



LEGISLATIVE AND REGULATORY PRIORITIES — 2019

NEEDED REFORMS

As the 116th Congress looks to take on a comprehensive infrastructure bill, NASAO urges support for robust aviation funding and reforms not addressed in **H.R. 302, the FAA Reauthorization Act of 2018**.

- ▲ Support H.R. 1108 to protect FAA from future Federal Government shutdowns
- ▲ Support increasing Airport Improvement Program (AIP) investment by \$250 million to \$3.6 billion in FY2020 and incrementally increasing that amount to \$4 billion over the course of five years
- ▲ Support reforming the Non-Primary Entitlement (NPE) Program to account for reduction in State Apportionment
- ▲ Support raising and indexing the \$4.50 Passenger Facility Charge (PFC) Cap
- ▲ Support the creation of more avenues for pilots to gain credit toward airline transport pilot (ATP) certification
- ▲ Support alternative and environmentally conscious methods of compliance with the Aqueous Film Forming Foam (AFFF) testing requirements at Part 139 airports
- ▲ Support increased investments for aviation workforce development initiatives.

UNMANNED AIRCRAFT SYSTEMS (UAS)

NASAO urges Congress to outline a constructive federal, state and local regulatory framework for drone integration that permits state governance on time, manner and place of low-altitude drone activity. NASAO supports granting counter UAS authority to states.

CRITICAL PROGRAMS

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 NextGen. Several long-overdue reforms to these programs were included in H.R. 302, and NASAO looks forward to their successful implementation.

IMPLEMENTATION OF STATE BLOCK GRANT PROGRAM EXPANSION

H.R. 302 increased the number of states eligible to participate in the State Block Grant Program from 10 states to 20. Several states have expressed interest in applying, and NASAO aims to work closely with the FAA to inform and prepare those states throughout the entire process.



NASAO POSITIONS ON SUPPLEMENTAL APPROPRIATIONS

FY18 SUPPLEMENTAL DISCRETIONARY GRANTS

H.R. 1625, the Consolidated Appropriations Act, 2018, provided an additional \$1 billion in discretionary airport infrastructure grants. The Act stipulated that the Secretary shall give priority consideration to projects at: (a) nonprimary airports that are classified as regional, local or basic airports and not located within a metropolitan or micropolitan statistical area as defined by the Office of Management and Budget (OMB); or (b) primary airports that are classified as small or non-hub airports.

- ▲ These grants are to be made available through FY2020, only \$205 million have been awarded so far.
- ▲ Of the 1,099 non-primary airports nationwide eligible to receive supplemental funds, only one percent received funding, as opposed to just over eight percent of small and non-hub airports.
- ▲ General aviation airports received 11 grants or 25 percent of the first round of funding. The remaining 75 percent went to non-primary commercial service airports.

NASAO believes Congressional intent should be closely adhered to by the FAA when administering these supplemental grants. Safety critical runway and taxiway projects in rural areas of the country should always take priority over terminal projects at non-primary commercial service airports.

FY19 SUPPLEMENTAL DISCRETIONARY GRANTS

H.J. Res.31, the Consolidated Appropriations Act of 2019 provided an additional \$500 million in discretionary airport infrastructure grants to remain available until 2021. No parameters are provided for the distribution of these funds, nor is there reference to a reduced cost-share. However, **H.R. 302, the FAA Reauthorization Act of 2018** authorized \$1.02 billion for additional airport discretionary grants in FY 2019, increasing each year to \$1.11 billion in FY 2023. The Act also stipulated that at least 50 percent of the funds are required to be used for non-hub and small hub airports, as well as general aviation airports.

NASAO supports Congress fully funding the amounts authorized in the H.R. 302 and believes Congressional intent in this Act should be closely adhered to by the FAA when administering these supplemental grants. NASAO further supports prioritizing safety critical projects at general aviation airports.

CONNECT WITH US

NASAO, 1420 New York Avenue, NW
5th Floor, Washington, D.C. 20005
(202) 868-6753 | info@nasao.org
www.nasao.org