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

- Increase AIP investment by $250 million to $3.6 billion in FY 2023 and incrementally increasing that amount to $4 billion over the course of five years.

- Appropriate the full amounts authorized in the FAA Reauthorization of 2018 (P.L. 115-254) for the supplemental discretionary airport infrastructure grants 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.

CONTINUE SUPPORT OF COVID-19 RECOVERY

- Increase Federal share of AIP funds to 95 percent for FY 2023.

- Apportion AIP funding based on airports’ calendar year 2019, 2020, or 2021 passenger enplanements, whichever is highest, for FY 2023 to 2026.

MODERNIZE NON-PRIMARY ENTITLEMENT (NPE) PROGRAM

- Reform the NPE program to better meet the needs and realities of nonprimary airports.

ENSURE AIR SERVICE TO SMALL COMMUNITIES

- Fully fund the Essential Air Service (EAS) Program, Small Community Air Service Program (SCASP), Federal Contract Tower (FCT) Program, and Military Airport Program (MAP).

- Allow 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.
PREPARE FOR NEW ERA OF AVIATION

- 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.

- 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.

- 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.

- Establish a sustainable aviation fuel (SAF) blenders tax credit to incentivize the production and distribution of SAF.

PROVIDE FEDERAL SUPPORT FOR PFAS CLEAN-UP EFFORTS AT AIRPORTS

- Implement federally assisted clean-up programs for PFAS contamination at airports stemming from FAA-required use of firefighting foams containing PFAS.

- Review and provide liability protections for all airports faced with PFAS contamination.

ENHANCE STATE BLOCK GRANT PROGRAM IMPLEMENTATION

- Enhance State Block Grant Program (SBGP) operations by strengthening SBGP program and policy implementation.

- FAA to work more collaboratively with the Block Grant States (BGS) in addressing current and future program needs.