



*A MEMBERSHIP ORGANIZATION
REPRESENTING PUBLIC-OWNED
AIRPORTS IN THE STATE OF IOWA*

IOWA PUBLIC AIRPORTS ASSOCIATION 2012 FEDERAL LEGISLATIVE PRIORITIES

IPAA supports full funding of the AIP program at \$3.8 billion annually, increasing each year by \$100 million. In Iowa, 70 general aviation airports and eight commercial service airports are eligible for funding from the AIP program. Vision 100, which provided AIP funding for the years 2004-2007, has worked well for Iowa airports and IPAA would like to see the basic components of that program remain in place.

IPAA supports:

1. A multi year reauthorization period.
2. Full funding of the AIP program starting at \$3.8B annually with \$100M increases every year throughout the reauthorization period.
3. Maintaining primary and non-primary entitlements within the AIP program at 95% match.
4. Maintaining the current fuel and ticket tax structure.
5. Maintaining the Essential Air Service Program, which has worked well for Iowa
6. Authorizing AIP funds to be used to develop revenue generating facilities at non-hub airports.
7. Increasing the Passenger Facility collection level to \$7.50 and indexing future increases to inflation.
8. Funding of the Small Community Air Service Grant program

IPAA strongly opposes:

1. Inclusion of any type of user fee as a funding mechanism for the FAA. The recently proposed \$100.00 per flight fee for some types of General Aviation flights is especially troubling. I would submit that whatever revenues are generated would be more than offset by the creation of the new bureaucracy needed to collect the fee. The current system of fuel, cargo, and passenger taxes is administratively simple and working well.
2. Any attempt to reintroduce National Fire Protection Association (NFPA) Standards for Aircraft Rescue and Firefighting (ARFF) activities at airports. Changing from current, proven FAA standards would be excessive and unnecessary, and would have a devastating effect on commercial service airports in Iowa.