Dear NASAO Members, Partners, and Friends:

As we look across the aviation industry in early 2024, there are many signs of strength across the sector. Commercial airline flights have returned, and some markets have even surpassed pre-COVID levels. Industry sources are reporting increased sales for a variety of General Aviation aircraft, and the use of aviation for business and personal reasons remains strong. Among new entrants, the UAS industry continues to grow and find new applications, and AAM ventures continue their advance towards certification and eventual integration.

At the same time, the Administration continues to announce new aviation infrastructure projects approved under Infrastructure Law. The President’s initiative, passed by Congress, appropriated $15 billion for airport-related projects. These funds could be invested in runways, taxiways, safety, and sustainability projects, as well as terminal, airport-transit connections and roadway projects. Now in its third year, nearly $9 billion has been made available to airports across the country. While it is not enough to erase the backlog of needs at the nation’s airports, it is an important investment in aviation safety and the continuing growth of the industry.

Safety is much on the minds of everyone in the industry. From runway incursions and near misses at airports to faulty aircraft and air traffic controller shortages, the aviation sector is challenged across the board. Despite the FAA holding a historic Aviation Safety Summit and issuing a “Safety Call to Action” just one year ago, the industry has not resolved all of its problems. Focusing on safety has been the top priority for the FAA’s newly confirmed Administrator in his first months on the job.

Against this backdrop, Congress is working to craft and enact a new long-term Reauthorization for the FAA. The House of Representatives passed its version of the bill last summer with strong bipartisan support in committee and the full House. While the Senate struggled to resolve some key issues facing the industry, the Commerce, Science, and Transportation Committee has recently completed work on its bill and sent it to the full Senate for consideration.

Much depends on the final legislation produced by Congress and a new bill can help resolve many current issues concerning the aviation workforce. Consumer protection, aircraft and airport safety, improvements and guarantees for the nation’s airports, air service to small or rural communities, and many other ongoing issues could be addressed. It also provides an opportunity to look to the future; supporting and guiding the development of sustainable and environmentally friendly fuels and assisting with the planning integration of new aeronautical vehicles into the National Airspace System. We are pleased that many of the priorities that NASAO has identified have made it into either the House or Senate versions of the bill, and we look forward to their inclusion in the final draft. Throughout this effort, NASAO as an organization – state members, staff, and business partners have all made a contribution to developing and guiding the Association’s advice to Congress.

As we look to the rest of 2024, NASAO members remain actively engaged in a very consequential way with their association. Our committees, taskforces, webinars, conferences and conventions all offer 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,

Kyle Wanner
NASAO Chair

Gregory Pecoraro
NASAO President & CEO

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NASAO — WHO WE ARE

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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.

NASAO Committees
- Airports Committee
- Aviation Education Committee
- Block Grant Committee
- Channeling States Committee
- Communications Committee
- Emerging Aeronautics & Airspace Committee
- Legislative Affairs Committee
- NASAO/AASHTO Standing Committee on Aviation
- Nominations Committee

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

BRING VALUE TO MEMBERS
EDUCATIONAL LEADERSHIP
THE VOICE OF THE STATES

Photo: Shahn Sederberg
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BLOCK GRANT
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10 REASONS NASAO IS IMPORTANT

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 Governmental 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 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.

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 Memorandums 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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Bowbells Municipal Airport, ND
Bowman Regional Airport, ND
Cando Municipal Airport, ND
Carrington Municipal Airport, ND
Cassleton - Robert Miller Regional Airport, ND
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Crosby Municipal Airport, ND
Devils Lake Regional Airport, ND
Drayton Municipal Airport, ND
Dunseith Int’l Peace Garden Airport, ND
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Elgin Municipal Airport, ND
Ellendale Municipal Airport, ND
Enderlin - Sky Haven Airport, ND
Fessenden - Streibel Municipal Airport, ND
Fort Yates - Standing Rock Airport, ND
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Garrison Municipal Airport, ND
Glen Ullin Municipal Airport, ND
Grafton - Hutson Field, ND
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Killdeer - Dunn County Airport, ND
Kindred - Robert Odegard Field, ND
Kulm - Pruetz Municipal Airport, ND
Lakota Municipal Airport, ND
Lamoure - Rott Municipal Airport, ND
Langdon - Robertson Field, ND
Larimore Municipal Airport, ND
Leeds Municipal Airport, ND
Lidgerwood Municipal Airport, ND
Linton Municipal Airport, ND
Lisbon Municipal Airport, ND
Maddock Municipal Airport, ND
Mandan Municipal Airport, ND
Mayville Municipal Airport, ND
Mcclusky Municipal Airport, ND
Mcville Municipal Airport, ND
Midway USA Airport, Kinsley, KS
Milnor - Harris Luneborg Field, ND
Minot International Airport, ND
Minto Municipal Airport, ND
Mohall Municipal Airport, ND
Mott Municipal Airport, ND
Napoleon Municipal Airport, ND
New Rockford - Tomlinson Field, ND
New Town Municipal Airport, ND
Northwood - Vincent Field, ND
Oakes Municipal Airport, ND
Page Regional Airport, ND
Park River Municipal Airport, ND
Parshall - Hankins Field, ND
Pembina - Thomas Nord Field, ND
Plato - Trulson Field, ND
Richardton Municipal Airport, ND
Rolette Municipal Airport, ND
Rolla Municipal Airport, ND

Rugby Municipal Airport, ND
St Thomas Municipal Airport, ND
Stanley Municipal Airport, ND
Theodore Roosevelt Regional Airport, ND
Tioga Municipal Airport, ND
Tupelo Regional Airport, MS
Turtle Lake Municipal Airport, ND
Union County Airport Authority, OH
Valley City - Barnes County Airport, ND
Wahpeton - Harry Stern Airport, ND
Walhalla Municipal Airport, ND
Washburn Municipal Airport, ND
Watford City Municipal Airport, ND
West Fargo Municipal Airport, ND
Westhope Municipal Airport
Williston Basin International Airport, ND
Wishek Municipal Airport, ND

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Becoming a Friend of NASAO allows Woolpert 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.

FOR MORE INFORMATION, CONTACT:

TRAVIS VALLIN  303.524.3045  WWW.WOOLPERT.COM
NASAO HIGHLIGHTS

This January, NASAO Chair Kyle Wanner and FAA Administrator Michael Whitaker signed an MOU to renew the longstanding relationship between the two organizations.

Jiylene (Elly) Han (KS-13) (artwork pictured) and Yuhan Lam (NJ-9) placed first and second in their respective age categories at the Fédération Aéronautique Internationale's International Youth Art Contest.

Last March, NASAO attended the Airport Master Record Seminar hosted in San Diego, California.

Greg Pecoraro (NASAO President & CEO) and Shannetta Griffin, P.E. (Associate Administrator for Airports, Office of Airports, FAA) at the 2023 Washington Conference.

Federal Aviation Administration / Ctxt, Inc. Airport Data Information Program Training San Diego, CA - Montgomery Field (MYF) March 21-23, 2023
State officials gather at the 2023 NASAO Annual Convention & Trade Show in Rogers, Arkansas during the Annual State Meeting.

NASAO and 10 states attended the Inaugural AAM Multistate Collaborative Meeting (hosted by the Virginia Department of Aviation).

NASAO was joined by several state alumni at the 92nd Annual Convention & Trade Show in Rogers, Arkansas.
NASAO’s Top 3 Priorities

1. Increase Airport Improvement Program (AIP) investment to not less than $4 billion annually.

2. Modernize the Non-Primary Entitlement (NPE) program by increasing 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.

3. Implement federally assisted clean-up programs for Per- and Polyfluorinated Substances (PFAS) contamination at airports stemming from FAA-required use of firefighting foams containing PFAS and provide liability protections for all U.S. airports faced with this challenge. In addition, NASAO urges Congress to direct the FAA to provide timely guidance on transitioning from the FAA-required firefighting foams containing PFAS to a fluorine free firefighting foam, including guidance on decontaminating existing firefighting trucks.

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.

- Apportion AIP funding based on airports’ calendar year 2019 or current year passenger enplanements, whichever is highest, for the next two fiscal years.

- 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.

Provide Federal Support for Transition to Fluorine Free Firefighting Foam at Airports

- Implement federally assisted clean-up programs for Per- and Polyfluorinated Substances (PFAS) contamination at airports stemming from FAA-required use of firefighting foams containing PFAS and provide liability protections for all U.S. airports faced with this challenge.

- Direct the FAA to provide timely guidance on transitioning from the FAA-required firefighting foams containing PFAS to a fluorine free firefighting foam, including guidance on decontaminating existing firefighting trucks.

Improve Weather Observation Resiliency and Redundancy

- Direct the FAA to review its current certification specifications for Automated Surface Observing Systems (ASOS) and Automated Weather Observing System (AWOS) and move from design-based specifications to performance-based specifications to enable new technological solutions.
Direct the U.S. Government Accountability Office (GAO) to review ASOS and 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.

Prepare for a New Era of Aviation

Task the FAA with developing plans and policies and identify how to make federal funding available to support both on and off airport development for advanced air mobility (AAM).

Charge the FAA to engage with states and industry to develop baseline standards to assist with the infrastructure planning requirements to accommodate AAM, such as electrical requirements, sensor and communication requirements, and emerging energy sources guidance including charging standards.

Require the FAA to establish a national standard to address 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, including promulgation of a robust Part 108 that enables advanced operations.

Authorize a grant program that provides not less than $100 million to state, local, and tribal governments to purchase drones for infrastructure inspection purposes, and not less than $100 million to community colleges/universities to support drone education and workforce training programs.

Continue federal support of Sustainable Aviation Fuel (SAF) 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.

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.

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.
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For more information, contact Taylor Bryan (tbryan@nasao.org) or visit www.nasao.org/page/airport-partners
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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 Air Mail 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.

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.