



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

## IPAA Federal Legislative Priorities 2022

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 supports the Bipartisan Senate Infrastructure Bill passed as an amendment to H.R. 3684, the INVEST in America Act.**

- A. The bill contains \$25 billion in new general fund revenue over the next 5 fiscal years for airports and air traffic control facilities. Included in this funding is \$15 billion for AIP formula grants, \$5 billion for a new airport terminal program, and \$5 billion for the FAA to improve air traffic control facilities, of which \$200 million is set aside for FAA-owned contract towers. Of the \$15 billion for airport infrastructure grants, **\$2.5 billion would be reserved for nonprimary commercial service and general aviation airports over five years – or \$500 million annually.**
- B. As the House prepares to consider the infrastructure bill, we urge lawmakers to amend the bill and adjust the outdated federal cap on local PFCs, increasing the cap to \$8.50 and indexing it to inflation, ensuring long term funding viability for even the smallest of commercial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.

**2. IPAA Requests Congress authorize \$4 billion in FY2022 for the Airport Improvement Program.**

- A. Monies collected and deposited in the Airport and Airway Trust Fund must be protected from Sequestration or FAA operating uses.
- B. AIP grants for FY22 - FY23 should be based on CY19 enplanements, rather than on CY21 enplanements.

**3. IPAA Requests Congress to fully fund the EAS program in the FY22 DOT spending bill and eliminate the Public Law No. 112-95 restrictions on airport eligibility to participate.**

- A. There are 174 communities nationwide receiving EAS subsidized air service. 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.

**4. IPAA Requests Congress to fully fund the Contract Tower program in the FY22 DOT spending bill.**

A. A United States Department of Transportation Office of Inspector General Report Number AV-2013-009, 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.”

**5. IPAA Requests Congress to pass liability legislation that hold airports harmless for present and past use of PFOAS and PFAS in Aqueous Film Forming Foam mandated by the FAA and provide funding for the proper clean up and disposal of AFFF products manufactured with PFAS once an alternative is approved by the FAA.**

**6. IPAA strongly opposes diversion of fuel taxes from the sale of jet fuel to the Highway Trust Fund.**