



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

January 25, 2012

The Honorable Leonard Boswell  
United States House of Representatives  
1226 Longworth, House Office Building  
Washington, DC 20515

Dear Representative Boswell:

With the resumption of debate in the US Senate and House regarding FAA Reauthorization I am compelled as president of the board of directors of the Iowa Public Airports Association to bring to your attention the position IPAA holds on FAA Reauthorization.

The Iowa Public Airports Association (IPAA) believes the current state of Federal Aviation Administration (FAA) funding is untenable. As the 22<sup>nd</sup> continuing resolution expires and the 23<sup>rd</sup> looms the ability to effectively plan airport projects has been severely compromised. This uncertainty in funding has resulted in airport project delays, inefficiency in project planning, bidding and completion, and unnecessarily high costs due to limited time for project bidding.

A long term FAA reauthorization bill is long overdue and a bill focused solely on FAA funding is sorely needed.

The FAA's Airport Improvement Program (AIP) has played a significant role in maintaining and enhancing the safety and growth of the air transportation system through funding a wide range of airside projects at airports.

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.

We appreciate your continued support of the aviation programs that greatly improve Iowa's ability to connect and compete globally.

Sincerely,



Greg Gobble, President  
Iowa Public Airports Association  
[greg@lindneraviation.com](mailto:greg@lindneraviation.com)