IPAA
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2027 IPAA Federal Legislative Priorities

IPAA encourages increasing spending levels through an annual and timely appropriations process for the Airport Improvement Program (AIP), Essential Air Service, Contract Tower Program, and other programs that provide for the safe operation, development, and maintenance of facilities at airports around the country.

1. **IPAA requests Congress take immediate action to address the aviation workforce shortage through multiple programs and initiatives.**

   Aviation workforce shortages are creating a strain felt across the industry and is being felt most by the smaller communities who are struggling to maintain their basic level service or have lost their scheduled air service altogether.

   A. Appropriate funds toward Aviation Workforce identified in the FAA Reauthorization Act 2024: Aviation Workforce Development Programs, Airport Service Workforce Analysis

2. **IPAA requests Congress pass the following legislation related to airports' past FAA Mandated use of PFOS and PFAS in Aqueous Film Forming Foam (AFFF)**

   A. Appropriate the funds authorized by the FAA Reauthorization Act of 2024 towards a PFAS Replacement Grant Program

   B. Pass Legislation that exempts airports from enforcement actions under the CERCLA or other State and Local environmental laws related to the use of PFOA/PFAS.

3. **IPAA requests Congress require TSA retain the roles the agency was created to execute following 9/11, instead of placing that unfunded burden mandate on airports.**

   One of TSA's founding purposes was to provide consistent security screening across the National Airspace System (NAS), and now critical security screening tasks are being placed back into the antiquated pre-9/11 processes and programs.

   A. IPAA supports the ongoing need for Airport Worker Screening and that it continue to be the responsibility of TSA to complete security screenings.

4. **IPAA supports increasing the Passenger Facility Charge (PFC) at commercial service airports.**

The PFC was established by Congress in 1992 at $3.00 per segment, and subsequently increased to $4.50 per segment in 2000. With no increases in the last 26 years, the purchasing power of the PFC for airports has significantly decreased. IPAA supports increasing the PFC and indexing it for future increases.

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