



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

IPAA Federal Legislative Priorities 2023

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 68 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 in FY2023 for the Airport Improvement Program.
 - B. Modernize GA entitlement – the AIP entitlement for general aviation and non-primary commercial service airports is currently \$150,000 annually – an amount that does not meet the demand to maintain infrastructure and improvements needed with increased aircraft activity throughout the National Airspace System. Change the GA entitlement to \$250,000 for commercial service non-primary airports; \$1,000,000 for national airports; \$500,000 for regional airports, \$250,000 for local airports; \$150,000 for basic airports; and \$0 for unclassified airports.
 - C. Adjust the outdated federal cap on local PFCs, increasing the cap to \$8.50, indexing it to inflation, and make any capital expenditure over \$100,000 PFC eligible ensuring long term funding viability for even the smallest of commercial service airports.

- D. Change entitlement formula so that at 5,000 passengers would result in a \$500,000 entitlement grant, 7,500 passengers would receive \$750,000 entitlement grant, and 10,000 passengers would receive \$1,000,000 entitlement grant.
 - E. 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 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.**