



A MEMBERSHIP ORGANIZATION
REPRESENTING THE INTEREST OF ALL
PUBLIC USE AIRPORTS IN IOWA

IPAA State Legislative Priorities 2024

Grow Iowa's Aviation Workforce

The lack of persons entering the aviation workforce in Iowa remains a cause for great concern. There continues to be a great need for aircraft mechanics, aircraft technicians, pilots, flight crew, ground crew, and airport managers. The IPAA supports the continued inclusion of these careers as eligible for Iowa Skilled Workforce Shortage Tuition Grant program (Kibbie Grants) monies.

Request: Continue the \$5 million dollar appropriation for the Iowa Skilled Workforce Shortage Tuition Grant program and again include aviation careers as eligible areas of study for program monies.

Airport Vertical Infrastructure Funding

Vertical infrastructure improvements at our commercial airports and general aviation airports remains high. IPAA is urging lawmakers to direct aircraft use and lease tax to the State Aviation Fund.

Request: Beginning with fiscal year 2025 direct all aircraft use taxes and lease sales taxes be deposited in the State Aviation Fund. 40% be used for vertical infrastructure projects at general aviation airports and 60% be used for vertical infrastructure projects at the state's commercial service airports, with commercial service airport funding being distributed using the current disbursement criteria.

Update Airport Closure Requirements

Currently, administrative rules allow a city, county, or aviation authority to avoid repayment of recently awarded state aviation grants (for improvements such as runway construction or rehabilitation) if the airport is permanently closed. There is a very limited amount of state funds available for airport improvements. If an airport accepts these funds and then subsequently chooses to close a short time after expending those monies, those dollars should be repaid.

Request: IPAA supports an update of state policy regarding airport closures and the repayment of state airport improvement grants such as the following:

Within 30 days of permanently closing an airport, the airport sponsor shall request from the department a 20-year grant summary for that airport. Within 30 days of receiving the request the department shall provide the sponsor with the 20-year review for each aviation grant issued by the department. The sponsor may request forgiveness of all or a portion of the repayment obligation. The request must include a plan detailing the alternative future use of the airport facility. The decision to forgive all or a portion of the repayment obligation shall be made by the transportation commission. Repayments will be redeposited into the aviation fund from which the grant originated.

Federally Mandated Firefighting Foams and Airports

For decades the federal government has mandated the use of aviation firefighting foam that contained perfluoroalkyl and polyfluoroalkyl substances (PFAS) are a group of man-made chemicals that include Perfluorooctane Sulfonate (PFOS) and Perfluorooctanoic Acid (PFOA).

In May of 2023 the Federal Aviation Administration released a document entitled "Aircraft Firefighting Foam Transition Plan" which outlines the process for replacing the current aircraft rescue and firefighting foam with a new, non-PFAS/PFOS based foam. The plan also highlights the costs that airports will incur as equipment, such

as firefighting vehicles, firefighting equipment and airport fire suppression systems, will require decontamination or replacement.

Request: The IPAA supports a nationwide federal PFAS/PFOS transition plan. The state's airports also request the costs associated with the decontamination and/or replacement of airport rescue and firefighting vehicles, equipment, and fire suppression systems be eligible for State Aviation Fund assistance.