



A MEMBERSHIP ORGANIZATION
REPRESENTING THE INTEREST OF ALL
PUBLIC USE AIRPORTS IN IOWA

IPAA State Legislative Priorities 2025

1. Airport Vertical Infrastructure Funding Source Update

Vertical infrastructure needs at Iowa's general aviation and commercial service airports remain high. The IPAA is supporting legislative efforts to update the source of funding for airport buildings from gaming revenues to aircraft use and lease taxes.

A. Request: Beginning with the 2026 fiscal year, aircraft use and lease tax revenues be deposited in the State Aviation Fund to fund the Commercial Service Vertical Infrastructure and the General Aviation Airport Vertical Infrastructure programs.

2. Federally Mandated Airport Firefighting

For decades the federal government has mandated the use of aviation firefighting foam which contained perfluoroalkyl (PFOA) and polyfluoroalkyl substances (PFOS).

The Federal Aviation Administration's "Aircraft Firefighting Foam Transition Plan" outlines the process for replacing these firefighting foams. The Plan also highlights the costs airports will incur as equipment such as fire fighting vehicles and equipment will require either complete decontamination or replacement.

Currently, the replacement costs for fire fighting vehicles exceed \$1,000,000 per truck, with a minimum of a two-year wait between the date of order and the time of delivery at the airport.

A. Request: The IPAA supports an aviation industry led transition to new aviation firefighting foams. The Association also supports the use of State Aviation Fund monies for equipment and vehicle decontamination and/or replacement costs.

3. Airport Service Provider Agreements

Each of Iowa's commercial service airports, along with several general aviation airports, enter into agreements with companies to provide services such as aviation fuel sales, passenger hospitality offerings, car rentals, airport facilities management and airport operations.

These negotiated agreements are based on local airport needs, aviation industry trends and the local economy.

A. Request: The IPAA strongly supports the continuation of current state laws which allows for individual airports to negotiate agreements with service providers. Locally developed and negotiated agreements are the time-tested method for providing needed aviation and traveler-related services in our state.

4. Airport Land Use for Energy Projects

As airports seek ways to generate non-property tax revenues, the use of non-aeronautical airport lands for solar energy generation has become a viable option.

A. Request: The grounds of a public airport should not be included in any proposal to regulate the placement of solar energy conversion equipment.