

Legislative Update

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Renovations continue this week on the four smaller Capitol domes. (Photo by The Capitol Group)

Car Rental Fee Bill Advances To Full House

A bill to restrict the use of car rental customer facility charges (CFC) at Iowa's airports is now eligible for consideration by the full House of Representatives.

House Study Bill 241 was approved on a 13 to 11 vote by that chamber's Ways and Means Committee Wednesday.

The bill requires that an airport customer facility charge (CFC) be used only for financing, designing, constructing, operating, maintaining, acquiring, or otherwise improving the consolidated vehicle rental facilities and common-use transportation systems used to transport customers between consolidated vehicle rental facilities and other airport facilities, including necessary equipment, vehicles, and facilities for such systems.

The bill also prohibits customer facility charge monies from being used for airport terminal expansion, gate expansion, runway expansion, or for any other purpose not authorized under the bill.

Representatives for Enterprise Holdings, the company pushing the bill, told the subcommittee that their proposal stems from a disagreement with a single airport and a change made by the airport and that city back in January.

The IPAA continues to strongly suggest that if some sort of legitimate disagreement exists, the most prudent course of action would be working directly with the airport. We also continue to actively oppose this effort to force a "solution in search of a problem" onto Iowa's commercial service airports.

Budget Talks Slowly Progress

Talks between the House and Senate aimed at developing a spending plan for the 2024 fiscal year are beginning to take place, albeit behind the scenes.

The Infrastructure Appropriations bill is traditionally the last significant budget bill introduced, debated and approved. There is no indication that this timetable will change this year.

The IPAA continues to ask lawmakers to make an investment in airport infrastructure.

We strongly support both the continuation of the vertical infrastructure appropriations from the Rebuild Iowa Infrastructure Fund as well as the establishment of a significant, long term funding plan for the state's aviation system, with access to

the program's funds available to all airports, commercial and general aviation.

If you have not yet contacted the members of the House and Senate Infrastructure Appropriations subcommittee, **please do so today**, and urge them to support both; a) airport vertical infrastructure appropriations, and b) a significant, long term funding plan for the state's aviation system, with access to the program's funds available to all airports.

Here is a link to the committee members. Just click on their names to obtain their contact information:

<https://www.legis.iowa.gov/committees/committee?ga=90&groupID=668>

Ag Drone Restrictions Bill Moves To The Senate

The IPAA, the drone industry, and others are opposing legislation which would allow the state to regulate certain aviation activities.

House File 572, and its Senate companion Senate File 396, both seek to restrict the use of unmanned aerial vehicles (UAVs,) specifically where they can fly.

The bills would prohibit the use of remotely piloted aircraft flying over a homestead or that part of a farmstead where agricultural animals are kept.

The IPAA reminds lawmakers that 49 US Code 40103 makes clear that the federal government has the exclusive sovereignty of airspace.

We also join with the drone industry in suggesting that if lawmakers wish to deal with "unlawful surveillance," they focus on the undesirable activity and not affect aviation.

We will keep you updated on this legislation.

Ransomware Bill Heads To The Governor

House File 143, a bill to make the use of ransomware against a public entity a state crime, is now on its way to the desk of Governor Reynolds following Senate approval earlier this week.

The IPAA, working with Rep. Devon Wood and Senator Chris Cournoyer, was able to amend the bill to make sure airports, whether they be city operated, county operated or aviation authority operated, were included in the proposal.

Bills of Interest

(HF - House File, HSB - House Study Bill, SF - Senate File, SSB - Senate Study Bill)
(F - For, A - Against, U - Undecided/monitoring)

SF 520 (formerly SF 369) - UAVs Over Farms (A) - This bill prohibits the use of remotely piloted aircraft (RPA) flying over a homestead or that part of a farmstead where agricultural animals are kept.
On Senate debate calendar

SF 411 (formerly SSB 1085) - City and County Engine Energy Rules Preemption (U) - This bill prohibits a county or city from adopting an ordinance, motion, resolution, or amendment that limits consumer access to an energy source to power an engine or that results in the de facto prohibition of the sale or production of an energy source or the related infrastructure necessary to provide consumer access to a specific energy source within the jurisdiction of the county or city. The bill specifically includes "aviation fuel" in the list of energy sources enumerated in the bill.
Approved by the Senate 41-6. On the House debate calendar.

SF 329 - Definition of a "Day" for Civil Air Patrol, etc. (U) - This bill allows a civil employee of the state to only take one day of required leave if the employee is absent (due to state active duty, national guard duty, federal active duty, civil air patrol duty, or national disaster medical system duty,) for a workday that encompasses a continuous period of up to 24 consecutive hours, regardless of whether the workday extends into one or two calendar days.
Approved by the Senate 49-0. Approved by the House 95-0.

HF 572 (formerly HF 388) - UAVs Over Farms (A) - This bill prohibits the use of remotely piloted aircraft (RPA) flying over a homestead or that part of a farmstead where agricultural animals are kept. The amendment to the bill included a provision that extends the proposed state airspace regulation to any altitude.
Amended and approved by the House 87-10.

HF 423 (formerly HSB 137) - Public Notice Requirements - The bill as amended by the Senate makes the following changes for required public notices:

- All publications made in an official newspaper will also be posted by the official newspaper to the official newspaper's internet site within forty-eight hours of receipt from the public posting entity, and be free to view;
- A public posting entity's statutory notice requirement is satisfied as soon as a statutorily required public notice is posted pursuant to this subsection regardless of whether the statutorily required public notice has been printed in the official newspaper's printed version;
- If no official newspaper exists in a public posting entity's jurisdiction, the public posting entity satisfies the requirements of this chapter by posting a statutorily required public notice to the public posting entity's official internet site or the relevant county's official internet site;
- A public posting entity shall also post a physical copy of a required public notice on a bulletin board or other prominent place which is easily accessible to the public and clearly designated for that purpose at the principal office of the public posting entity, or if no such office exists, at the building in which a meeting is to be held;
- An official newspaper shall cross reference and publicize between the official newspaper's printed version and the official newspaper's internet site for statutorily required public notices.

Approved by the House 92-0. Amended and approved by the Senate 37-12.

HF 143 (formerly HSB 13) - Ransomware (F) - The bill defines “ransomware,” and provides that a person shall not use ransomware with the intent to cause the malfunction or interruption of the operation of, or alter, damage, or destroy, all or any part of a computer, computer network, computer control language, computer software, computer system, computer service, or computer data.

The bill also provides that a person who has suffered a specific and direct injury because of a violation of the bill may bring a civil action in a court of competent jurisdiction, and the court may award actual damages, reasonable attorney fees, and court costs. A conviction for an offense under the bill is not a prerequisite for the filing of a civil action.

Approved by the House 97 to 1. Approved by the Senate 50-0.

HSB 241 - Airport Car Rental Facility Charges (A) - Under the bill, an aviation authority, airport commission, municipality, or other entity that operates an airport is authorized to require a rental vehicle business to impose a customer facility charge, as defined by the bill. The charge is paid by a customer who rents a vehicle at the airport.

The bill requires a charge to be listed as a separate line item on all vehicle rental agreements transacted at the airport. The charge must be uniformly calculated based either on a per-agreement or per-agreement-day basis at the discretion of the aviation authority, airport commission, municipality, or other entity that operates the airport. An entity that operates an airport is required to provide notice of any changes to the charge, including but not limited to the amount and calculation method, to every rental vehicle business not less than 30 days prior to the change taking effect.

The charge must be used only for financing, designing, constructing, operating, maintaining, acquiring, or otherwise improving the consolidated vehicle rental facilities and common-use transportation systems used to transport customers between consolidated vehicle rental facilities and other airport facilities, including necessary equipment, vehicles, and facilities for such systems. The bill prohibits customer facility charge monies from being used for airport terminal expansion, gate expansion, runway expansion, or for any other purpose not authorized under the bill.

Approved by committee