

National Survey on Funding for Airports

February 16-19, 2015



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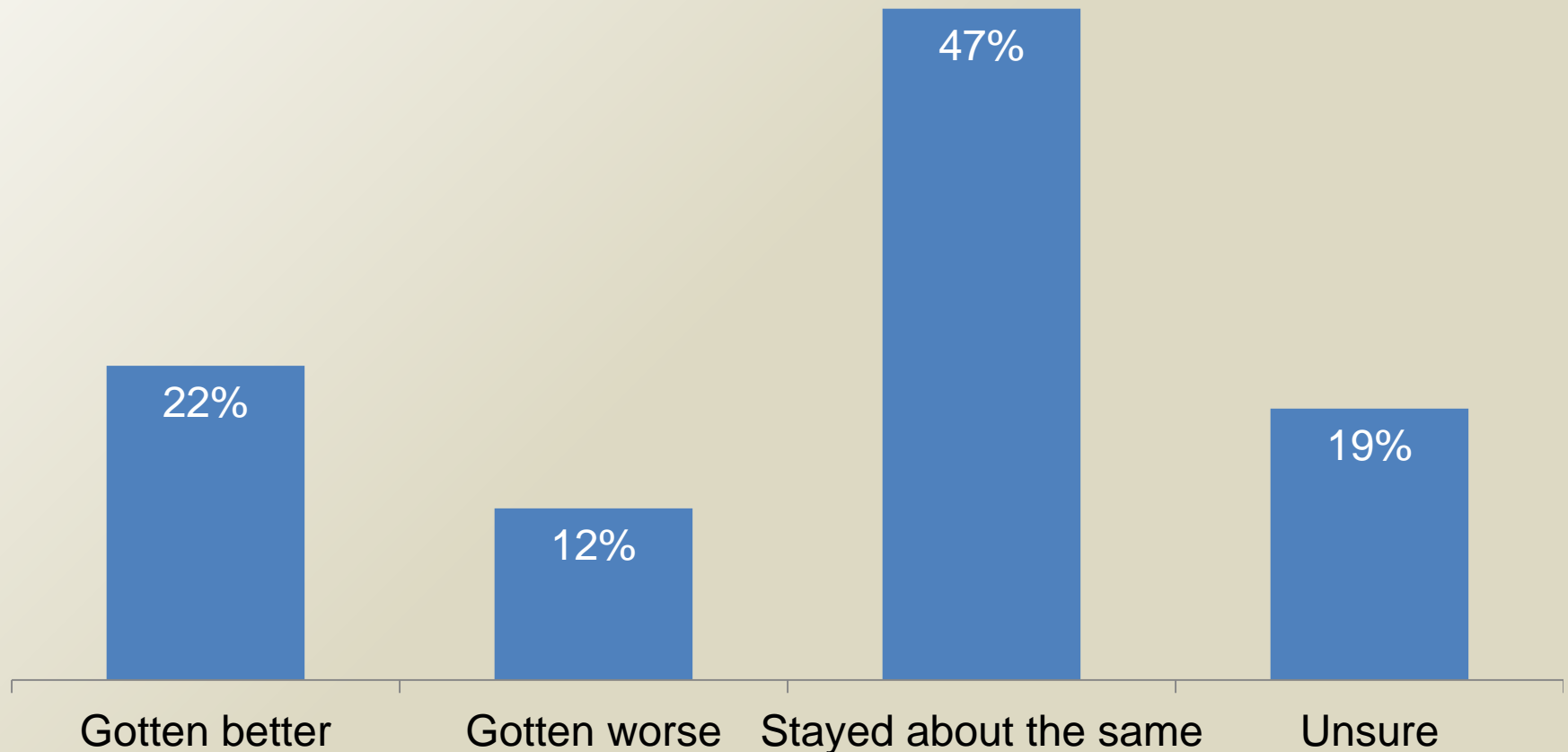
THE TARRANCE GROUP

Methodology

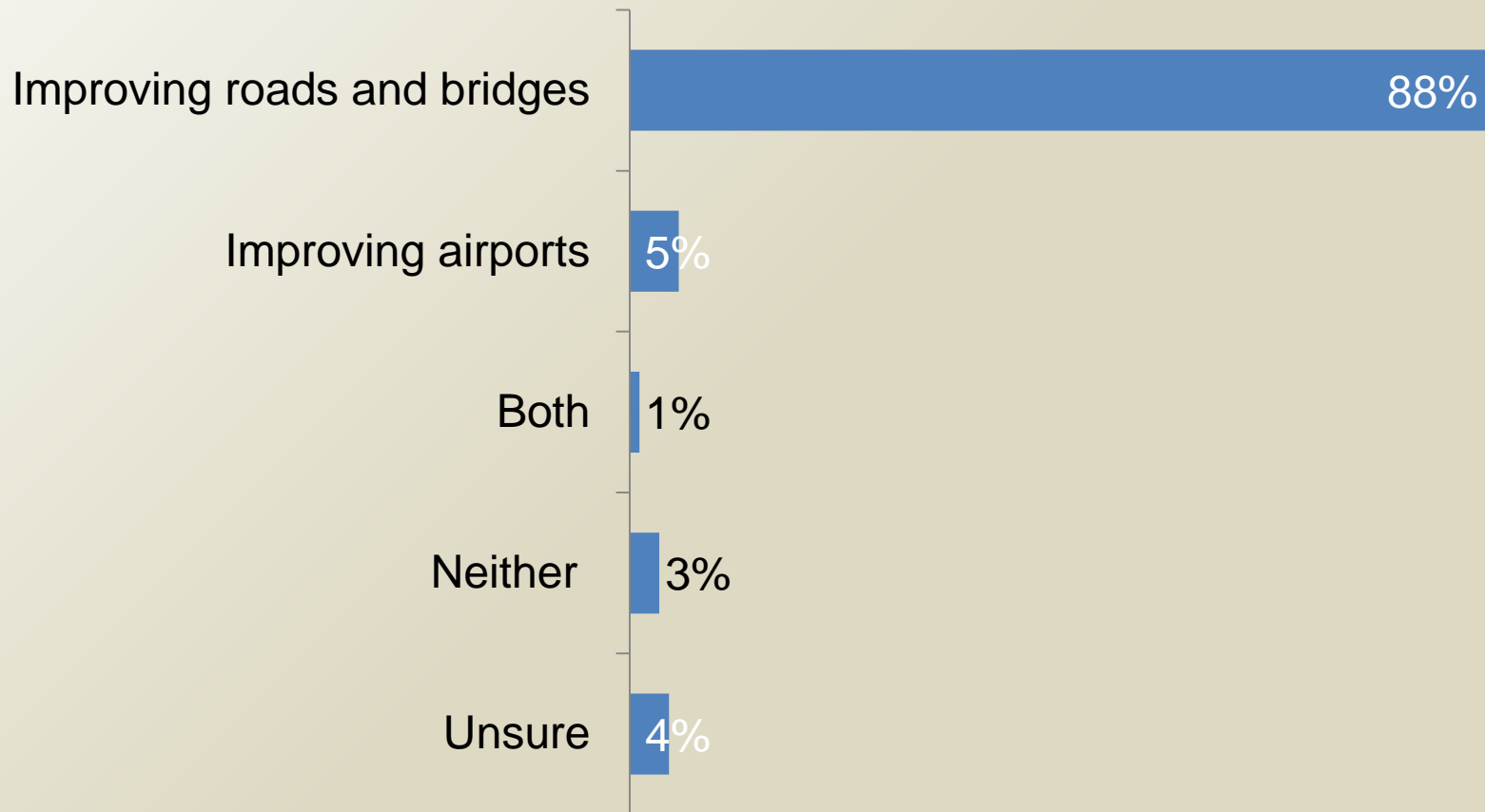
This survey interviewed N=1,026 registered voters nationwide. Responses to this survey were gathered February 16-19, 2015. All respondents interviewed in this study were part of a fully representative sample based on the latest voter registration figures within the state. The confidence interval associated with a sample of this type is such that 95% of the time results will be within $\pm 3.1\%$ of the "true values" where "true values" refer to the results obtained if it were possible to interview every eligible voter.

February 16-19, 2015/ N = 1,000 Registered voters/ ±3.1% M.O.E.

In your view, would you say that the condition of the terminal buildings and grounds at airports in the United States have gotten better, gotten worse, or stayed about the same over the past five years?

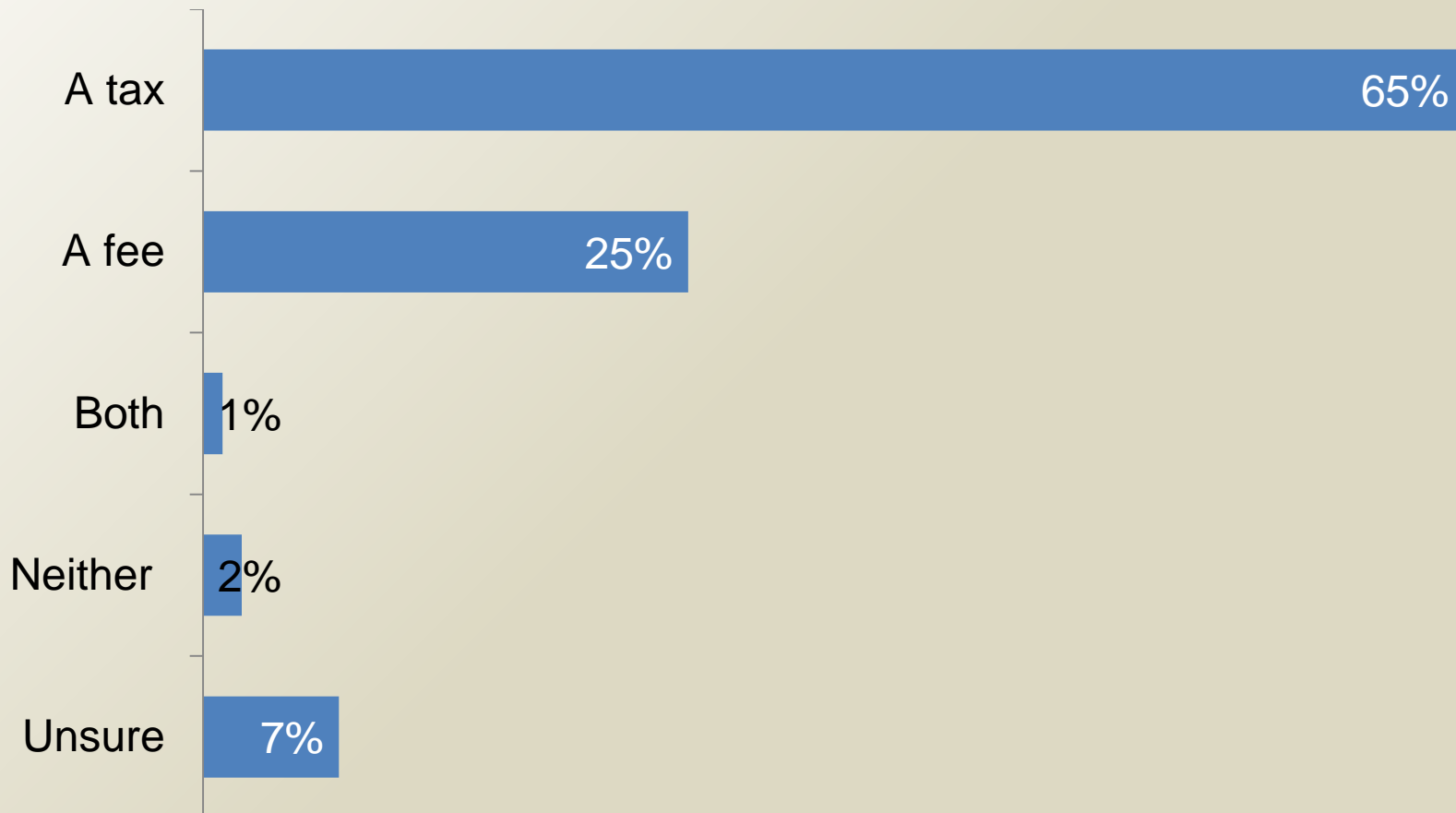


Which of these roads and bridges or airport building and grounds – do you think is most in need of additional funding from the federal government to pay for improvements?



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In your view, are these charges more like...
a tax because every airline passenger must pay them, or
a fee because travelers can choose not to fly?



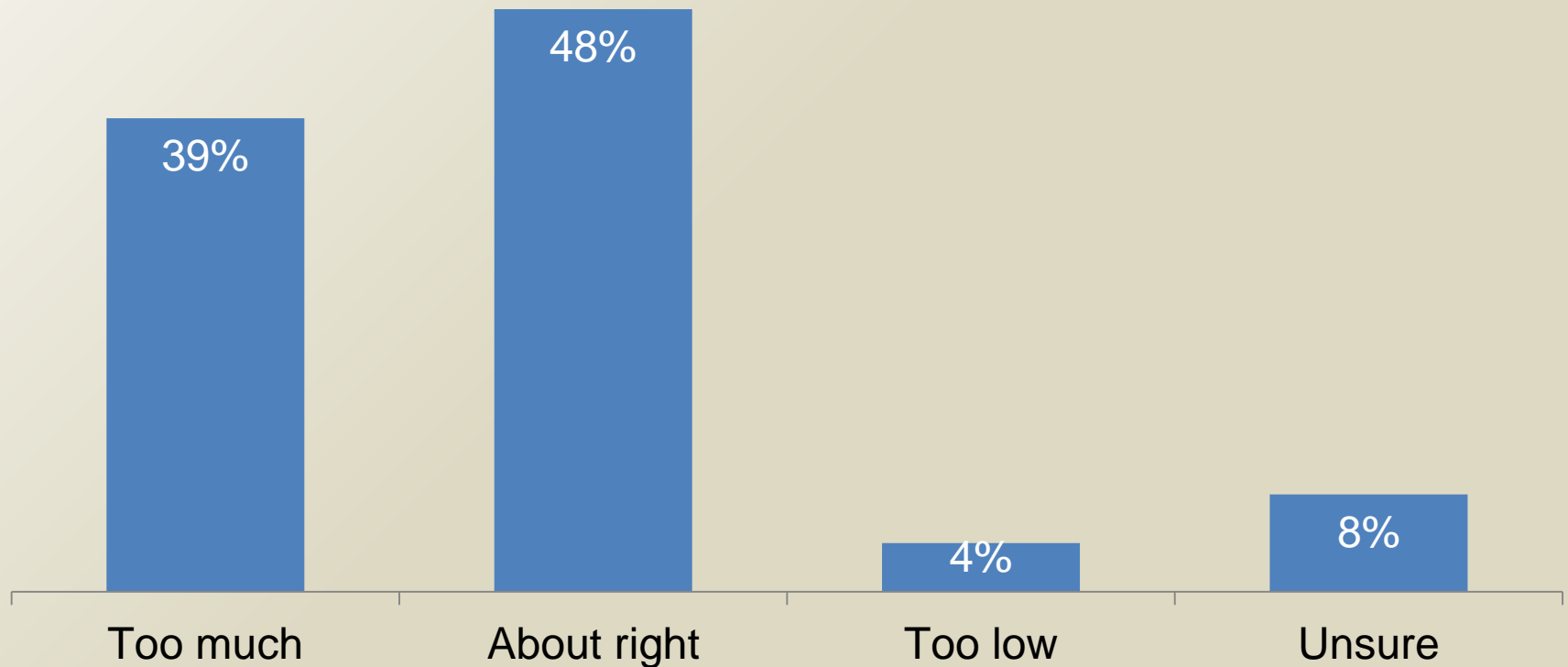
Prompt for Q9:

As you may have heard, this year Congress will be debating legislation about the operations of the Federal Aviation Administration or FAA, the federal agency that regulates air travel in the United States.

One of the major issues in this debate is the passenger facility charge, a government imposed charge that funds airport infrastructure.

Right now, this charge is usually four dollars and fifty cents per flight with a maximum charge of eighteen dollars per round trip ticket.

Based on what you know now... Do you think this passenger facility charge is: Too much, About right, or Too low?



Would you favor or oppose increasing the passenger facility charge by almost double and tying future automatic increases to inflation?

