



NASAO PRIORITIES FOR FAA REAUTHORIZATION

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Airport Improvement Program (AIP)

- Protect AIP by fully authorizing it at current levels.
- Allow states, upon request, to combine the non-primary entitlement funding with state apportionment formula funding.

State Block Grant Program

- Raise or eliminate the current limit of 10 states in the State Block Grant Program, allow the use of a reasonable amount of AIP funds to administer the program and grant Block Grant States authority to distribute non-primary funds in the same manner as State Apportionment Funds.

FAA Revenue Sources

- Ensure a minimum general fund contribution of 25%.
- Continue use of the fuel tax at the pump, not user fees, to generate trust fund revenue from general aviation.
- Reform the system by which the ticket tax generates airline passenger funding for the FAA trust fund to take into account changing airline business models.

Air Service

- Protect Essential Air Service (EAS) by authorizing it at current levels.
- Revisit the 1,500 hour minimum flight time rule and establish pilot qualifications instead based on intensive flight training and demonstrated proficiency rather than a flight time number alone.
- Continue the Small Community Air Service Development Program at a minimum annual level of \$5 million.

Federal Contract Tower Program

- Protect the important safety function performed by contract towers by fully funding the program.
- Eliminate the annual benefit/cost analysis unless an airport's traffic drops by at least 25 percent annually, prohibit FAA adding non-site specific/indirect costs to benefit costs analyses and removing the \$2 million cap on AIP eligibility for tower construction.

NextGen

- Adequately fund NextGen activities to shape an efficient, safe, secure and productive aviation system
- Any changes to the funding or governance mechanism should not adversely impact other programs funded through the trust fund.

Passenger Facility Charges

- Raise the \$4.50 cap to \$8.50 to account for inflation since the last increase, index the cap going forward and provide greater flexibility in the use of the funds.

Airport Bonds

- Reduce finance costs by permanently excluding airport private activity bonds from the Alternative Minimum Tax (AMT).

Airport Cooperative Research Program

- Maintain current funding for the Airport Cooperative Research Program (ACRP)