



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

## IPAA Federal Legislative Priorities 2021

Although the FAA Reauthorization process is complete, 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. Airport Improvement Program:

Congress authorized \$3.35 billion for AIP in FY20 and another \$500 million in supplemental AIP funding for projects at airports smaller than large hub airports.

#### A. Airport Improvement Program Requested Actions

- Fund the AIP program to provide \$4 billion in FY2021 with \$100 million in increases every year throughout the reauthorization period.
  - Monies collected and deposited in the Airport and Airway Trust Fund must be protected from Sequestration or FAA operating uses.
  - Calculate AIP grants for FY21 - FY23 based on CY19 enplanements, rather than on CY20 enplanements.
  - Continue FAA federal match at 100% for FY21 - FY23
- Appropriate at least \$500 million in supplemental AIP funding for projects at airports smaller than large hub airports in FY21.
- Continue to fully fund the Non-Primary Entitlement for General Aviation airports.

### 2. Passenger Facility Charge:

These FAA authorized funds are levied and collected locally and are used to construct runways, taxiways, terminals, security improvements, and many other items travelers encounter daily. The current maximum collection amount of \$4.50 per passenger which is not indexed to inflation restricts the amount of money available for large capital projects. Since the PFC came into existence in 1990, it has had **only one increase** to its current amount. In the meantime, construction costs have more than tripled.

#### A. Passenger Facility Charge Requested Action

- As Congress prepares to consider an infrastructure bill in 2021, we urge lawmakers to adjust the outdated federal cap on local PFCs, increasing the cap to \$8.50 and indexing it to inflation, ensuring

long term funding viability for even the smallest of commercial service airports.

- Allowing these funds to be used for revenue generating items like passenger terminals, parking lots, airline offices, etc. would significantly reduce the impact on smaller airports, their tenants, and their sponsors.

### **3. Essential Air Service:**

There are 174 communities nationwide receiving EAS subsidized air service, including five in Iowa (Burlington, Fort Dodge, Mason City, Sioux City, and Waterloo). IPAA strongly supports fully funding the Essential Air Service Program and elimination of the Public Law No. 112-95 restrictions on airport eligibility to participate.

#### **A. Essential Air Service Requested Action**

- We urge Congress to fully fund the EAS program in the FY20 DOT spending bill and elimination of the Public Law No. 112-95 restrictions on airport eligibility to participate.

### **4. Contract Tower Program**

Safety and common-sense dictates continued funding of the ATC program and the contract tower program or restoration of FAA staffing of these facilities. A United States Department of Transportation Office of Inspector General Report Number AV-2013-009, issued on November 5, 2012, found that “a contract tower cost, on average, about \$1.5 million less to operate than a similar FAA tower.” The report further stated, “contract towers had a significantly lower number and rate of safety incidents compared to similar FAA towers.”

#### **A. Contract Tower Program Requested Action**

- We urge Congress to fully fund the Contract Tower program in the FY21DOT spending bill.

### **5. PFOAS and PFAS in Aqueous Film Forming Foam**

Currently, Commercial Service Airports are required by FAA Regulations to use Aqueous Film Forming Foam (AFFF) for Aircraft Rescue and Firefighting (ARFF) operations. It has been widely known these AFFF products are manufactured with PFAS. Airports should not be held liable for complying with FAA regulations that allow commercial service airlines to operate at the airports.

#### **A. PFOAS and PFAS in Aqueous Film Forming Foam Requested Action**

- Introduce liability legislation that holds airports harmless for present and past use of products mandated by the FAA.

- Provide funding for the proper disposal of AFFF products manufactured with PFAS once an alternative is approved by the FAA.

## **6. Diversion of Federal Taxes on Aviation Jet Fuel**

**IPAA is strongly opposed to** fuel taxes from the sale of jet fuel being credited to the Highway Trust Fund. In order for the taxes to be properly credited to the Airport and Airway Trust Fund, the fuel vendor or buyer must apply with the IRS for a refund of the tax, and only then are the funds transferred to the Airport and Airway Trust Fund.

### **A. Taxes on Aviation Jet Fuel Requested Action:**

- Deposit all jet fuel taxes into the Airport and Airway trust fund where they belong.