Becoming a Friend of NASAO allows JVIATION to gain valuable insight into issues affecting our industry and interact with professionals from state aviation departments, the FAA and aviation businesses. We are proud to be a long-time member and supporter of the NASAO organization.

JVIATION IS PROUD TO BE A STRONG SUPPORTER OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS
Dear NASAO Members, Partners, and Friends:

What a different year the aviation industry faces from the last time we published NASAO’s Overview and Outlook. Then, the lingering effects of the COVID Pandemic were still very much on our minds. Even so, air travel was on the upswing, people were meeting together in person in more relaxed circumstances, and NASAO had held its largest in-person annual convention in its history. A new Presidential Administration was marking its first year in office, and Congress had just passed a long overdue funding package to repair the nation’s aging infrastructure.

Today, air travel has returned to pre-pandemic levels in many markets. Air cargo is booming, the General Aviation Manufacturers Association reports increasing aircraft deliveries across all segments and increased value of shipments. Overall, growing U.S. and world economies provide the conditions for aviation to resume its pre-pandemic growth. Emerging aeronautical technologies are leading to the rapid development of new aircraft nearly ready for certification and their integration into the National Airspace System, creating exciting opportunities for new ways to access aviation in the decade ahead.

In the midst of all this, NASAO has been actively engaged with Federal policy makers and our aviation partners and peers to discuss the critical issues facing our industry. As representatives of state government agencies focused on aviation, NASAO plays a unique role in sharing the real-world experiences, insights, and challenges of our members with Congress, USDOT, and other Federal agencies.

In 2022, as the waning pandemic afforded increased opportunities for public engagement, NASAO returned to Congress to testify before the House Subcommittee on Aviation. We also participated in the first White House Summit on Advanced Air Mobility. And NASAO Chair Anthony McCloskey and the NASAO team visited the FAA Headquarters in Washington to meet with Acting Administrator Billy Nolen to sign four updated MOUs with the FAA. NASAO also launched its own review on implementation of the Infrastructure Investment and Jobs Act and shared its observations and recommendations with USDOT and FAA leadership.

In September NASAO hosted an Annual Convention in Greenville, South Carolina that was even larger than the previous year’s event in Colorado Springs. The event brought our members together with our business partners, other association leaders, leaders and staff from the FAA and other federal agencies, and university academics and researchers to share information and ideas important to state aviation. We also saw the reconstitution of the NASAO Center for Excellence in Aviation Education and Research and look forward to important contributions in that area.

This report offers a look at NASAO today, and into the future. The development of a new FAA Reauthorization Bill is a major focus for the coming year. We also remain focused on a number of operational issues such as continuing IIJA implementation, a transition away from fluorine-based firefighting foams, the EAGLE Initiative to develop an alternative to leaded Avgas, reform of the State Block Grant program, and governance models for AAM and UAS, just to name a few.

NASAO members are more engaged in their association than ever, with many opportunities to participate, contribute, learn, and grow. Aviation remains an exciting and innovative industry, and state aviation agencies continue to play a critical role in its growth, success, and safety. We look forward to continuing our work with all of you to make it possible!

Sincerely,

David Ulane, A.A.E Gregory Pecoraro
NASAO Chair NASAO President and CEO

Meet the NASAO Team

* Gregory Pecoraro
  President and CEO
gpecoraro@nasao.org
  (202) 925-1337

* Jessica Nagasako
  Director of Government Affairs
jnagasako@nasao.org
  (202) 925-1399

* Tracy MacDonald
  Director, Administration and Meetings
tmacdonald@nasao.org
  (202) 925-7340
NASAO EXECUTIVE COMMITTEE

David Ulane, A.A.E.
NASAO Chair
Director, Division of Aeronautics,
Colorado Department of Transportation

Kyle Wanner
NASAO Vice Chair
Director, North Dakota Aeronautics Commission

Martin Blake
NASAO Treasurer
Manager, Office of Aviation,
Indiana Department of Transportation

Clayton Stambaugh, MPA
NASAO Secretary
Deputy Director of Aeronautics,
Illinois Department of Transportation

Anthony McCloskey, P.E.
NASAO Immediate Past Chair
Director, Bureau of Aviation Multimodal Transportation,
Pennsylvania Department of Transportation

NASAO REGIONAL DIRECTORS

TBA
NORTHWEST MOUNTAIN REGION
Alaska, Colorado, Idaho, Montana, Oregon, Utah, Washington and Wyoming

Tim McClung
CENTRAL REGION
Iowa, Kansas, Missouri and Nebraska
Aviation Director, Modal Transportation Bureau, Iowa Department of Transportation

Denise Garcia
NEW ENGLAND REGION
Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont
Deputy Administrator, Aeronautics Division, Massachusetts Department of Transportation

Grayson Ardies
SOUTHWEST REGION
Arkansas, Louisiana, New Mexico, Oklahoma and Texas
State Director of Aeronautics, Oklahoma Aeronautics Commission

Michael Trout, A.A.E.
GREAT LAKES REGION
Illinois, Indiana, Michigan, Minnesota, North Dakota, Ohio, South Dakota and Wisconsin
Executive Administrator, Office of Aeronautics, Michigan Department of Transportation

Ashish Solanki, A.A.E.
EASTERN REGION
Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia and West Virginia
Director, Office of Regional Aviation Assistance, Maryland Aviation Administration

Kurt Haukhol
WESTERN-PACIFIC REGION
Arizona, California, Hawaii, Nevada and Guam
State Aviation Manager, Nevada Department of Transportation

Frank Famer
SOUTHERN REGION
Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Puerto Rico
Bureau Chief, Alabama Department of Transportation
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.

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
- Channeling States

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

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
<table>
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<th><strong>NASAO COMMITTEES</strong></th>
</tr>
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<tr>
<td><strong>AIRPORTS</strong></td>
</tr>
<tr>
<td>Chair Grayson Ardies</td>
</tr>
<tr>
<td><strong>BLOCK GRANT</strong></td>
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<tr>
<td>Chair Dan Harmon</td>
</tr>
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<td><strong>CHANNELING STATES</strong></td>
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<tr>
<td>Chair Frank Farmer</td>
</tr>
<tr>
<td><strong>COMMUNICATIONS</strong></td>
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<tr>
<td>Chair Clayton Stambaugh</td>
</tr>
<tr>
<td><strong>EMERGING AERONAUTICS &amp; AIRSPACE</strong></td>
</tr>
<tr>
<td>Chair Bryan Budds and Amber Wilson</td>
</tr>
<tr>
<td><strong>FINANCE</strong></td>
</tr>
<tr>
<td>Chair Martin Blake</td>
</tr>
<tr>
<td><strong>LEGISLATIVE AFFAIRS</strong></td>
</tr>
<tr>
<td>Chair Brian Olsen</td>
</tr>
<tr>
<td><strong>NOMINATIONS</strong></td>
</tr>
<tr>
<td>Chair Anthony McCloskey</td>
</tr>
<tr>
<td><strong>NASAO/AASHTO STANDING COMMITTEE ON AVIATION</strong></td>
</tr>
<tr>
<td>Vice Chair: Anthony McCloskey</td>
</tr>
</tbody>
</table>

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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.

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.

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 Government Accountability Office and Congressional staff on issues important to the states.

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.

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.

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 telecon calls 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.

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.

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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delivering a better world
ALABAMA
Frank Farmer
Bureau Chief
Alabama Department of Transportation
Aeronautics Bureau
1409 Coliseum Boulevard
Montgomery, AL 36110
farmerf@dot.state.al.us
(334) 242-6820

ALASKA
John Binder
Deputy Commissioner of Aviation
Statewide Aviation
Alaska Department of Transportation &
Public Facilities
P.O. Box 196900
Anchorage, AK 99519-6900
john.binder@alaska.gov
(907) 269-0730

ARIZONA
Matthew Munden
Aeronautics Group Manager
Arizona Department of Transportation
1801 W. Jefferson Street, MD 426M
Phoenix, AZ 85007
mmunden@azdot.gov
(602) 712-8333

ARKANSAS
Jerry Chism
Director
Arkansas Department of Aeronautics
2315 Crisp Drive, Hangar 8
Little Rock, AR 72202
jerry.chism@arkansas.gov
(501) 376-6781 (office)

CALIFORNIA
Dee Lam
Acting Division Chief,
Division of Aeronautics
California Department of Transportation
M.S. #40
P.O. Box 942874
Sacramento, CA 94274-0001
dee.lam@dot.ca.gov
(916) 654-5183

COLORADO
David Ulane, A.A.E.
Aeronautics Director
Division of Aeronautics
Colorado Department of Transportation
5126 Front Range Parkway
Watkins, CO 80137
david.ulane@state.co.us
(303) 512-5250

CONNENCTICUT
Kevin Dillon, A.A.E.
Executive Director
Connecticut Airport Authority/Bradley
International Airport
Terminal A, 3rd Floor, Administrative Offices
Windsor Locks, CT 06096
kdillon@bradleyairport.com
(860) 292-2054

DELAWARE
Pamela Steinebach
Director of Planning
Delaware Department of Transportation
P.O. Box 778
Dover, DE 19903
pamela.steinebach@delaware.gov
(302) 760-4834

FLORIDA
Aaron N. Smith
State Aviation Manager
Aviation Office
Florida Department of Transportation
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450
aaron.smith@dot.state.fl.us
(850) 414-4514

GEORGIA
Leigh Ann Trainer
Assistant Director, Division of Intermodal
Georgia Department of Transportation
600 W. Peachtree Street, 2nd Floor
Atlanta, GA 30308
ltrainer@dot.ga.gov
(404) 347-0497

IDAHO
Jeff Marker
Administrator Division of Aeronautics
Idaho Transportation Department
1390 W. Gowen Road
Boise, ID 83705
Jeffrey.Marker@itd.idaho.gov
(208) 334-8775

ILLINOIS
Clayton Stambaugh, MPA
Deputy Director of Aeronautics
Illinois Department of Transportation
1 Langhorne Bond Drive
Abraham Lincoln Capital Airport
Springfield, IL 62707-8415
clayton.stambaugh@illinois.gov
(217) 785-8481

INDIANA
Martin Blake
Manager Office of Aviation
Indiana Department of Transportation
100 N. Senate Avenue, Room N758
Indianapolis, IN 46204-2217
mablake@indot.gov
(317) 232-1487 (office)

IOWA
Tim McClung
Planning and Outreach Manager Office of
Aviation
Iowa DOT Aviation Bureau
800 Lincoln Way
Ames, IA 50010
tim.mcclung@iowa.dot.us
(515) 239-1689

KANSAS
Robert Brock
Director Division of Aviation
Kansas Department of Transportation
700 SW Harrison
Topeka, KS 66603-3754
bob.brock@ks.gov
(785) 296-2553

KENTUCKY
Mark Carter
Kentucky Department of Aviation
Capitol City Airport
90 Airport Road
Frankfort, KY 40601
mark.carter@ky.gov
(502) 564-4480

KENTUCKY
Mark Carter
Kentucky Department of Aviation
Capitol City Airport
90 Airport Road
Frankfort, KY 40601
mark.carter@ky.gov
(502) 564-4480

NASAO MEMBERS

COLOMBIA
James Tokioka
Deputy Director of Airports Division
State of Hawaii, Department of
Transportation
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880
james.k.tokioka@hawaii.gov
(808) 838-8884

NASAO Contact for GA
Steve Brian
Manager, Aviation Programs
sbbrian@dot.ga.gov
404-347-0484

NASAO MEMBERS
<table>
<thead>
<tr>
<th>State</th>
<th>Name</th>
<th>Title</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>LA</td>
<td>Bradley Brandt</td>
<td>Aviation Director</td>
<td>(225) 379-3050</td>
</tr>
<tr>
<td>ME</td>
<td>Alan Lambert</td>
<td>Aviation Director</td>
<td>(207) 624-3557</td>
</tr>
<tr>
<td>MD</td>
<td>Ricky D. Smith, Sr.</td>
<td>Executive Director</td>
<td>(410) 859-7060</td>
</tr>
<tr>
<td>MA</td>
<td>Dr. Jeffrey DeCarlo, PMP, ATP</td>
<td>Administrator</td>
<td>(857) 368-8878</td>
</tr>
<tr>
<td>MI</td>
<td>Michael Trout, A.A.E.</td>
<td>Executive Administrator</td>
<td>(517) 335-9568</td>
</tr>
<tr>
<td>MN</td>
<td>Ryan Gaug, AICP</td>
<td>Acting Director Aeronautics Office</td>
<td>(651) 234-7210</td>
</tr>
<tr>
<td>MS</td>
<td>Josh Stubbs</td>
<td>Director Aeronautics Division</td>
<td>(601) 359-7850</td>
</tr>
<tr>
<td>MO</td>
<td>Kyle LePage</td>
<td>Administrator of Aviation</td>
<td>(573) 526-7912</td>
</tr>
<tr>
<td>MT</td>
<td>Tim Conway, P.E.</td>
<td>Director Aeronautics Division</td>
<td>(406) 444-2506</td>
</tr>
<tr>
<td>MA</td>
<td>Ann Richart, A.A.E.</td>
<td>Aeronautics Director</td>
<td>(402) 471-2371</td>
</tr>
<tr>
<td>NV</td>
<td>Kurt Haukohl</td>
<td>State Aviation Manager</td>
<td>(775) 888-7353</td>
</tr>
<tr>
<td>NH</td>
<td>Shelley Winters</td>
<td>Administrator, Bureau of Rail &amp; Transit</td>
<td>(603) 271-3497</td>
</tr>
<tr>
<td>MA</td>
<td>Kimbrali Davis</td>
<td>Manager, Bureau of Aeronautics &amp; Multimodal Programs</td>
<td>(505) 629-5105</td>
</tr>
<tr>
<td>NM</td>
<td>Pedro Rael</td>
<td>Director Division of Aviation</td>
<td>(505) 699-5462</td>
</tr>
<tr>
<td>NY</td>
<td>Lowell Lingo</td>
<td>Director of Integrated Modal Services</td>
<td>(518) 485-7691</td>
</tr>
<tr>
<td>NC</td>
<td>Bobby Walston, P.E.</td>
<td>Director, Division of Aviation</td>
<td>(919) 814-0573</td>
</tr>
<tr>
<td>ND</td>
<td>Kyle Wanner</td>
<td>Director</td>
<td>(701) 328-9650</td>
</tr>
</tbody>
</table>

**NASAO MEMBERS**

**LOUISIANA**

Bradley Brandt  
Aviation Director  
Office of Multimodal Commerce  
Louisiana Department of Transportation & Development  
1201 Capitol Access Road  
S505  
Baton Rouge, LA 70802  
(225) 379-3050

**MAINE**

Alan Lambert  
Aviation Director  
Maine Department of Transportation  
16 State House Station  
Augusta, ME 04333  
anal.d.lambert@maine.gov  
(207) 624-3557

**MARYLAND**

Ricky D. Smith, Sr.  
Executive Director  
Maryland Aviation Administration  
Maryland Department of Transportation  
P.O. Box 8766  
BWI Airport, MD 21240-0766  
rsmith4@bwiairport.com  
(410) 859-7060

**MASSACHUSETTS**

Dr. Jeffrey DeCarlo, PMP, ATP  
Administrator  
Massachusetts Department of Transportation Aeronautics Division  
Logan Office Center  
One Harborside Drive, Suite 205N  
East Boston, MA 02128-2909  
jeffrey.decarlo@dot.state.ma.us  
(857) 368-8878

**MICHIGAN**

Michael Trout, A.A.E.  
Executive Administrator  
Office of Aeronautics  
Michigan Department of Transportation  
2700 Port Lansing Road  
Lansing, MI 48906-2160  
troutMi@michigan.gov  
(517) 335-9568

**MINNESOTA**

Ryan Gaug, AICP  
Acting Director Aeronautics Office  
Minnesota Department of Transportation  
395 John Ireland Boulevard  
Mailstop 410  
St. Paul, MN 55155  
ryangaug@state.mn.us  
(651) 234-7210

**MISSISSIPPI**

Josh Stubbs  
Director Aeronautics Division  
Mississippi Department of Transportation  
P.O. Box 1850  
Jackson, MS 32115-1850  
jstubbs@mdot.ms.gov  
(601) 359-7850

**MISSOURI**

Kyle LePage  
Administrator of Aviation  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, MO 65102  
fylepage@mdot.mo.gov  
(573) 526-7912

**MONTANA**

Tim Conway, P.E.  
Director Aeronautics Division  
Montana Department of Transportation  
P.O. Box 200507  
Helena, MT 59620-0507  
tconway@mt.gov  
(406) 444-2506

**NEBRASKA**

Ann Richart, A.A.E.  
Aeronautics Director  
Nebraska Department of Transportation  
3431 Aviation Road  
Lincoln, NE 68524  
notrichart@nebraska.gov  
(402) 471-2371

**NEVADA**

Kurt Haukohl  
State Aviation Manager  
Nevada Department of Transportation  
1263 South Stewart Street  
Carson City, NV 89712  
khauphol@dot.nv.gov  
(775) 888-7353

**NEW HAMPSHIRE**

Shelley Winters  
Administrator, Bureau of Rail & Transit  
New Hampshire Department of Transportation  
P.O. Box 483  
Concord, NH 03302  
michelle.winters@dot.nh.gov  
(603) 271-3497

**NEW JERSEY**

Kimbrali Davis  
Manager, Bureau of Aeronautics & Multimodal Programs  
New Jersey Department of Transportation  
P.O. Box 600  
Trenton, NJ 08625-0610  
kimbrali.davis@dot.nj.gov  
(609) 963-2100

**NEW MEXICO**

Pedro Rael  
Director Division of Aviation  
New Mexico Department of Transportation  
3501 Access Road C  
Albuquerque, NM 87106  
pedro.rael@state.nm.us  
(505) 629-5105

**NEW YORK**

Lowell Lingo  
Director of Integrated Modal Services  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232  
lowell.lingo@dot.ny.gov  
(518) 485-7691

**NORTH CAROLINA**

Bobby Walston, P.E.  
Director, Division of Aviation  
North Carolina Department of Transportation  
1050 Meridian Drive  
Morrisville, NC 27560  
bwalston@ncdot.gov  
(919) 814-0573

**NORTH DAKOTA**

Kyle Wanner  
Director  
North Dakota Aeronautics Commission  
P.O. Box 5020  
Bismarck, ND 58502  
kwanner@nd.gov  
(701) 328-9650
NASAO MEMBERS

OHIO
James Bryant
Aviation Administrator
Office of Aviation
Ohio Department of Transportation
2829 West Dublin, Granville Road
Columbus, OH 43235-2786
james.bryant@dot.state.oh.us
(614) 387-2341

OKLAHOMA
Grayson Ardies
State Director of Aeronautics
Oklahoma Aeronautics Commission
110 N. Robinson Avenue, Suite 200
Oklahoma City, OK 73102
gardies@oac.ok.gov
(405) 604-6900

OREGON
Betty Stansbury
Director
Oregon Department of Aviation
3040 25th Street, SE
Salem, OR 97302-1125
betty.stansbury@aviation.state.or.us
(503) 378-2523

Pennsylvania
Anthony McCloskey, P.E.
Director
Pennsylvania Department of Transportation
400 North Street, 7th Floor
Harrisburg, PA 17120
amccloskey@pa.gov
(717) 705-1200

Puerto Rico
Joel A. Pizá Batiz
Executive Director
Puerto Rico Ports Authority
P.O. Box 362829
San Juan, PR 00936-2829
jpira@prpa.pr.gov
(787) 729-8715 ext. 2281

Rhode Island
Iftikhar Ahmad
President and CEO
Rhode Island Airport Corporation
Theodore Francis Green Airport
2000 Post Road
Warwick, RI 02886-1533
iahmad@pvdairport.com
(401) 691-2224
NASAO Contact for RI:
Dennis Greco
Acting Senior Vice President for Operations & Maintenance
dgreco@pvdairport.com
(401) 691-2213

South Carolina
Gary W. Siegfried
Interim Executive Director
South Carolina Aeronautics Commission
Columbia Metropolitan Airport
2553 Airport Boulevard
West Columbia, SC 29170
gsiegfried@aeronautics.sc.gov
(803) 896-6898

South Dakota
Jack Dokken
Program Manager Office of Air, Rail & Transit
South Dakota Department of Transportation
Becker-Hansen Building
700 East Broadway Avenue
Pierre, SD 57501-2586
jack.dokken@state.sd.us
(605) 773-3574

Tennessee
John Paul Saalwaechter, P.E.
Aeronautics Director
Tennessee Department of Transportation
7335 Centennial Blvd.
Nashville, TN 37209
john.saalwaechter@tn.gov
(615) 741-3208

Texas
Dan Harmon
Director
Division of Aviation
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701-2483
dan.harmon@txdot.gov
(512) 416-4500

Utah
Matthew Maass
Director
Utah Department of Transportation
135 North 2400 West
Salt Lake City, UT 84116
mmaass@utah.gov
(801) 715-2260
(301) 575-7915 (cell)

Vermont
Daniel Delabruere
Rail & Aviation Program Director
Agency of Transportation
National Life Building, Drawer 33
Montpelier, VT 05633
daniel.delabruere@vermont.gov
(802) 279-2647

Virginia
Greg Campbell
Director
Virginia Department of Aviation
5702 Gulfstream Road
Richmond, VA 23250-2422
greg.campbell@doav.virginia.gov
(804) 774-4630

Washington
Eric Johnson
Interim Director, Aviation Division
Washington Department of Transportation
7702 Terminal St SW
Tumwater, WA 98501-6504
johnsel@wsdot.wa.gov
(360) 708-8970

Wisconsin
David M. Greene
Director
Bureau of Aeronautics
Wisconsin Department of Transportation
P.O. Box 7914
Madison, WI 53707-7914
david.greene@dot.wi.gov
(608) 266-2480

Wyoming
Brian Olsen, P.E.
Administrator Aeronautics Division
Wyoming Department of Transportation
200 E. 8th Avenue
Cheyenne, WY 82001
brian.olsen@wy.gov
(307) 777-3953

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NASAO HIGHLIGHTS

NASAO Board Chair Anthony McCloskey and FAA Acting Administrator Billy Nolen signed four MOUs detailing the partnership between the federal and state government aviation agencies.

NASAO CEO Greg Pecoraro testifies before the House Aviation Subcommittee.

NASAO Annual Convention and Tradeshow attendees participate in the evening networking event at Hyatt Regency Greenville in South Carolina.

Mike McHugh, chair of the NASAO Center for Aviation Research and Education, pictured at the NASAO Center booth during the NASAO Annual Convention and tradeshow.

NASAO attended the “Airport Master Record Seminar,” class attendees are pictured at the Lakefront Airport in New Orleans, LA.

Michelle Lee (age 11-TN) places first in the intermediate category of the 2022 International FAI Youth Art Contest.

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NASAO’s FAA REAUTHORIZATION PRIORITIES

Provide Robust Aviation Funding

- Increase Airport Improvement Program (AIP) investment to not less than $4 billion annually.
- Reauthorize supplemental discretionary airport infrastructure grants and ensure 50 percent of funds are used for non-hub and small hub airports and general aviation airports.
- Continue to apportion AIP funding based on airports’ calendar year 2019 or 2020 or 2021 passenger enplanements, whichever is highest, for FY 2023 to 2026.
- Raise and index the Passenger Facility Charge (PFC) rates.

Modernize the Non-Primary Entitlement (NPE) Program

- Increase the funding levels to airports with more activity ($1 million for national airports, $500,000 for commercial service non-primary airports, $500,000 for regional airports, $250,000 for local airports, $150,000 for basic airports, and $0 for unclassified airports) and correspondingly increase State Apportionment to ensure that an increase in NPE does not further reduce State Apportionment funds.
- Allow for the option of airport sponsors to transfer unused NPE funds to State aviation agencies and make them available to National Plan of Integrated Airport Systems (NPIAS) airports within their state.

Prepare for a New Era of Aviation

- Task the FAA with developing plans and policies to identify how to make federal funding available to support both on and off airport development for AAM.
- Charge the FAA with providing states baseline standards to assist with infrastructure planning requirements to accommodate AAM, such as electrical requirements, and charging standards.
- Require the FAA to 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.
- Require the FAA to establish an outline for a constructive Federal regulatory framework for drone integration strategies that support the application of a low-altitude drone activity and require the FAA to work collaboratively with states to develop an acceptable framework.
- Continue federal support of Sustainable Aviation Fuel development and production.

Ensure Air Service to Small Communities

- Allow communities that successfully exited Essential Air Service (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.
- Continue investments in the EAS, Small Community Air Service Development (SCASDP), and the Contract Tower Programs.
- Address the aviation workforce shortage, including the pilot shortage.

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. In addition, NASAO urges Congress to review and provide liability protections for all U.S. airports faced with this challenge.

Enhance Infrastructure Investment and Jobs Act (IIJA) Implementation

- Provide administrative funding to States to assist with implementation.
- Ensure funds are spent efficiently by allowing airports to transfer IIJA funds between airports, including the option for State aviation agencies to assist in transferring funds between airports in their State.

Improve Weather Observing Resiliency and Redundancy

- Direct the U.S. Government Accountability Office (GAO) to review the Automated Surface Observing Systems (ASOS) and Automated Weather Observing System (AWOS) and provide recommendations on how to improve the reliability and redundancy of the system.
- Direct the FAA to provide aviation weather observer training to interested candidates to improve access to the program, thereby ensuring aircraft operation safety at rural airports.

Enhance the State Block Grant Program

- Authorize the FAA to provide funding to participating Block Grant States to be used to administer the State Block Grant Program (SBGP) to bring the administrative costs borne by the states more in line with other modal programs of the U.S. Department of Transportation.
- Direct FAA to provide Block Grant States with program administration training sufficient to carry out the obligations of the SBGP at no cost to the Block Grant States.

Improve Timeliness of FAA Issuance AIP Grants

- Direct GAO to review FAA’s process for releasing/issuing grants and provide recommendations on how FAA can improve its process to ensure timely grant issuance.
NBAA’S REGIONAL DIRECTORS
A Voice, Resource and Network for Business Aviation

Supporting members in their home communities and at general aviation airports across the country is among the National Business Aviation Association’s (NBAA’s) primary objectives. NBAA’s group of highly qualified, experienced regional directors strives at right work with community leaders, NBAA members and the larger business aviation industry throughout the year on a range of state and local issues. The association’s regional efforts involve work on policies affecting business aviation taxation, airport access and land use, security, aircraft noise and emissions, and other priorities.

NBAA HELPS SUPPORT GENERAL AVIATION IN YOUR STATE
The following are just a few of the ways that NBAA’s regional directors are leveraging the presence of business aviation in every state and city to support the industry and help articulate its value to communities nationwide:

• Several Regional Forums per year, in cities nationwide.
• NBAA support and development of regional business aviation groups.
• An informal email discussion list to facilitate communication among members of regional business aviation groups.
• An online Contact Congress resource that promotes grassroots participation in the legislative process.
• The calendar section of NBAA Update, a free, weekly newsletter.

NBAA also represents regional interests through its work on No Plane No Gain, a comprehensive advocacy campaign designed to educate the public on the importance of business aviation to our country and its communities, companies and citizens.

For more information about NBAA’s regional resources, contact the regional director 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.

Contact Scott Drew, drew@ata-llc.com
ata-llc.com | ata-uas.com

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