

**Statement of Rick Crider, A.A.E.**  
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**On Behalf of the American Association of Airport Executives**  
**House Aviation Subcommittee**  
**“FAA Reauthorization: Securing the Future of General Aviation”**  
**March 9, 2023**

Chairs Graves and Graves, Ranking Members Larsen and Cohen, and members of the subcommittee, thank you for the opportunity to appear before you today to highlight the perspective of an airport operator on securing the future of general aviation (GA). My name is Rick Crider, and I am the Executive Vice President of Airport/Railport and Military Relations at Port San Antonio, in San Antonio, Texas.

I am testifying today on behalf of the American Association of Airport Executives (AAAE), where I serve on the Executive Committee as Second Vice Chair. AAAE is the world's largest professional organization for airport executives representing thousands of individuals who manage and operate more than 850 public-use commercial and GA airports across the country.

### **The Impact of General Aviation**

Let me begin by thanking this subcommittee and its members for your steadfast support of GA airports and the broader GA industry. General aviation is an integral part of our National Airspace System (NAS). In fact, the U.S. has the largest and most diverse system of GA airports in the world, supporting more than one million jobs and helping generate nearly \$250 billion in economic impact annually.

There are more than 4,400 public-use GA airports in the United States, providing communities small and large across the country access to the nation's air transportation system. While GA facilities are present and important in every state, I would note that in Vice Ranking Member Mary Peltola's state of Alaska, 82 percent of communities are not connected to the road system and are fully dependent on air service and GA facilities for life, health, and safety needs.

The benefits of GA airports to individuals, businesses, and communities, as connection points to the nation's air transportation system, cannot be overstated. While GA airports vary significantly in size, complexity, and configuration, each provides unique functions and vital capabilities. In many cases, GA airports are centers for industrial aerospace activities, training hubs for the next generation of pilots, and access points to the NAS for businesses in smaller and rural communities. GA airports serve as incubators for revolutionary technologies like electric vertical takeoff and landing (eVTOL) vehicles, and other applications of advanced technologies. Law enforcement, firefighting, aerospace engineering and manufacturing, air cargo, agriculture and recreation are other examples of activities that take place at GA airports every day.

### **Kelly Field and Workforce Development**

My role at Port San Antonio includes the oversight and development of the civil portions of Kelly Field, a joint use industrial airport in southwest San Antonio. Kelly Field is home to a vibrant private-sector maintenance, repair and overhaul campus that supports aircraft ranging from large commercial transport utilized by the federal government to military fighter and cargo to new commercial aircraft.

Kelly Field is an industrial airport, as described in recent Federal Aviation Administration (FAA) National Plan of Integrated Airport Systems (NPIAS) reports, but classified as a GA airport. Industrial GA airports across the country provide critical services to aircraft operators, from airlines to corporate flight departments, that require fleet maintenance, refurbishment, updates, and modifications. At Kelly Field, these activities, combined with the Air National Guard and Air Force Reserve pilot training missions,

generate over 11,300 jobs and \$3.2 billion in annual economic impact throughout San Antonio and the south Texas region, according to a 2021 report.

Without properly investing in infrastructure and developing an aviation workforce that meets the demand of industrial aerospace, those jobs and economic impact are at risk of migrating beyond our borders to places where excess capacity exists. This scenario could erode the leadership position our nation holds within the global aerospace industry. The direct correlation between airport infrastructure and aerospace commerce through the myriad of parts, components, and labor utilized is evident every time a new aircraft or an aircraft being returned to use after heavy maintenance or specialized service leaves an industrial airport.

Port San Antonio recognizes that the real limiting factor in industrial aviation growth and program retention is workforce. Ten months ago, the Port opened a state-of-the-art innovation center that houses, among other things, an arena for live performances and seminars, a competition gaming center for students, and an interactive science and technology museum. The sole focus of this development is to provide a space for students, specifically the socio-economically challenged students that reside in the southern areas of San Antonio, to be exposed to opportunities in the advanced technology realm. Flight simulators, robotic displays, a town built of Legos to highlight control systems and vulnerability to cybersecurity threats, a mock security operations center, and 3D printing present STEM through the lens of legacy aerospace and emerging industries.

The innovation center is owned by and resides on Port property and is just a few blocks from Kelly Field. The Port's vision is to excite and prepare a pipeline of future workers who are enthusiastic and engaged in the pursuit of technical careers. The 80-plus companies that call Port San Antonio home use this platform to introduce themselves to future talent, and in many cases provide internships to help young people make this transformational journey. We firmly believe that an effective workforce pipeline is critical to the future of our local economy, the region, and the continued vitality of the nation's aerospace and aviation sectors.

### **FAA Reauthorization Overview**

With the current FAA authorization set to expire in less than seven months, AAAE and Airports Council International – North America (ACI-NA) have crafted a joint list of recommendations that would help GA and commercial service airports alike. This joint list – which is included at the conclusion of my testimony – contains various reforms that would benefit airports as well as the passengers and local communities they serve.

To help airports of all sizes build critical infrastructure, the two associations are calling for increasing Airport Improvement Program (AIP) funding; modifying the AIP formula to benefit both GA and commercial service airports should additional resources materialize; eliminating the outdated federal cap on local Passenger Facility Charges (PFCs); and expanding eligibility for both funding sources. AAAE and ACI-NA are also urging Congress to reduce federal red tape and streamline regulations; address noise and other environmental concerns; preserve and enhance small community air service; and enhance the FAA Contract Tower Program.

Although travel has largely returned to pre-pandemic levels at both GA and commercial airports, stakeholders across the aviation system are still adjusting to the ripple effects caused by the pandemic, including workforce shortages and significant changes in the distribution of travel. The next FAA reauthorization bill is an opportunity for this subcommittee and Congress to address both persistent and newly emerged challenges, and to help airports and the aviation industry prepare for the challenges and opportunities that lie ahead.

Given the importance of the aviation industry to the nation's economy and the crucial need for certainty and stability for the aviation system, we commend leaders and members of the subcommittee for your commitment to pass the FAA reauthorization before programs expire on September 30. As you know, a series of short-term extensions can have an adverse impact on airports and make it challenging for them to move ahead with critical infrastructure projects. With your leadership, we hope the next FAA bill will be finished on time. I'm sure all of you agree that the nation's aviation system is simply too important to operate on autopilot.

### **Rising Infrastructure Needs**

As travel demand continues to rise at GA and commercial service airports, there is a growing need for infrastructure investment. The Infrastructure Investment and Jobs Act (IIJA) provided airports with \$20 billion over five years for infrastructure and terminal grants, with \$2.5 billion of that total specifically allotted for nonprimary commercial service and GA airports. We are grateful for that investment, which will help airports of all sizes build critical infrastructure to meet increased demand.

While IIJA funding serves as an important down payment to help bridge the enormous funding gap for airport infrastructure nationwide and will help offset inflationary and cost escalation impacts, the need for additional federal investment remains. According to the FAA's most recent NPIAS, commercial service and GA airports have \$62.4 billion in AIP and IIJA-eligible projects – or around \$12.5 billion annually – over the next five years. Those totals do not include other non-eligible infrastructure projects and requirements, which increase total airport capital needs significantly.

According to the latest NPIAS, the capital needs for nonprimary and GA airports are more than \$19 billion over the next five years. And that figure does not factor in rising inflation, increasing labor and construction costs, or supply chain constraints. As members of this subcommittee know, GA and smaller commercial service airports disproportionately rely on AIP funding to meet their infrastructure needs. The combination of stagnant authorization levels for traditional AIP funding for the past two decades and rising construction costs has greatly limited these airports from completing critical safety and improvement projects. As Congress prepares for the next FAA reauthorization bill, AAAE and ACI-NA are urging Congress to increase traditional AIP funding to at least \$4 billion and to continue to authorize funds for supplemental discretionary grants to help GA and commercial service airports meet their ongoing infrastructure needs.

In conjunction with increasing AIP funding, we recommend Congress provide airports with more flexibility in how they are permitted to use that funding consistent with provisions in IIJA and in recognition of evolving airport infrastructure needs and existing limitations. Additionally, we recommend adjusting the AIP entitlement for nonprimary airports, including GA airports, since it has remained stagnant at \$150,000 for more than 20 years despite rising costs and infrastructure needs. The current funding approach for nonprimary entitlements (NPE) also fails to recognize the dramatic differences in aircraft activity, operations, and economic impact within the wide spectrum of diverse GA airports.

The NPIAS categorizes nonprimary airports based on their activity level as either national, regional, local, or basic. Instead of the current one-size-fits-all policy, Congress should modernize GA entitlements by providing increased funding levels to airports with more activity or that serve larger aircraft. Specifically, we propose a tiered approach where the GA entitlement be set at \$1 million for national airports, \$500,000 for regional airports, \$250,000 for local airports, and \$150,000 for basic airports. It is important to note that our recommendation for this proposed formula change is contingent upon AIP funding of at least \$4 billion annually.

The need for adjusting the \$150,000 nonprimary entitlement is evident at Kelly Field, where design is underway for a consolidated facility that will promote eVTOL, along with other new and existing aircraft. But the investment in infrastructure required far surpasses the abilities of today's NPE formula. Notably,

other GA airports are on the forefront of efforts to develop, test, and build electric and second-generation supersonic passenger aircraft.

Kelly Field is proud to support the very smallest of aircraft that operate today, but it also serves the very largest. Wide body aircraft operate from Kelly Field daily, requiring Airplane Design Group (ADG) V and VI infrastructure rather than ADG I or II prevalent at many GA airports that receive the same nonprimary entitlement. We need additional resources for a new taxiway and apron complex associated with a new terminal and hangars. Additional resources are also needed to expand our public aircraft parking apron used by industrial aviation activities and designed for ADG VI aircraft. Additional investment in GA airports will support the wide range of aircraft that operate today, but it will also stimulate the fertile ground of applied technology and allow the private sector to make the next leaps in aerospace advancement at Kelly Field and at other airports across the NAS.

### **Regulatory Reform**

Airports need help cutting through unnecessary red tape and regulatory burdens imposed by the FAA that are time-consuming, delay critical infrastructure projects, and unnecessarily increase costs. As inherently public institutions with a primary goal of serving communities and travelers, airports have every incentive to use federal and local dollars responsibly and to pursue important policy objectives without the need for heavy-handed federal regulation.

Congress can help by directing the FAA to correct their misinterpretation of the airport land use streamlining provisions (Section 163) included in the last FAA bill, which has resulted in overly burdensome processes and inhibited airport development. Commercial service airports should not be required to submit PFC applications for AIP projects already approved by the FAA, and we urge Congress to reject any proposals that would impose additional unnecessary grant assurances on GA and commercial service airports, which lead to costly, unfunded federal mandates that impede the delivery of critical infrastructure projects.

### **Leaded Avgas**

Like our counterparts at commercial service airports, GA airports strive to be strong environmental stewards for their community. For decades, the GA industry has been focused on a smart and safe transition toward an unleaded high-octane fuel that meets the needs of the entire GA fleet. So far, only low-compression engines can burn the unleaded fuels that are currently available, and 75 percent of the total GA aviation gas (avgas) consumption is by aircraft requiring 100-octane fuel, which presently can only be achieved with a lead-based additive.

Through AAEE, GA airports are participating in the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative, a public-private partnership between the federal government and industry stakeholders to transition to lead-free avgas for piston-engine aircraft by the end of 2030. Like the blender's tax credit for sustainable aviation fuels, we believe similar incentives to scale up the production and distribution of these new GA fuels will be critical to a successful transition.

GA airports are eager to be part of the solution for transitioning away from leaded avgas and await a better understanding of what types of infrastructure improvements are needed to support the widespread use of the new fuel. Updated AIP eligibility criteria for new storage and distribution systems at GA airports will likely be needed, but a premature ban of leaded avgas before a viable replacement is approved will threaten the economic viability of most GA airports and should be rejected.

## **PFAS**

Since the 1970s, FAA has required Part 139 commercial service airports to provide aircraft rescue and firefighting (ARFF) services using aqueous film forming foams (AFFF) that meet specific standards for firefighting. These approved foams contain PFAS. Many GA airports have relied upon and follow FAA guidance in using AFFF to ensure aviation safety, and like Part 139 airports GA airports, are anxiously awaiting the FAA to approve a fluorine-free foam (F3).

On January 12, the Department of Defense (DOD) and U.S. Navy released new performance standards for F3 fire-extinguishing agents, a significant milestone that is expected to ultimately allow airports to transition away from AFFF agents beginning later this year. However, there are still unanswered questions regarding supply chain constraints, standards and practices to decontaminate ARFF equipment, and new firefighting training, which could delay airports' ability to transition. That is why Congress, as part of the explanatory statement accompanying the FY23 omnibus appropriations bill, directed the FAA, in coordination with the Environmental Protection Agency (EPA) and DOD, to develop a transition plan within 120 days to provide airports with the necessary guidance to ensure an orderly and cost-effective transition over the next few years.

EPA could take future regulatory action that might impede a successful transition and lead to substantial financial costs for airports. This year, EPA is expected to issue a final rule designating two PFAS chemicals, PFOA and PFOS, as "hazardous substances" under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). For airports, which have used AFFF in accordance with federal law and the interest of public safety for decades, such a designation could trigger potentially costly litigation and cleanup efforts to address PFOA and/or PFOS-related contamination.

While the FAA is moving closer to approving an F3 agent, most, if not all airports, will still be using AFFF for the next several years because there are many factors and challenges in making an industry-wide transition, such as the lack of transition-related guidance from the federal government and supply constraints. A final rule from EPA, before the industry is prepared to transition, would be a draconian measure that puts airports in an especially untenable position of using a designated hazardous substance in an emergency situation in accordance with federal law.

We urge Congress to acknowledge the longstanding federal requirement for airports to use AFFF by providing liability protection, including CERCLA liability protection, for airports. This sensible request isn't new; in fact, the PFAS Action Act, which the House passed in the last two Congresses, included CERCLA liability exemption for airports. However, both efforts ultimately stalled in the Senate. Additional funding will be needed to help airports procure the new F3s, dispose of their old AFFF, and clean up any potential PFAS contamination. These steps, coupled with much-needed guidance from the FAA and EPA, will help the airport community transition quicker to a PFAS-free future.

## **FAA Contract Tower Program**

I would like to thank the leadership and members of this subcommittee for being strong supporters of the FAA Contract Tower (FCT) Program – a successful public-private partnership that enhances aviation safety at GA and commercial service airports around the country. The FCT program encompasses 262 airports in 46 states, including 24 in Texas. The program has been audited numerous times by the Department of Transportation Office of Inspector General, which has consistently validated that contract towers are cost-effective and maintain safety records comparable to FAA-staffed towers.

The IJA included at least \$300 million over five years to repair, replace, or relocate aging air traffic control towers at FCT airports – \$100 million for sponsor-owned facilities and \$200 million for FAA-owned facilities. Many air traffic control towers are 50 years of age or older, so this funding is a welcome step in the right direction. However, with the most modest control towers costing \$10 million or more to

construct, we urge Congress to provide additional resources to address outdated facilities that are in desperate need of repair or replacement.

We also call on Congress to require the FAA to deploy radar displays, Automatic Dependent Surveillance-Broadcast displays, and other technology at contract towers to increase situational awareness for air traffic controllers. Contract tower controllers should have access to the same technology advances and equipment used at FAA-staffed facilities. These actions would ensure that contract towers continue to operate safely and have information that is consistent with FAA towers, as air traffic operations continue to rise.

The pilot shortage has understandably received a great deal of attention but we're facing an increasing shortage of air traffic controllers as well. The companies that operate contract towers are experiencing intensifying staffing pressures brought upon by COVID-19, the rising cost of living, and frequent vacancies created when younger controllers leave their positions at FCT airports to serve at FAA-staffed towers.

The CONTRACT Act, which Congress passed as part of the FY23 omnibus appropriations bill, will certainly help by removing a disincentive for retired FAA controllers to continue serving at contract tower airports. We thank Rep. Julia Brownley (D-CA) and other members of this committee for their work in getting that bill enacted into law. We encourage the FAA to work with the companies that operate contract towers to allow innovative hiring and training processes to increase the stream of applicants to be qualified controllers.

We also recommend that the FAA collaborate with the Department of Labor to address the rising cost of living for controllers, by updating the outdated wage determination that has failed to keep up with inflation. It is important that the FAA work with contractors and minimize the adverse impact when the agency hires controllers from contract towers for FAA-staffed facilities. Further, we recommend that the FAA carefully consider how any proposed realignment of service areas could impact the successful FCT program.

### **Advanced Air Mobility**

The future of Advanced Air Mobility (AAM) is quickly becoming the present for the aviation industry, with several companies currently developing eVTOL aircraft. These aircraft, which will range in size from single-passenger aircraft to large shuttles, will bring accessibility to cities, underserved communities, and geographically distant regions, while offering immense environmental advantages. Existing infrastructure, at GA airports in particular, will likely play a major role in this new AAM ecosystem.

Airports are excited to help make AAM a reality, though there are a few issues that Congress and FAA must ultimately address to set AAM up for success. To accommodate widespread use of eVTOL aircraft in the future, airports will need significantly greater electrical infrastructure and grid capacity to support the charging requirements of these new vehicles. This will require dedicated funding outside of the regular AIP program to ensure that airports are not sacrificing funding for critical safety projects and infrastructure modernization. Additionally, Congress must ensure that new entrants pay their fair share for the costs of air traffic control services, FAA resources, and infrastructure needed to accommodate their operations.

### **Conclusion**

GA airports like Kelly Field are complex aviation centers, acting as national assets that play an indispensable role in meeting the unique needs of the communities they serve. I am grateful for the opportunity to provide these views of the GA airport community, on how we can maintain and grow GA operations across the country and offer suggestions on how to better position airports to meet current and future challenges and opportunities as part of FAA reauthorization legislation. Thank you for your consideration and the opportunity to testify.



## AIRPORT INDUSTRY POLICY RECOMMENDATIONS January 2023

### INFRASTRUCTURE

#### Airport Improvement Program

- 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 take the new eligibility into account.
- 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 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 AIP funding of at least \$4 billion annually.
- Provide additional funding for small hub and non-hub airports.
- Remove the \$20 million cap on the amount of 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 AIP funding of at least \$4 billion annually.
- Require the FAA to distribute AIP funding as quickly as possible and with as much flexibility as possible, in part 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 pilot program for the FAA to begin accommodating alternative-delivery and advance-construction methods that can 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.
- Support continued funding for ACRP.

#### Passenger Facility Charges

- 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.
- 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.
- Eliminate PFC application requirement when airports use PFCs for local match on AIP-approved projects.

### **Bag Fees**

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

### **REGULATORY REFORM**

- Accelerate airport land use development by directing FAA to fully implement Section 163.
- Remove costly hurdles to implementation of Bipartisan Infrastructure Law:
  - DOT should reinstate a nationwide waiver for new Buy America provisions until at least 180-days after the FAA issues airport-specific guidance on implementation and a sound assessment of supply chains and product/material availability in the United States is made.
  - Since airports are involved in complex, multifaceted construction programs with a mix of federal, local, and private resources, there should be an exemption for airports to the applicability of Buy America to the entirety of a project. It is federal overreach to apply federal procurement law to a project or portion of a project funded with an airport's own resources.
  - Direct the FAA to accommodate alternative-delivery and advance-construction methods that can expedite and reduce costs for projects using federal funds, especially for projects already underway at many airports.
- Protect airports in Safety Management System implementation:
  - Provide liability protection for those airport personnel designated as responsible for SMS implementation.
  - Provide airports with public disclosure protection for the safety-related data generated as part of their SMS programs.
- Set a 45-day deadline for FAA to approve NEPA purpose-and-need statements.
- Extend the eligibility date for the TIFIA for Airports provisions to align with the authorization date of the new FAA reauthorization bill.
- Avoid the imposition of additional grant assurances on airports.

### **ENVIRONMENTAL ISSUES**

#### **PFAS Firefighting Foam**

- Direct the FAA, in collaboration with industry stakeholders, to develop a national transition plan to assist airports in moving to fluorine-free firefighting foams.
- Provide federal funds for an acquisition program for the new foam, a disposal program for the old foam, and PFAS remediation at airports.
- As the EPA continues to pursue plans to designate PFAS as hazardous materials, Congress should acknowledge the longstanding federal requirement on airports to use this firefighting foam by providing liability protection to airports, including CERCLA liability protection.

#### **Voluntary Airport Low Emissions Program**

- Expand eligibility to include all airports, including those outside of non-attainment areas, to enable efforts towards meeting Net Zero commitments.
- Broaden the program to address overall greenhouse gas emissions.
- Allow the program to include actions taken as part of a State Implementation Plan or Federal Clean Air Act requirement.
- Incorporate energy management and renewable energy projects where emissions reductions occur at a utility, rather than an airport.



### **Resiliency/Sustainability**

- Provide separate, dedicated general funds (est. \$1 billion annually) for projects eligible the under Voluntary Airport Low Emissions Program; Airport Zero Emissions Vehicle and Infrastructure Pilot Program; noise mitigation (such as public education programs and sound insulation); sustainability; resiliency projects and planning; and installation of electric charging stations.
- Establish funding program to support planning and development of electric capability and resiliency projects at airports.
- Direct FAA to work with NOAA and US Army Corps of Engineers on resiliency initiatives for coastal airports.

### **Noise**

- Direct FAA to update Part 150 noise standards to reflect all relevant laws and regulations.
- Require FAA to help reduce impact of aircraft noise on local communities by: 1) implementing flight procedures that can attenuate aircraft noise; 2) working with airports on arrival and departure routes; and 3) discouraging local encroachment that could create future noise challenges and impact airport operations and aviation safety.
- Direct the FAA to clarify future noise policy/standards and seek feedback from airports and their stakeholders before implementing any changes per the recently conducted Neighborhood Environmental Survey that could affect airport operations.
- Direct FAA to evaluate the community impact of noise from AAM and UAS integration into the NAS, and not hold airports responsible for noise resulting from AAM and UAS operations not associated with airport operations.

### **Sustainable Aviation Fuel**

- Establish funding program for planning and development of appropriate SAF infrastructure at airports, which will help promote greater SAF availability at airports as SAF production, transportation, blending, and storage needs increase.

### **SMALL COMMUNITY AIR SERVICE/WORKFORCE**

- 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.
- Support the Contract Tower Program:
  - Provide incentives for retired federal controllers to continue working at contract towers.
  - Require FAA and Labor Department to review the outdated wage determinations for contract tower controllers.
  - Provide funds to install radar displays and other ATC equipment at contract tower facilities.
- Take steps to address the pilot and aviation workforce shortage, such as: 1) increasing federal student loan aid for pilot training; and 2) extending and increasing funding for Aviation Workforce Development Grants to \$10 million annually.

### **FAA FACILITIES AND EQUIPMENT/OPERATIONS**

- Require the FAA to work with airports, aviation stakeholders, and TSA to ensure (1) new entrants are safely integrated into the National Airspace System, and (2) airports are protected from unsafe UAS activities.
- Ensure new entrants pay their fair share for the costs of ATC services and infrastructure needed to accommodate their operations.
- Increase funding for ATC towers and equipment.
- Expand the Remote Tower Pilot Program.