

NASAO OVERVIEW & OUTLOOK

2021-2022





NASAO — WHO WE ARE



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Gregory Pecoraro
NASAO President and CEO

Dear NASAO Members, Partners, and Friends:

As the nation and the world enter the third year of the COVID era, it is remarkable to consider how much it has affected every aspect of our society and economy, not least of which is aviation. While much else of importance has taken place in the aviation world over the last year, it is impossible to escape the impact of the pandemic and how it has reshaped the near-term future of the industry.

Perhaps as a result of the increased attention the pandemic brought to the strains on our transportation system, Congress and the Administration were finally able to come together in adopting a long overdue initiative to repair and rebuild the nation's aging physical infrastructure, as well as make a start on the improvements necessitated by environmental concerns and the advent of exciting new technologies. NASAO strongly supported this effort and is pleased to see a significant down payment on needed aviation infrastructure improvements, as well as the opportunity to connect the aviation system to other infrastructure improvements targeted in the legislation.

In September of 2021, NASAO members, partners, and friends were pleased to have the opportunity to gather in person for our 90th Annual Meeting in Colorado Springs. Although most of our activities up to that point and since have been conducted virtually, the Colorado meeting came just at the right time, and allowed us to host a series of informative, stimulating, and productive sessions, as well as opportunities to network and share news and views in a safe and healthy environment.

One lesson of the pandemic is the need to strengthen relationships in areas important to our state members. To that end, we are excited to be launching an affiliation program for airports. State aviation directors are often the most important resource available to airport managers in

their states, and this new affiliation program will help state aviation agencies strengthen those ties and facilitate sharing important information. We are also excited to have a wider audience with whom to share our communications and alerts, aviation training program, webinars, and other resources.

The following pages will provide an overview of NASAO today, and we hope you will find it informative. But we want you to know that NASAO is looking to the future. Aviation technologies are progressing at a terrific rate, making aviation cleaner, quieter, and more accessible than ever. These developments will provide the states and NASAO with tremendous opportunity to engage with partners throughout the industry to ensure that these advances serve the needs of the American people and their economy. Coupled with a much anticipated federal investment in infrastructure, aviation can be expected to continue its increasingly central role in our lives.

The post pandemic future is full of opportunity for the aviation industry to continue its remarkable contribution to our lives, and state aviation agencies and NASAO have a central role to play in this exciting future. We look forward to continuing our work with all of you to make it possible!

Sincerely,

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Gregory Pecoraro
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Our Vision:

To be the nationally recognized voice for the public interest, states and territories on aviation and the national aviation system.

Our Mission:

To encourage and foster cooperation and mutual aid among the states and territories, the federal government and public sector in the development and promotion of aviation systems that can safely and effectively serve the needs of citizens, commerce and communities throughout the United States.

BRING VALUE TO MEMBERS

NASAO Committees

- Airports Committee
- Block Grant Committee
- Communications Committee
- Finance Committee
- Legislative Affairs Committee
- NASAO/AASHTO Standing Committee on Aviation
- Nominations Committee
- Emerging Aeronautics & Airspace Committee

EDUCATIONAL LEADERSHIP

The NASAO Training Program offers more than 30 Courses in 7 Modules

- Being Aware of the Airport Environment
- Appreciating Key Partners
- Aviation Planning 101
- Environmental Planning 101
- Engineering 101
- Essentials of Project Funding
- People Skills

THE VOICE OF THE STATES

NASAO advocates for the successful influence of federal and state aviation policy

- Increases NASAO visibility on the Hill
- Drafts legislative language to implement key reauthorizations priorities
- Enhances efforts to involve NASAO in key legislative initiatives and issues



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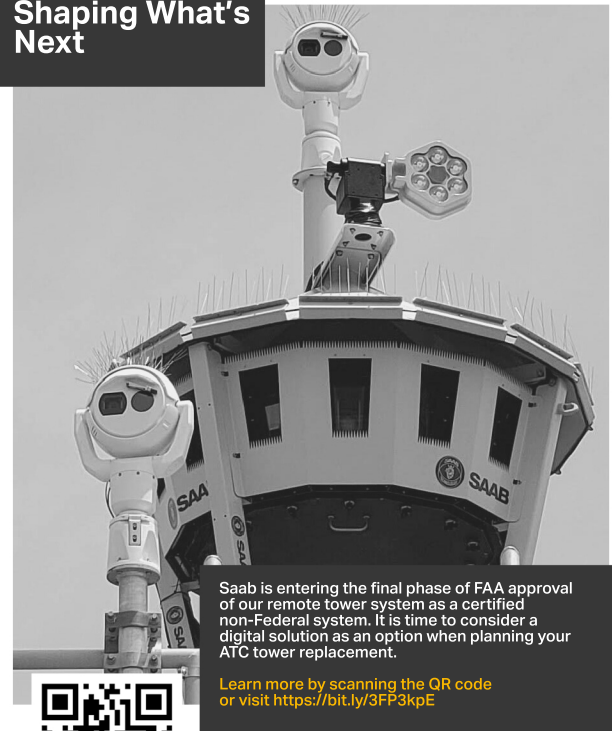
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NASAO MEMBERSHIP BENEFITS

10 Reasons NASAO Membership is Important to You, Your Agency and Your Customers

1 INFLUENCE



Since 1931, NASAO has been the recognized and respected voice of state government aviation agencies in Washington, D.C. NASAO's membership is strictly limited to the states, U.S. Territories and Commonwealths. NASAO is a consensus driven association of aviation professionals who serve the public interest and is a trusted source of accurate information. NASAO regularly briefs administration officials, members of Congress, organizations such as the National Governors Association and federal agency heads.

7 RESEARCH



NASAO was an important advocate for the establishment of an Airport Cooperative Research Program. Today, NASAO's President is an ex officio member of the oversight board of the ACRP, which conducts important research and has been federally funded at \$15 million annually. These efforts are essential to a safe, healthy and productive national airport system.

2 MEMBER ASSISTANCE



The experienced and knowledgeable NASAO staff, which prides itself on excellent service to members, is only a phone call or an email away. Additionally, assistance from experienced peers across the country is also available to members.

8 COMMUNICATIONS



All NASAO members receive the weekly members-only electronic newsletter, *NASAO Briefs* which provides an update on happenings in Washington, D.C., a review of recent NASAO activities, a look at what other aviation associations are doing, and a round-up of state aviation issues and actions. All NASAO/FAA regions have jointly participated in monthly, bi-monthly, quarterly or semi-annual telecons since 1966. Each year, the NASAO staff produces the association's annual convention and trade show, the annual Washington, D.C. Legislative Conference and an EAA AirVenture Oshkosh meeting. Each of these events is designed to keep members informed about the latest policies, programs, legislation, rulemaking, products and services affecting all states. NASAO also offers unparalleled networking opportunities between and among members to share insights, solve problems and discuss issues.

3 FUNDING



NASAO played a key role in coalitions that helped pass three of the most important infrastructure investment bills in U.S. aviation history, the FAA Reauthorization Act of 2018, AIR-21, and VISION-100. NASAO will continue to work with Congress and the FAA to ensure adequate Airport Improvement Program funding, continuation of the State Block Grant Program (now available to an additional 10 states), appropriate General Aviation airport investments, and beneficial state apportionment levels.

4 ACCESS



Senators, Members of the House of Representatives, U.S. DOT Secretaries, FAA Administrators, NTSB Chairs, TSA Administrators, and other senior Administration officials have all been speakers at NASAO events and are accessible to NASAO members. NASAO staff regularly briefs the Administration, U.S. DOT, FAA, Department of Homeland Security, Department of Treasury, Department of Commerce, Department of Agriculture, the Office of Management and Budget and the Governmental Accountability Office and Congressional staff on issues important to the states.

9 PARTNERSHIP



At the federal level, NASAO maintains a close working relationship with all of the primary agencies engaged with aviation regulation and has an extensive history of productive Memoranda of Understanding with the FAA. Whether official or informal, NASAO focuses on strong relationship building with those involved in regulation and legislation. Within the aviation community, NASAO regularly works with all of the major national aviation shareholders, as well as dozens of other regional and state aviation advocates, large and small, across the nation.

5 SECURITY



Even before DHS or TSA were established, NASAO had an Aviation Security Committee which made recommendations to the federal government in the wake of 9/11. NASAO was the co-author of TSA's Guidelines for general aviation airports. In concert with the aviation community, NASAO has successfully campaigned for effective common-sense security regulations while rejecting those which would be ineffective. The NASAO staff has met with former DHS Secretaries and TSA Administrators and has an excellent working relationship with the TSA aviation staff.

6 ADVOCACY



While there are many associations in Washington, D.C. for the various facets of the large and diverse aviation community, only NASAO speaks for the states, protecting and promoting aviation in the public interest. When necessary, NASAO effectively opposes unnecessary or inefficient regulation or rulemaking.

10 EDUCATION



After years of development, the non-profit NASAO Center for Aviation Research and Education is proud to provide an introductory training program to state aviation employees across the country. We have designed an educational program to allow employees to gain a basic understanding of the aviation industry as well as to provide an orientation to the complex world of airports. The NASAO program offers more than 30 courses in the following modules: Being Aware of the Airport Environment, Appreciating Key Partners, Aviation Planning 101, Environmental Planning 101, Engineering 101, Essentials of Project Funding and 1-800 Citizen Hotline.



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NASAO — LEGISLATIVE AGENDA 2022

NASAO's Top 3 Priorities

1. Increase Airport Improvement Program (AIP) investment by \$250 million to \$3.6 billion in Fiscal Year (FY) 2023 and incrementally increasing that amount to \$4 billion over the course of five years.
2. Increase the Federal share of AIP funds to 95 percent for FY 2023.
3. Reform the Non-Primary Entitlement (NPE) program to better meet the needs and realities of nonprimary airports.

PROVIDE ROBUST AVIATION FUNDING

The COVID relief packages and Bipartisan Infrastructure Law provided much needed funding for airports, but further support is needed to not only update existing infrastructure but upgrade that infrastructure to take advantage of new aeronautical technologies that will keep the United States in the forefront of global aviation. NASAO urges Congress to provide robust aviation funding by:

- ▲ **Increasing Airport Improvement Program (AIP)** investment by \$250 million to \$3.6 billion in Fiscal Year (FY) 2023 and incrementally increasing that amount to \$4 billion over the course of five years; and
- ▲ **Appropriate the full amounts authorized** in the FAA Reauthorization Act of 2018 (P.L. 115-254) **for the supplemental discretionary airport infrastructure grants** for AIP (starting at \$1.02 billion in FY 2019 and increasing each year to \$1.11 billion in FY 2023) and ensure 50 percent of funds are used for non-hub and small hub airports and general aviation airports as directed in P.L. 115-254.
- ▲ **Raising and indexing the \$4.50 Passenger Facility Charge (PFC)** Cap.

Additionally, NASAO supports reforms not addressed in the FAA Reauthorization Act of 2018 (P.L. 115-254). This includes protecting FAA from future Federal Government shutdowns and increasing investments for aviation workforce development initiatives, including more avenues for pilots to gain credit toward airline transport pilot (ATP) certification.

CONTINUE SUPPORT OF COVID-19 RECOVERY

NASAO urges Congress to increase the Federal share of AIP funds to 95 percent for FY 2023. Federal aid to the states to support state aviation agencies during the pandemic has been vital to ensuring that many state aviation programs continue to fulfill their important role in the safety and efficiency of the National Aviation System. With the significant decline in state and local aviation excise taxes and fees due to the pandemic, many State aviation agencies and local airport sponsors continue to struggle to provide the traditional 10 percent non-Federal share of AIP projects. Increasing the Federal share would ensure the ability of State aviation agencies and local airport sponsors to expend AIP funds and expedite the recovery process.

As Congress considers future appropriations, **NASAO urges Congress to apportion AIP funding based on airports' calendar year 2019 or 2020 or 2021 passenger enplanements, whichever is highest, for FY 2023 to 2026.** This would ensure that airports continue to remain eligible for AIP and are able to fund critical airport safety projects during the pandemic.

MODERNIZE NON-PRIMARY ENTITLEMENT (NPE) PROGRAM

The NPE program must be reformed to better meet the needs and realities of nonprimary airports. The NPE program provides up to \$150,000 annually from AIP to general aviation, reliever, and non-primary commercial service airports. However, NPE grants must be carried over for a period of years to provide adequate funding for most airport improvement projects. NASAO seeks to work with Congress and the FAA in the upcoming FAA Reauthorization on developing a common vision on reforms to make the NPE program more useful and effective.

ENSURE AIR SERVICE TO SMALL COMMUNITIES

NASAO maintains support for fully funding the Essential Air Service (EAS) Program, the Small Community Air Service Program (SCASP), the Federal Contract Tower (FCT) Program, and the Military Airport Program (MAP). These programs are critical to aviation safety and ensuring small communities maintain commercial air service.

NASAO also supports allowing communities that successfully exited EAS and were then locked out of EAS due to provisions in the FAA Modernization and Reform Act of 2012 (P.L. 112-95) to rejoin the program to help restore scheduled air service that has been reduced or suspended as a result of the pandemic. Allowing these communities to be eligible to receive EAS assistance would ensure they continue to have access to the national air transportation system.

PREPARE FOR NEW ERA OF AVIATION

America's airports of all types can and should be part of addressing environmental concerns and achieving sustainable operations. New technologies are critical to achieving this goal, and Congress should fund and encourage development of these solutions. NASAO urges Congress to:

- ▲ **Direct the FAA to establish an outline for a constructive Federal regulatory framework for drone integration strategies** that supports the application of a low-altitude drone activity and require the FAA to work collaboratively with states to develop an acceptable framework.
- ▲ **Establish a national standard to address Advanced Air Mobility (AAM) airspace coordination and control** informed by the ongoing work of the Advanced Aviation Advisory Committee, an aviation stakeholder led advisory committee that provides advice and recommendations to the FAA on UAS and AAM integration issues. Allowing for third party providers operating under the guidance of the FAA and the established standards would enable the federated system to expand more rapidly as AAM aircraft become certified while maintaining the appropriate level of safety.
- ▲ **Direct FAA to provide states with baseline standards to assist with the infrastructure planning requirements to accommodate AAM**, such as electrical requirements, charging standards, and vertiport design criteria. Planning that could be accomplished now at airports and within communities will help speed up the incorporation of AAM aircraft as they become available.
- ▲ **Direct FAA to develop plans and policies and identify how to make federal funding available to support both on and off airport development for AAM.** With both electric and hydrogen propelled aircraft in development, it is critical that the FAA start planning how it will support airports and off airport transportation nodes with these new infrastructure needs.
- ▲ **Establish a sustainable aviation fuel (SAF) blenders tax credit to incentivize the production and distribution of SAF.** SAF is a viable bridging strategy between the current combustion engine technology and that of future aircraft propulsion systems. Jet aircraft assembled today are likely to be in use for the next 20 years while commercial air passenger and air cargo demand are forecasted to continue to climb well beyond 2019 levels. In order to reduce emissions while increasing capacity to meet the demand, aviation needs SAF in meaningful amounts to augment or replace Jet A fuel.

PROVIDE FEDERAL SUPPORT FOR PFAS CLEAN-UP EFFORTS AT AIRPORTS

NASAO urges Congress and the FAA to swiftly implement federally assisted clean-up programs for PFAS contamination at airports stemming from FAA-required use of firefighting foams containing PFAS. While some progress has been made in identifying PFAS as an emerging contaminant, direct Federal support of airports (separate from the Airport Improvement Program) is needed to accelerate the clean-up process at contaminated sites. Not only are airports being faced with difficult choices when called upon to extinguish fires using the only FAA-approved firefighting foams, airports are now subject to environmental enforcement actions in many states, harming the viability of the national transportation system. Airports should not be held liable for PFAS contamination as a result of complying with a Federal requirement. In addition to federally funded clean-up programs of airports, **NASAO urges policymakers to review and provide liability protections for all airports** faced with this challenge.

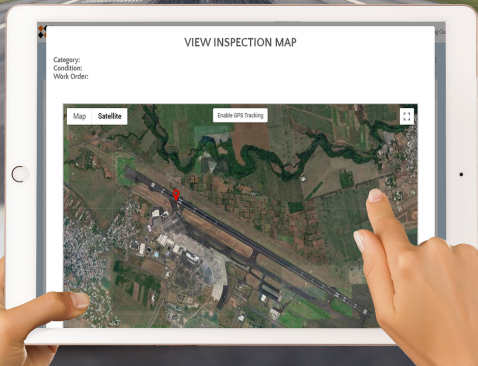
ENHANCE STATE BLOCK GRANT PROGRAM IMPLEMENTATION

NASAO seeks to work with Congress and the FAA to enhance State Block Grant Program (SBGP) operations by strengthening SBGP program and policy implementation. Block Grant States (BGS) play a critical role in the development and maintenance of airport infrastructure on behalf of the FAA for eligible airports within their states. NASAO believes it is critical for the FAA to work more collaboratively with the BGS in addressing current and future program needs.



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A Voice, Resource and Network for Business Aviation

NBAA's group of highly qualified, experienced regional representatives work with community leaders, NBAA members and the larger business aviation industry throughout the year on a range of state and local issues. For more information about NBAA's regional resources, contact the regional representative nearest you, or visit www.nbaa.org/regional. To learn more about why business aviation is important to your state, visit No Plane No Gain at www.noplanenogain.org.



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