

TO: AIRPORT COMMISSION

FROM: Matthew Kazmierczak
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SUBJECT: Legislative Update

DATE: October 28, 2022

FEDERAL

Federal Funding

At the end of September the Federal Government passed a [continuing resolution](#) to fund the government through December 16, 2022.

Preventing PFAS Runoff at Airports Act

[The Preventing PFAS Runoff at Airports Act](#) would temporarily increase the AIP federal cost share to 100 percent for in-line proportioner (input-based) testing systems, which eliminate the need for AFFF to be discharged onto the ground or into a collection and containment vessel. It would also direct the FAA to identify options for reimbursing airports that already acquired these devices without federal funding. The increased federal cost share would sunset after five years. Goes to President. He is expected to sign.

Aircraft Lead Emissions

EPA recently [declared](#) that lead emissions from certain aircraft engines are a threat to public health and welfare, a first step toward regulating roughly 170,000 small aircraft that still use leaded fuel. Jet fuel used by commercial aircraft is unleaded. The EPA stated, "emissions of lead from covered aircraft engines cause or contribute to lead air pollution that may reasonably be anticipated to endanger public health and welfare. Aircraft that use leaded fuel are the dominant source of lead emissions to air in the country. Today's proposal is an important step forward as we work to reduce lead exposure and protect children's health."

Once completed, the finding would require EPA to go through a notice-and-comment rulemaking to set lead emissions standards. The finding would also require the Federal Aviation Administration to set standards for complying with EPA's emission limits, as well as standards for the makeup of aircraft fuel to reduce or eliminate lead emissions.

New Entrants into the National Airspace System

The Senate Aviation Subcommittee held a hearing on September 28, 2022 on integrating new entrants like Advanced Air Mobility (AAM), electric vertical take-off and landing (eVTOL) aircraft, and unmanned aerial systems (UAS) operators, into the National Airspace System (NAS). The hearing was billed as the first in a series of discussions that the Senate Commerce Committee and Aviation Subcommittee plan to conduct in advance of next year's FAA Reauthorization process. Representatives from the Commercial Drone Alliance, Aviation, FAA Center of Excellence for Unmanned Aircraft Systems (ASSURE), Honeywell Aerospace and the National Business Aviation Association (NBAA) all testified at the hearing.

The topic of what infrastructure is needed to support the deployment of AAM and UAS was addressed during the hearing. In his written testimony, Ed Bolen, President and CEO of NBAA, said, “A number of airports are collaborating with electric aircraft manufacturers to install AAM charging infrastructure, and many airports are actively planning for the arrival of electric aircraft, understanding the importance of supporting these new entrants. Airports are looking for innovative ways to adapt their business model and take advantage of their geographic location to provide the most value to leverage this fast-growing segment of the aviation industry.”