



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

IPAA Federal Legislative Priorities 2024

IPAA encourages increasing spending levels through the appropriation process for the Airport Improvement Program (AIP), Essential Air Service, Contract Tower Program, and other programs that provide for the safe operation, development, and maintenance of facilities at airports around the country.

- 1. IPAA Requests Congress take immediate action to address the aviation workforce shortage through multiple programs and initiatives.** Aviation workforce shortages are creating a strain felt across the industry, and is being felt most by the smaller communities who are struggling to maintain their basic service, Essential Air Service, or have lost commercial air service altogether.
 - A. Increase the mandatory retirement age for pilots from 65 to 67 to provide some immediate, near-term relief to the pilot shortage issue.
 - B. Allow scheduled Part 135 operation of small regional jet aircraft to serve smaller markets.
 - C. In addition to accredited college and universities, change tax law to allow use of 529 plans to fund technical training, like flight training and aircraft maintenance technician programs, that lead to certification required for a career. These training programs provided the fastest path from school to workforce for careers that don't require a higher education degree.
 - D. Increase funding for the FAA's Aviation Workforce grant program.
- 2. IPAA Requests Congress act to complete FAA reauthorization to ensure critical infrastructure funding continues, and can further leverage BIL funding provided through FY2026 and beyond.**
 - A. Provide a minimum of \$4 billion annually for the Airport Improvement Program
 - B. Modernize airport entitlements by providing increased funding levels to airports with more activity (\$1.3 million for primary commercial service airports, \$500,000 for commercial-service non-primary airports, \$500,000 for regional airports, \$250,000 for local airports, \$150,000 for basic airports, and \$0 for unclassified airports, based on NPIAS Airport Categorization.) The proposed formula change is contingent upon AIP funding of at least \$4 billion annually.
 - C. Eliminate the federal cap on local PFCs. Extend PFC eligibility to include any lawful capital cost of the airport.
 - D. Monies collected and deposited in the Airport and Airway Trust Fund must continue to be protected from Sequestration or FAA operating uses.

- 3. IPAA Requests Modernize Essential Air Service to meet today's evolving small community and industry needs.**
- 4. IPAA Requests Congress to pass liability legislation that holds airports harmless for present and past use of PFOS and PFAS in Aqueous Film Forming Foam mandated by the FAA.**
 - A. Provide funding for the proper clean up and disposal of AFFF products manufactured with PFAS, and the transition from current to an alternative product approved by the FAA.
- 5. IPAA Requests Congress direct the FAA to clarify future noise policy/standards and seek feedback from airports and their stakeholders before implementing any changes per the recently conducted Neighborhood Environmental Survey that could affect airport operations.**
- 6. IPAA supports current TSA screening of airport employees. IPAA requests Congress to require TSA remain responsible for screening of airport employees instead of the new requirement for Airport's to conduct employee screening.**