



Federal Airport Industry Policy Recommendations

The Wisconsin Airport Management Association represents almost 200 members and the state's 98 commercial and general aviation airports.

FAA Reauthorization

- FAA reauthorization legislation is a key priority for our airports and our state to ensure that we can plan for and build critical infrastructure projects that preserve and enhance aviation in the State of Wisconsin
- It is critical that Congress pass a meaningful FAA bill on time before the current reauthorization expires at the end of September. Delays cause unnecessary and harmful disruptions that greatly hinder planning and investment.

Pilot Shortage

- Increase federal student loan aid for pilot training.
- Raise or eliminate the minimum retirement age for pilots.
- Modernize the training requirements to comply with minimum flight time requirements.
- Extend and increase funding for Aviation Workforce Development Grants.

PFAS Firefighting Foam

- In collaboration with industry stakeholders, direct the FAA to develop a national transition plan to assist airports in moving to fluorine-free foams.
- Provide federal funds for an acquisition program for the new foam, waiving procurement requirements and making locally procured foam eligible for reimbursement; include funding for old foam disposal and PFAS remediation at airports.
- As the EPA continues to pursue plans to designate PFAS as hazardous materials, Congress should acknowledge the longstanding federal requirements of airports to use this firefighting foam by providing liability protection to airports, including CERCLA liability protection.

Airport Improvement Program (AIP)

- Increase the authorized funding levels to a minimum of \$4 billion annually.
- Extend AIP eligibility to all activities allowed under the PFC program, as in the bipartisan infrastructure law, and require that FAA adjust its programmatic funding priorities to consider the new eligibility.
- Authorize supplemental discretionary AIP funding and allow airports to use funds for more terminal projects and other PFC-eligible projects.
- Rebalance funding allocations by reducing the percentage of AIP entitlements to large hub and medium hub airports with \$4.50 PFC turn back to the program and then replenishing the Small Airports Fund with a commensurate amount of funding. The proposed formula change is contingent upon annual AIP funding of at least \$4 billion.
- Provide additional funding for small hub, non-hub, and General Aviation airports.

WAMA Policy Recommendations Continued

Airport Improvement Program (AIP)

- Remove the \$20 million cap on discretionary funds allowed in terminal projects at non-hubs and some small hub airports.
- Modernize GA entitlements by providing increased 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.) The proposed formula change is contingent upon annual AIP funding of at least \$4 billion.
- Require the FAA to distribute AIP funding as quickly as possible and with as much flexibility as possible, partly by allowing airports to report on their usage of the funds for eligible activities rather than directing airports on the agency's preferred use of the funds.
- Establish a pilot program for the FAA to begin accommodating alternative-delivery and advanced construction methods to expedite projects and reduce costs.
- Continue using Calendar Year 2019 enplanement figures (or current year figures, whichever is higher) to determine AIP entitlement apportionments for two additional years beyond Fiscal Year 2023.

Passenger Facility Charge (PFC)

- Eliminate the federal cap on local PFC user fees.
- Extend PFC eligibility to include any lawful capital cost of the airport.
- Eliminate PFC exemptions for non-revenue passengers.
- Eliminate PFC application requirements when airports use PFCs for local match on AIP-approved projects.
- Fully implement the PFC streamlining provision (Section 121) included in the FAA Reauthorization Act of 2018, which expands to all-size airports a streamlined process for imposing/using PFCs, as previously provided only to non-hub airports.

Bag Fees

- Include airline bag fees in the domestic passenger ticket tax that helps fund the Airport and Airway Trust Fund.

Small Community Air Service/ Workforce Development

- Modernize and maintain funding for the Essential Air Service Program.
- Enhance the Small Community Air Service Development Program:
 - Increase funding to at least \$20 million annually.
 - Allow communities to receive multiple grants for the same purpose.

Eliminate Aviation Gasoline Lead Emissions (EAGLE)

- Incentivize the development of new General Aviation Fuels to transition to lead-free avgas for piston-engine by the end of 2030.
- Oppose a premature ban of leaded avgas before a viable replacement is approved and available, as this would threaten the economic viability of most General Aviation airports.

FAA Contract Tower Program Background

- The FAA Contract Tower (FCT) Program enjoys strong bipartisan and bicameral support in Congress in recognition of the enhanced safety and improved air traffic control services these towers provide the FAA and aviation users.
- FAA contract towers account for approximately one-third of all tower operations in the U.S. Currently, 262 airports in 46 states participate in the program (253 in the fully funded program and nine in the cost-share program). **There are nine contract towers in Wisconsin – Central Wisconsin; Chippewa Valley; Appleton; Kenosha; Lacrosse; Janesville; Milwaukee Timmerman; Waukesha, and Oshkosh.**
- As a result of a 41-year successful government/industry partnership, the FCT Program:
 - 1) Enhances aviation safety at airports that otherwise would not have a tower.
 - 2) Provides approximately \$200 million annual savings to the FAA and taxpayers.
 - 3) Plays a key role in connecting rural airports and communities with the national air transportation system.
 - 4) Helps airports retain and develop commercial air service and general aviation.
 - 5) Promotes economic development and creates jobs.
 - 6) Provides significant support for military readiness/training, national security operations, disaster relief efforts, and law enforcement operations.
 - 7) Receives high marks from aviation users (pilots, airlines, FBOs, flight schools, and corporate flight departments).
- All federal contract controllers are FAA-certified and meet FAA training and operating standards. FAA manages and oversees all aspects of the FCT Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security, and facility evaluations.

FAA Contract Tower (FCT) Provisions for FAA Reauthorization

- Authorize funding for new and replacement FAA contract tower (FCT) projects for both FAA-owned FCTs and airport-owned FCTs. FAA identified \$440 million in FCT tower project needs in its most recent National Plan of Integrated Airport Systems (NPIAS). Recommend an annual authorization of \$90 million in the five-year FAA reauthorization bill.
- Develop creative, proactive, and collaborative FCT controller training programs with appropriate funding authorization.
- Fund workable/affordable TRDs; FDIOS; ATIS options at FCTs and ADS/B equipment where radar coverage is lacking.
- Require an FCT controller to have a minimum of two to three years of FCT service before FAA could hire the controller to work at an FAA-staffed tower.
- Exempt contract tower airports with more than 10,000 annual enplanements based on CY 2019 enplanement (definition of primary airports in the NPIAS) from cost-share payments. The 2018 FAA reauthorization bill included a provision to exempt cost-share payments for commercial service FCT airports with at least 25,000 annual implements. Of the 11 remaining cost-share FCTs, based on CY 2019 enplanements, changing the exemption from 25,000 to 10,000 enplanements would cover Marion, IL; Williamsport, PA and Hobbs, NM.
- Require the Department of Labor and FAA to work together to “modernize” wage determinations for FCT controllers.
- Direct FAA to create a seasonal FCT program for appropriate airports.
- Authorize continuation and expansion of the Digital Tower Program.