

**MONDAY MORNING GROUP OF WESTERN RIVERSIDE COUNTY  
ANNUAL ADVOCACY TRIP – WASHINGTON, DC  
April 9 – 11, 2024**

**ONTARIO INTERNATIONAL AIRPORT FAA REAUTHORIZATION**

**ISSUE:** Congress needs to pass the Federal Aviation Administration (FAA) Reauthorization Act of 2024 to provide grant funding stability and program modernization in the aviation sector.

**ACTION:** The Monday Morning Group urges federal elected leaders and officials to pass the FAA Reauthorization to ensure grant funding stability and program modernization in the aviation sector.

**BACKGROUND:** The House passed a version of the FAA Reauthorization that includes several provisions that will benefit Ontario International Airport. This version includes the first authorized increase in Airport Improvement Program (AIP) funding in 20 years and allows greater flexibility to accessible funds.

Ontario International Airport is the fastest growing airport in the country connecting travelers to California creating jobs and driving economic growth. The bill authorizes robust funding for airport infrastructure, including prioritizing investments for small and General Aviation airports, and streamlining project delivery. Specifically:

- **Increased AIP Funding:** Both the House and Senate existing languages fund the AIP at \$4 billion annually for the next five years and authorize a \$100 million supplemental funding program subject to annual appropriations.
- **Formula Enhancements:** The bill will reduce the entitlement turnback for large and medium hub airports from 75 percent to 60 percent; increase funding for the Small Airport Fund; increase entitlement funding for non-primary and general aviation airports; expand project eligibility at all airports for terminals, air quality/low emissions, and resiliency projects; allow for projects using alternative delivery methods; expand VALE eligibility; and set funding floors for the environmental set-aside programs.
- **Regulatory Relief:** The bill would further streamline/expedite the PFC application process, protect airports from unnecessary FAA interference in non-federal land use decisions (updating section 163 from the last FAA bill), accelerate the NEPA review process; and require FAA to update Part 150 noise standards to reflect all relevant laws and regulations.