSION AND BACKGROUND

National Non-Profit Association: The Airport Minority Advisory Council (AMAC) is the only national, non-profit trade association dedicated to promoting the full participation of minority-owned, women-owned, and disadvantaged business enterprises (M/W/DBEs) in airport contracting and the inclusion of minorities and women in employment. AMAC and its affiliates include airport operators, government officials, corporations, and M/W/DBE entrepreneurs.

A Diverse, Multi-Dimensional Leader: Since its inception, AMAC has been at the forefront of nearly every national policy initiative impacting the participation of disadvantaged businesses in airport contracting. AMAC also works consistently with Congress, the federal government, aviation trade associations, and others as a resource for information, education, and guidance on business and employment matters.

AMAC's LEGISLATIVE PRIORITIES

- **PROTECT AND PRESERVE THE DBE PROGRAM**
- **SUPPORT MODERNIZING THE PASSENGER FACILITY CHARGE (PFC)**
 - **CONFORM DOT DBE SIZE STANDARD TO SBA STANDARD**

PROTECT AND PRESERVE THE DBE PROGRAM

The Airport Improvement Program (AIP) includes a small business development program known as the Airport Disadvantaged Business Enterprise Program (the DBE program). The DBE program incorporates a ten percent aspirational goal for certified DBE firms (and airport concessions DBE firms) to participate in airport procurement, capital improvement and concessions contracts. The DBE program is regulated and administered by the U.S. Department of Transportation (DOT) and by the Federal Aviation Administration (FAA). Airports that receive federal AIP grants commit to establish fact-supported DBE and ACDBE participation goals and to use their "best efforts" to achieve them. **The Airport DBE program has served as an effective tool in ensuring Congress's intent for equity and inclusion in transportation and infrastructure projects and we urge you to preserve this important program in the FAA Reauthorization bill.**

SUPPORT MODERNIZING THE PASSENGER FACILITY CHARGE (PFC)

AMAC supports the need for increased funding for airport infrastructure, and wants to work with airports and Congress to ensure our nation's infrastructure is first in class. The PFC is a federally-authorized user fee typically used for airport capital development projects. Since 2000, PFCs have been capped at \$4.50 and Congress has failed to adjust these user-based charges to account for



factors such as inflation, increased travel demand, and growing investment needs at airports. **AMAC supports modernizing the PFC to better assist airports address their growing infrastructure needs.** Unlike AIP grants, DBE goal provisions were not incorporated in the original PFC statute when it was first enacted in 1990. Therefore, AMAC also supports and encourages the inclusion of DBE participation on PFC-only financed projects to prevent barriers to the participation of small businesses in airport contracting.

CONFORM DOT DBE SIZE STANDARD TO SBA STANDARD

There is an arbitrary rule in current law that mandates a different size test only for DOT DBE programs. For example, a construction firm whose gross receipts are \$36.4 million or less is “small” as defined by the SBA. However, because of the current law anomaly, the gross receipts of a DOT DBE-certified construction firm may not exceed \$22.4 million--approximately 35% less than the SBA standard. **There is no legislative history that justifies this difference. Congressional action is needed to address this matter by conforming the DBE size standard for programs authorized by the FAA bill to the SBA rules. The Senate FAA Reauthorization bill addresses this anomaly and we ask that you support it.**

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