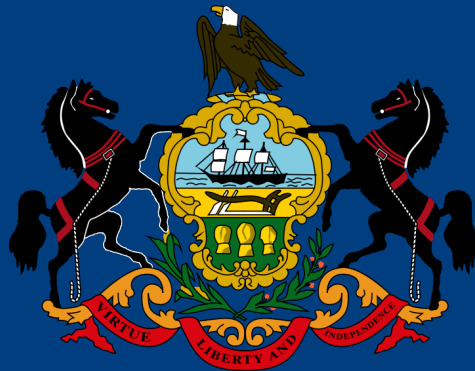


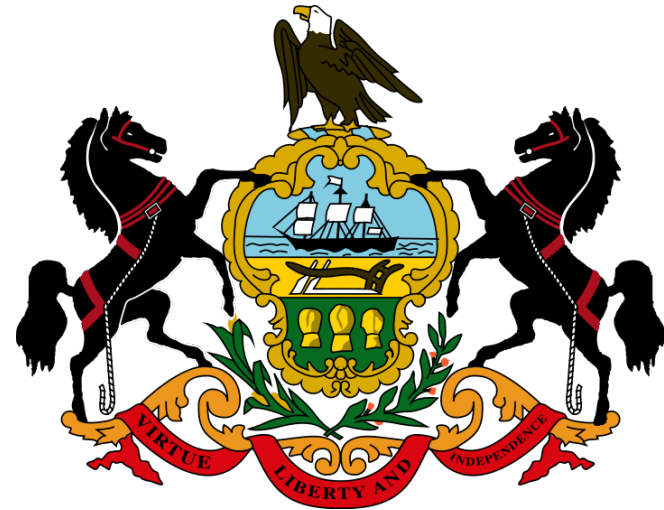
PENNSYLVANIA AVIATION SYSTEM STRATEGIC INVESTMENT PLAN



APRIL 20, 2023

WHAT IS TAC?

- Created by Act 120 of 1970
- Advises the State Transportation Commission (STC) and Secretary of Transportation on transportation topics
- Provides a connection between PennDOT and the public
- Produces studies and reports used to address important subjects



TAC STUDY PROCESS

- Annual identification, review, and prioritization of study topics
- 33 studies completed since 2000
 - No aviation studies
- *Pennsylvania Aviation System Strategic Action Plan* selected in February 2022
 - First-ever comprehensive aviation study in PA



TASK FORCE MEMBERSHIP

Name	Affiliation
Mark Murawski	Task Force Co-Chair, Vice-Chair, State Transportation Advisory Committee, Transportation Planner, Lycoming County
Dr. Larry Nulton	Task Force Co-Chair, State Transportation Advisory Committee, Nulton Aviation Services
Robert W. Shaffer	Chairman, PA Aviation Advisory Committee
Edwin R. Lozano	Vice-Chair, PA Aviation Advisory Committee
Gabe Monzo	President, Aviation Council of PA
Anthony McCloskey	Director, PennDOT Bureau of Aviation
Fran Strouse	Co-Chair, PA Aviation Advisory Committee Aviation Council of PA Funding Subcommittee
Keith Brune	Chief Executive Officer, Philadelphia International Airport
Stan Little	Chairman & CEO, Southern Airways
BJ Teichman	Airport Coordinator, Bloomsburg Municipal Airport Aviation Council of PA PA Aviation Advisory Committee, Hangar Subcommittee



TASK FORCE MEMBERSHIP

Name	Affiliation
David Heath	Director, PA Drone Association
Brittany Davies	National Business Aviation Association
John Pocius	LaBella Associates, Lackawanna County
Jody Holton	Chair, State Transportation Advisory Committee
Tom Geanopulos	Member, State Transportation Advisory Committee
Jimmy Kingsborough	Commissioner, State Transportation Commission
Mark Giuffre	UPS
Jessica Passiment	Pennsylvania Department of Community and Economic Development
Elizabeth Weitzel	Executive Director, Senate Majority Policy Committee
Nolan Ritchie	Executive Director, Senate Transportation Committee
Lori Langer	Federal Aviation Administration



STAKEHOLDER OUTREACH

- Regional Listening Sessions
 - 8 sessions
 - 150 participants
- General Aviation Statewide Listening Session
- AAC Briefings
- ACP Monthly Roundtables
- ACP Annual Conference
- Planning Partners Conference



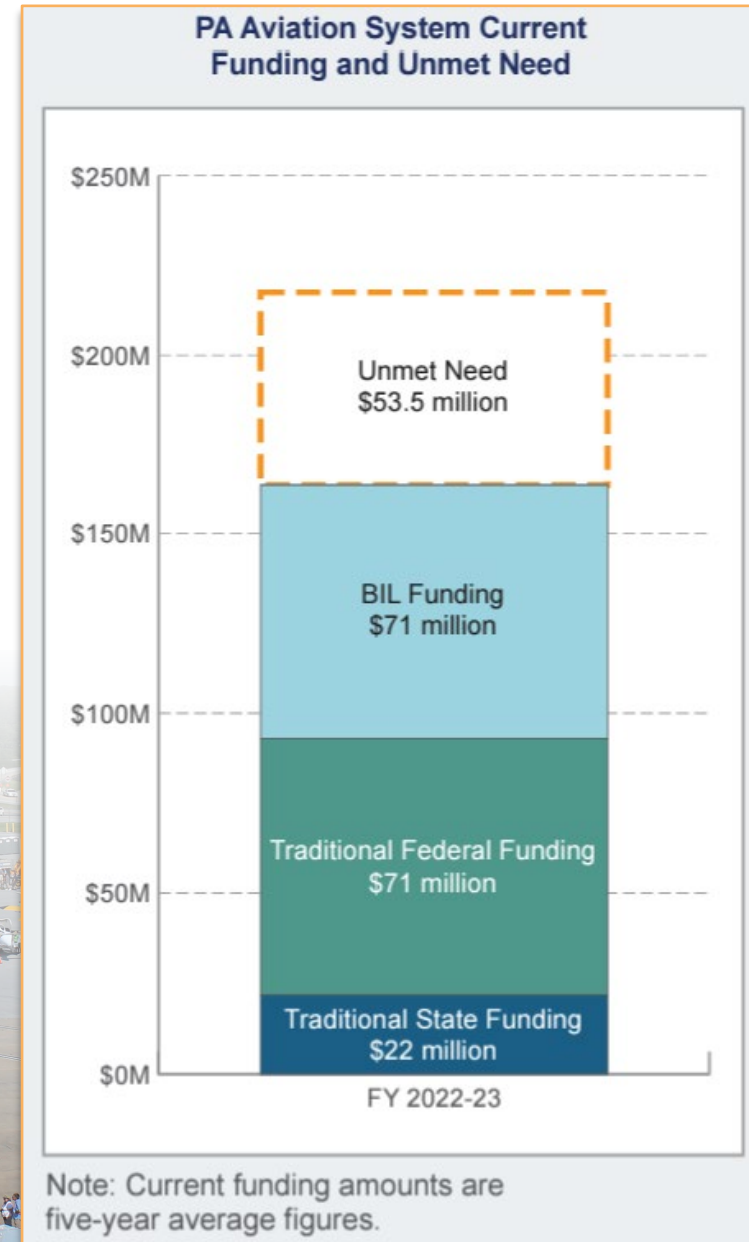
INVESTMENT NEED

Need and Funding

- \$217.5 million in annual need
- Traditional funding sources cover less than half of this need
- \$53.5 million shortfall

Consequences of Funding Shortfalls

- Deferred capital improvements
- Compromised system performance
- Reduces economic competitiveness
- Poor positioning for future growth



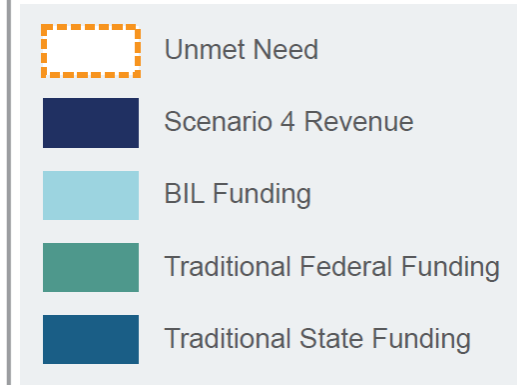
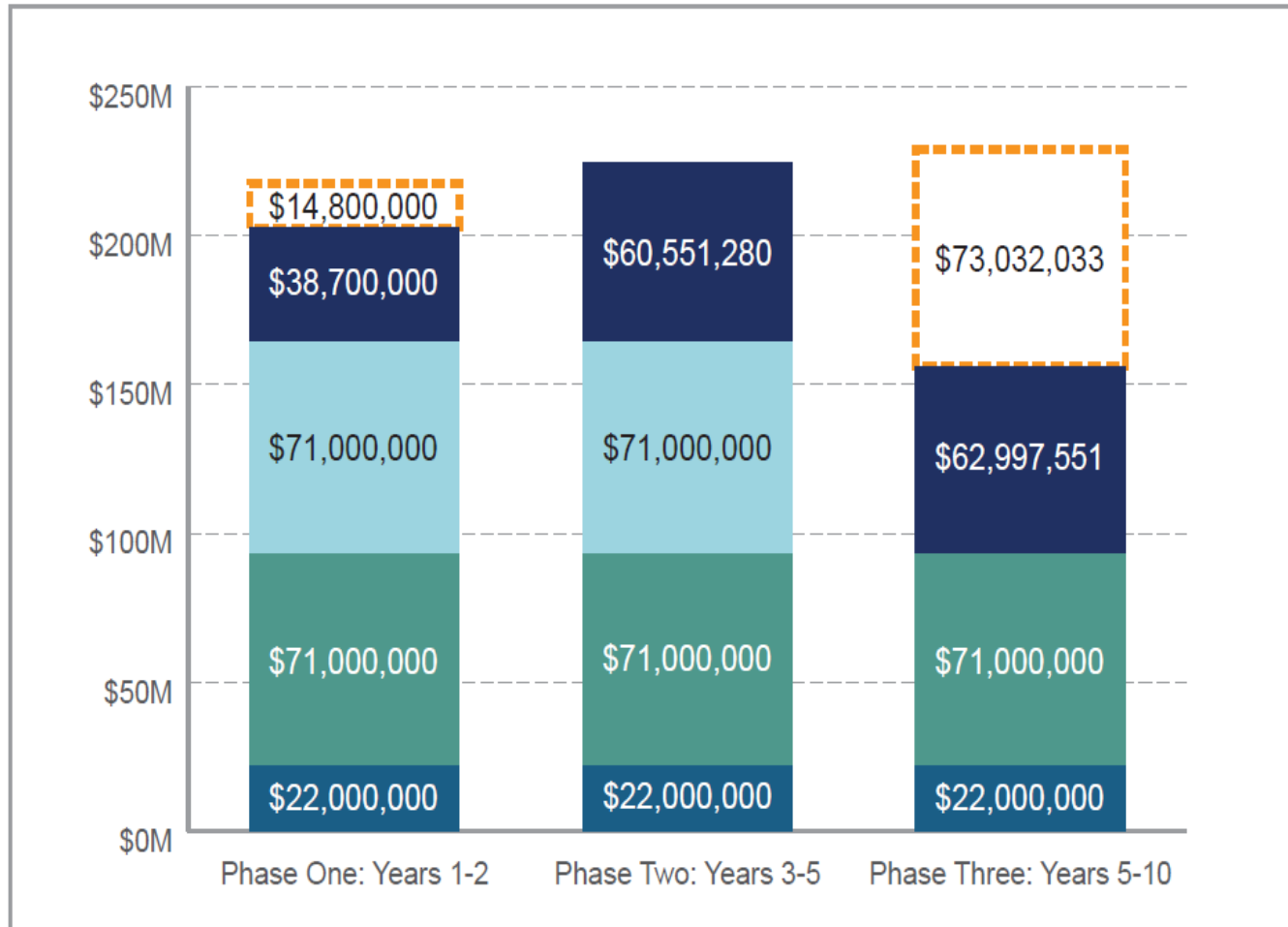
RECOMMENDED FUNDING SCENARIO

Proposed Funding Source	Year 4 Yield
Aircraft Registration Fee <u>New</u> annual fee at approximately \$300 on average	\$312,120
Jet Fuel Tax Increase from 2 cents to 4 cents per gallon	\$6,970,680
Avgas Tax Increase from 6 cents to 12 cents per gallon	\$208,080
Aircraft Sales Tax (6%) Redirect from General Fund to aviation	\$1,560,600
State Sales Tax Redirect 0.02% from the General Fund to aviation	\$31,212,000
Package Delivery Fee (<u>New</u>) Direct 5% of revenue generated to aviation	\$20,287,800
Total Yield in Year 4	\$60,551,280

**Target estimates reflect 5% annual inflation rate and a conservative 2% revenue escalation rate.*



FUNDING YIELD



Note: Phase Three values assume BIL funding expires in FY 2025-26 as per current legislation.



LEVERAGING AVIATION INVESTMENT

**30+ Issues & Opportunities
Identified across eight focus
areas:**



WORKFORCE

Challenge:

In a post-pandemic economic rebound, workforce shortages in aviation occupations are a barrier to industry growth and to meeting present staffing needs.

Key Action Strategies:

Implement a comprehensive aviation training and recruitment strategy.

Support legislative efforts to raise the federal mandatory retirement age for pilots.

Equip airport managers/authority boards with the tools necessary to improve the quality and efficiency of airport operations and transfer knowledge.



ECONOMIC IMPACT/DEVELOPMENT

Challenge:

Many airports in Pennsylvania are not adequately integrated into local and regional economic development strategies and need to generate additional revenue to remain financially sustainable.

Key Action Strategies:

Market the value of Pennsylvania's airports as an industry and economic asset.

Facilitate implementation of the Airport Land Development Zone (ALDZ) program.

Develop a public-private partnership (P3) hangar bundling initiative to increase hangar capacity.



AIRPORTS & COMMUNITIES (LAND USE)

Challenge:

Land use and zoning have impacts on local airport development and vice versa. Since the enactment in of PA Act 164 of 1984, less than half of Pennsylvania's affected municipalities have formally enacted Airport Hazard Zoning.

Key Action Strategies:

Increase compliance with Act 164 (Airport Hazard Zoning Law).

Continually monitor land use changes prompted by airports and advance legislative and regulatory changes as required.

Expand airport manager knowledge on how to effectively work with local communities.



AIR FREIGHT

Challenge:

To address growth in air cargo, cargo expansion at Pennsylvania's airports requires not only federal investment, but state, regional, and private investment as well – whether that be monetary or otherwise.

Key Action Strategies:

Assess local/regional business needs for air cargo services to align businesses with future air cargo opportunities.

Develop a guide for air cargo analysis and integration with planning application at the state and regional levels.

Encourage new, collaborative approaches to intermodal connectivity to foster stronger linkages among cargo, land use, and economic development.



COMMERCIAL AIR SERVICE

Challenge:

The number of commercial service airports in Pennsylvania is declining. Without access to commercial air service or a desired type of service, travelers leave their local community to access service in a neighboring region or even outside of Pennsylvania.

Key Action Strategies:

Include the Commonwealth and local government elected officials in the Essential Air Service (EAS) bidding process to strengthen EAS statewide.

Coordinate with and support airports in attracting and retaining commercial air service.

Incorporate considerations of alternative fuels into future funding and marketing strategies as airlines begin to shift toward alternatively fueled aircraft.



AVIATION TECHNOLOGY

Challenge:

Due to limited resources, Pennsylvania has not been pursuing new aviation technologies as quickly as other states, impacting the state's economic competitiveness.

Key Action Strategies:

Develop a framework for the safe, efficient use of drones and other unmanned aircraft technologies in Pennsylvania.

Plan and prepare for developing the infrastructure needed to deploy alternative fuels such as hybrid and electric-powered aircraft.

Define a statewide protocol for Urban Air Mobility and Vertical Take Off and Landing (VTOL) development and set aside land to accommodate them.



INDUSTRY COLLABORATION & PARTNERSHIPS

Challenge:

Collaboration and partnerships between Pennsylvania's airports, the aviation industry, and the public sector can be strengthened to yield better economic outcomes.

Key Action Strategies:

Improve collaboration between airports and Pennsylvania's MPOs/RPOs in terms of the transportation planning process.

Develop an AirTAP program to provide technical assistance to Pennsylvania's airports.

Encourage airports to work closely with county and regional economic development organizations.



LEGISLATION & POLICY

Challenge:

The ability to maximize aviation opportunities through forward-thinking policy and effective legislation will help sustain the Commonwealth's aviation system and cultivate economic development opportunities.

Key Action Strategies:

Facilitate passage of the six revenue raising measures recommended to close the \$53.5 million annual funding gap in a phased approach.

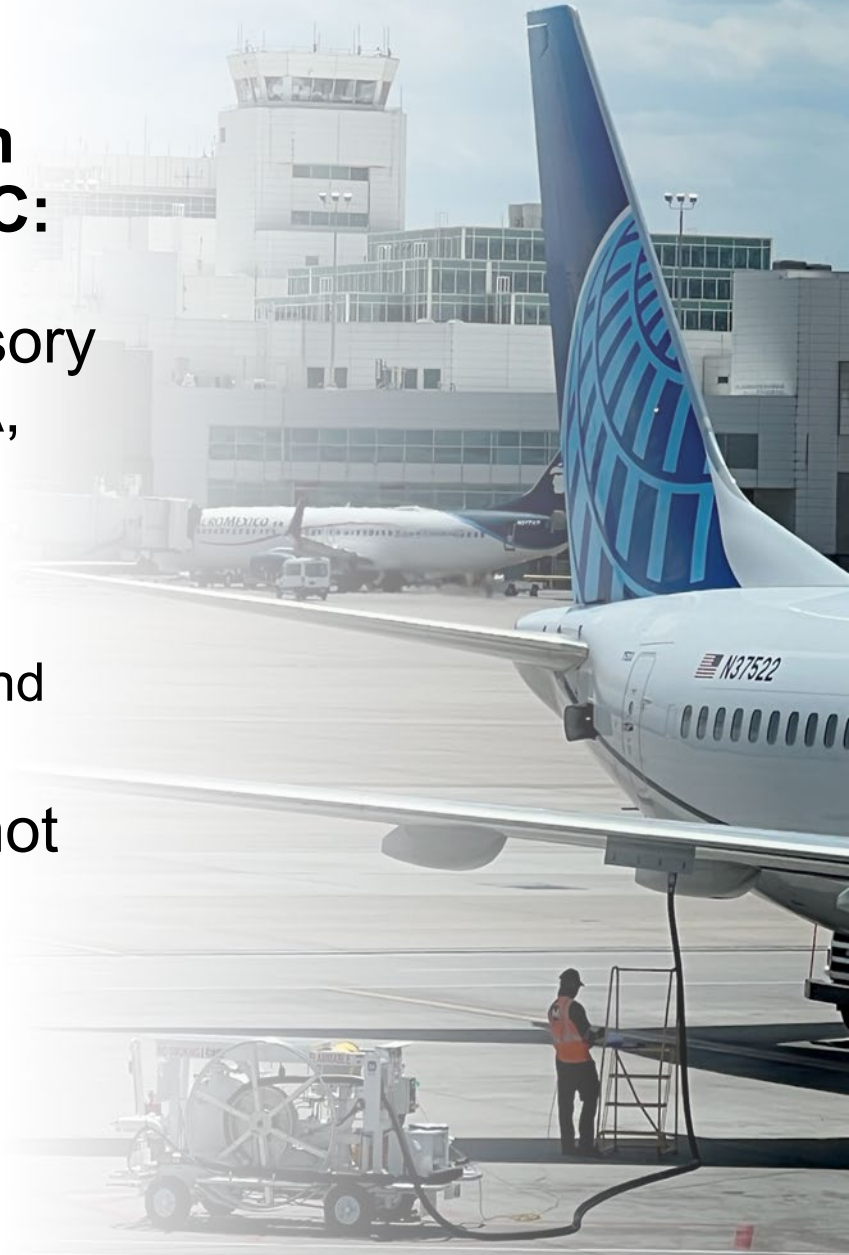
Establish regular dialogue with the General Assembly on aviation focused legislative progress (e.g., Senate & House Transportation Committees, Aviation Caucus)



IMPLEMENTATION

Since the Pennsylvania Aviation System Strategic Investment Plan was accepted by the TAC and STC:

- Endorsed by the PA Aviation Advisory Committee, Aviation Council of PA, and Aircraft Operators and Pilots Association
 - Planned outreach to the Shapiro Administration, General Assembly, and other aviation stakeholders
- TAC can monitor progress, does not take on an implementation role.



IMPLEMENTATION

- Re-structuring of the Aviation Advisory Committee and Aviation Council of PA to develop five subcommittees:

Funding

Workforce

Technology

Air Freight and
Commercial Air
Service

Legislation and
Policy



Pennsylvania Aviation at a Crossroads...

Sunset on a historic era of development...

Sunrise on a promising future...

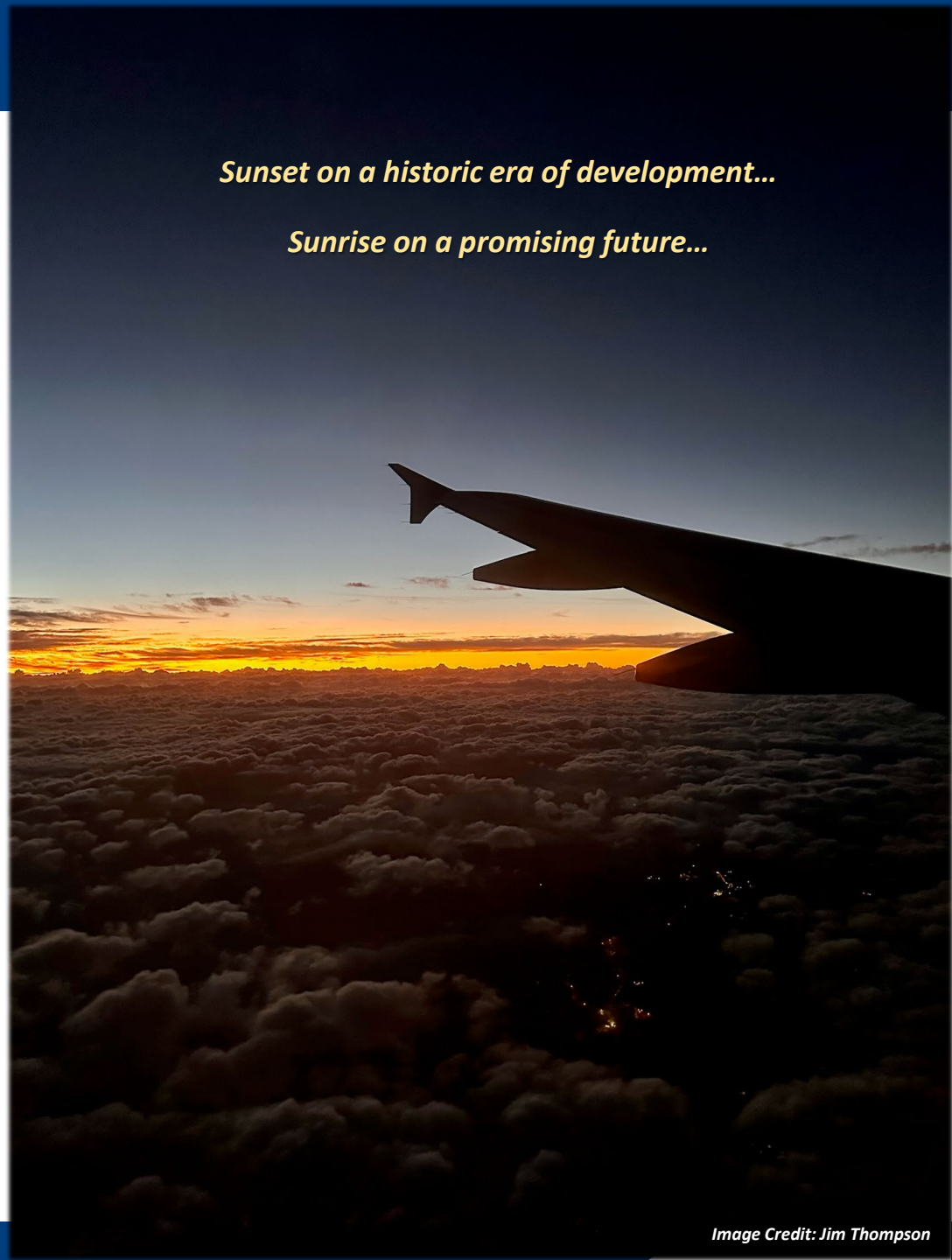


Image Credit: Jim Thompson



STATE TRANSPORTATION ADVISORY COMMITTEE

Jody L. Holton, *Chair*
Mark Murawski, *Vice-Chair*

**TESTIMONY BEFORE THE
PENNSYLVANIA SENATE TRANSPORTATION COMMITTEE
APRIL 20, 2023 PUBLIC HEARING
JOHN MURTHA-JOHNSTOWN CAMBRIA COUNTY AIRPORT**

**PRESENTED BY
MARK R. MURAWSKI, CO-CHAIR
STATE TRANSPORTATION ADVISORY COMMITTEE AVIATION TASK FORCE**



INTRODUCTION

Good morning, Senate Transportation Committee Majority Chairman Langerholc, Minority Chairman Flynn and Honorable Committee members and guests, my name is Mark Murawski and I am Vice-Chair of the State Transportation Advisory Committee, (TAC). I also have been employed by the County of Lycoming as a transportation planner overseeing our Metropolitan Planning Organization, (MPO) for the past 37 years. As you are aware, the TAC was formed by state legislation in 1970 with a stated purpose and mission to consult and advise the State Transportation Commission, (STC) and PennDOT Secretary on all transportation modes, (including aviation) and serve as a connection between PennDOT and the general public. TAC also performs a key role in the planning process, in part, by conducting in-depth studies on key transportation related issues. Our 30-member TAC is Chaired by Jody Holton who provides valuable leadership toward the successful development of TAC studies.

TAC STUDY PROCESS

Briefly, our study process entails an annual identification of study topics that are submitted by TAC members, STC members and PennDOT. The TAC reviews and prioritizes all study proposals and selects those topics that have the highest priority and are within the TAC budget. Once the study is selected, the TAC is responsible for conducting the study and reviewing study results. The process culminates in the adoption the study by the STC with subsequent publication on the *patalktransportation* website.

Since 2000, the TAC has undertaken 33 studies regarding a full range of transportation topics, yet I noticed that there had not been an in-depth aviation study done during this time period and even prior to 2000, only limited examination of aviation was undertaken. Since I am also Secretary of the PA Aviation Advisory Committee (AAC), I consulted with PA AAC Chairman Robert Shaffer about the need and timing for such a study. It is important to note, that unlike TAC, the AAC has not been allocated a budget to undertake aviation studies even though important issues demanding attention should be addressed which in my view is a concern. **Consider, in 2019 the PA aviation system generated over \$34 billion in total economic output, employed 226,000 people with family sustaining wages and accounted for 4.3% of the state GDP.** Therefore, I approached Dr. Larry Nulton, a fellow TAC member with extensive aviation knowledge and experience about us co-sponsoring a first-ever TAC ***“Pennsylvania Aviation System Strategic Investment Plan”*** using TAC resources. Dr. Nulton enthusiastically agreed and in February 2022 the TAC formally approved our study request. PennDOT did an outstanding job with expediting the study Notice to Proceed to TAC consultants Michael Baker International, Gannett-Fleming and the Deering Consulting Group in late March-2022.

A key initial step in the TAC study development process is to form a Task Force that is typically comprised of TAC members, PennDOT representatives and selected external expert stakeholders to help inform, guide and enhance study activities by providing valuable expertise and review of study products and to facilitate public outreach. The TAC study sponsor is afforded the opportunity to Chair the Task Force. In this case, Dr. Nulton and I served as Task Force Co-Chairs since we both co-sponsored the original study request. Dr. Nulton and I worked cooperatively to identify and select a 20-member Task Force with strong representation of aviation interests. In

short, this Task Force was the “who’s who” of state aviation leaders (and some are sitting in this room today) so Dr. Nulton and I had a great team to work with from the very beginning. All Task Force participants were very active in a meaningful way throughout the nine-month study process. Dr. Nulton and I especially want to extend our sincere gratitude to PennDOT Bureau of Aviation Director Tony McCloskey for his extensive involvement that gave us all important insights during our deliberations that certainly added value to our process.

In terms of public outreach, TAC held 8 regional listening sessions at selected commercial service airports throughout the Commonwealth during June and July, 2022. One of those sessions was held right here at the Johnstown airport. A total of 150 participants collectively attended these sessions. An additional listening session was then held in August exclusively to discuss state-wide general aviation. Valuable feedback was obtained at these sessions and was used to develop study recommendations. In addition, the PA AAC received regular briefings on the study progress at their quarterly public meetings and the PA Aviation Council held monthly roundtable forums that disseminated information to a wider audience of aviation stakeholders. The consultants and I also made study presentations at the PA Aviation Conference at the Latrobe Airport in September, 2022 and at the PennDOT Planning Partners Fall Conference with MPO’s and RPO’s in State College in October, 2022.

TAC AVIATION STUDY ISSUES AND RECOMMENDATIONS

According to the TAC Study, the Pennsylvania aviation system requires an investment of approximately **\$ 217.5 million** annually to keep the state's 121 public-use airports in a state of good repair and to complete basic modernization projects, **yet traditional state and federal aviation funding typically covers less than half of that amount.** Traditional annual federal and state funds provide \$ 71 million and \$ 22 million respectively, however thanks to supplemental Federal funding from the recently enacted Bipartisan Infrastructure Law (BIL) by Congress, we now are able to fill a significant portion of that annual unmet need amounting to \$ 71 million **yet it still leaves a \$ 53.5 million annual shortfall for PA aviation.** The consequences of funding shortfalls mean commercial service and general aviation airports in the Commonwealth must defer projects such as runway and taxiway improvements, hangar development and terminal upgrades resulting in an overall aviation system that is less competitive and poorly positioned for future growth. Lack of timely improvements also compromises system performance and leads to more costly repairs in the future. The report provides more details about these consequences with an underfunded state aviation system.

To close the \$ 53.5 million funding gap, the TAC study recommends a mix of six revenue sources that can be phased in as follows:

- Increase the Jet Fuel Tax from two cents per gallon to 4 cents per gallon.
- Increase the Avgas Tax from 6 cents per gallon to 12 cents per gallon.
- Direct 5% of revenue generated from a new Package Deliver Fee identified in the Transportation Revenue Options Commission, (TROC) Report dedicated to aviation.
- Redirect the 6 % Aircraft Sales Tax from the General Fund to aviation.
- Impose a new annual Aircraft Registration Fee averaging \$ 300 per aircraft.
- Redirect 0.02 % of the State Sales Tax from the General Fund to aviation.

These funding sources identified in the report under Scenario Four on page 49 could completely close the aviation funding gap within 4 years or sooner. In addition, strong consideration should be given to indexing funding to keep pace with inflation. We have been careful to provide a rational nexus between the aviation funding source and the benefit to the overall aviation system. For example, significant increases in package delivery volumes impose maintenance and improvement costs on the state's transportation infrastructure including aviation so aviation should receive a small share of this funding, if enacted. Owners of PA based aircraft should pay a registration fee as do owners of motor vehicles, motorcycles, boats, etc. In terms of Jet Fuel and Av tax increases, these taxes have not been raised in about four decades and have significantly lost their buying power due to inflation and the proposed increases are consistent with most neighboring states.

It should also be emphasized when BIL expires in 2026, the aviation funding gap would increase to \$ 124.5 million annually with this loss of federal funds along with no state action to increase state revenue identified in the report. Without a solid aviation funding plan, it is difficult to maintain aviation as a “system” that will meet the growing needs of the 21st century.

The TAC report addresses the remaining topics of this hearing in great detail. I will briefly list the topical issue and highlight just several examples of ways action can occur to address these issues. Again, please refer to the TAC report for a full description of recommended strategies.

AVIATION WORKFORCE

Pennsylvania currently faces an aviation workforce shortage that was exacerbated by the COVID-19 pandemic. The need to solve this problem is made even more urgent with a post-pandemic rebounding economy where increasing demands on commercial air travel are quite evident. The TAC study recommends the following major strategic actions to address workforce shortages:

- ***Implement a comprehensive aviation training and recruitment strategy***
- ***Support legislative efforts to raise the federal mandatory retirement age for pilots***
- ***Equip airport managers and authority boards with the tools necessary to proactively preserve and enhance PA’s airports by improving the quality and efficiency of airport operations and transferring knowledge.***

ECONOMIC IMPACT/ECONOMIC DEVELOPMENT

As previously stated, PA's airports clearly have a significant impact on the economy of their host communities yet ironically many airports are not adequately integrated into local and regional economic development strategies. Also, our airports need to generate additional revenue to maintain financial sustainability and continue to provide economic value to the Commonwealth in the future. For example, the PA AAC and ACP have worked cooperatively to evaluate the unmet need for additional aircraft hangars as fuel sales and hangars are the predominant sources of revenue generation by PA airports, particularly general aviation airports. **On average, each GA airport in PA has a hangar waiting list of 19 aircraft owners.** The TAC study recommends the following major strategic actions:

- *Market the value of PA airports as an industry and economic asset.*
- *Support existing and develop new incentive programs to encourage economic development at and surrounding PA airports such as implementing the new Airport Land Development Zone, (ALDZ) Program and developing P3 hangar bundling initiative to increase hangar capacity - (similar to bridge bundling approach).*

Please note the PennDOT BOA Economic Impact Study is a great resource to articulate the value of our airports and it should be continued in the future on a more frequent basis to keep valuable data current!

AIRPORTS AND COMMUNITIES / LAND USE

Land use and zoning have impacts on local airport development and vice versa. One such tool designed to protect and preserve the Commonwealth's aviation infrastructure while protecting public health, safety and welfare is PA Act 164 Airport Hazard Zoning - (AHZ). Airport hazard zoning is a commonsense safety action in which local jurisdictions control the height of any structures that could interfere with safe aviation operations, **yet less than half of affected municipalities have formally enacted the zoning since its adoption in 1984.** The TAC study recommends the following major strategic actions:

- *Increase compliance with Airport Hazard Zoning Law*
- *Continually monitor land use changes prompted by airports and advance legislative and regulatory changes, as required.*
- *Expand airport manager knowledge on how to effectively work with communities.*

AIR FREIGHT

For PA to be economically competitive in transporting air freight, cargo transport trends and issues and needs must be better understood and evaluated as air cargo demand continues to grow and cargo delivery methods continue to evolve. Cargo expansion requires federal, state, regional and private investment. Air cargo demand in the US increased 39% during the past decade with E-commerce accounting for over 13% of all retail sales in 2021 (\$ 870 billion) up 14% from 2020 levels. Key industries in PA that rely on air cargo include technology/biotechnology, pharmaceuticals and overnight parcel delivery. The air cargo industry adapted quickly to increased demands from the pandemic as a critical lifeline. The TAC study recommends the following major strategic actions:

- *Assess the local/ regional business needs for air cargo services to align businesses with future air cargo opportunities.*
- *Develop a guide for air cargo analysis and integration with planning application at the state and regional levels.*
- *Engage aviation stakeholders in the updates to state and regional freight plans and encourage new, collaborative approaches to intermodal connectivity to foster stronger linkages among cargo, land use and economic development.*

COMMERCIAL AIR SERVICE

Pennsylvania has 14 commercial service airports that are an important contributor to state and local economies. Airline staff shortages and loss of federal subsidies make smaller regional airports more vulnerable to the loss of air service. Without access to commercial air services or a desired type of service, travelers leave their local community to access service in a neighboring region or even outside of our state. A recent example is total loss of air service at the Williamsport Regional Airport for over two years now despite a recent \$ 17 million investment in a new terminal building as this airport lost their Essential Air Service, (EAS) designation in 2012. The TAC study recommends many strategic actions but some highlights are:

- ***Include the Commonwealth and local government elected officials in the EAS bidding process to strengthen EAS state-wide.***
- ***Increase state involvement to coordinate, assist and support airports in attracting and retaining commercial air service. Start thinking of PA aviation as a “system” where airports complement each other’s efforts and not compete against each other for air service. A statewide passenger leakage analysis to identify areas/regions/ airports that may need additional marketing / retention assistance can be a useful tool in order to prioritize investments and better respond to our travel market demand in terms of efficiency and cost.***
- ***Incorporate considerations of alternative fuels into future funding and marketing strategies as airlines begin to shift toward alternatively fueled aircraft.***

AVIATION TECHNOLOGY

Emerging aviation technologies such as unmanned aircraft systems, advanced air mobility, alternative fuels and other innovations are occurring at a rapid pace. Pennsylvania must be proactive and prepared to address the policy and operational challenges that come with these advancements and some neighboring states are doing it aggressively such as Ohio. Unfortunately, due to limited resources, Pennsylvania has not been pursuing new aviation technologies as quickly as some other states, impacting the state's economic competitiveness. Again, the TAC study recommends numerous strategic actions but some priority initiatives include:

- ***Develop a framework for the safe, efficient use of drones and other unmanned aircraft technologies in PA.***
- ***Plan and prepare for developing the infrastructure needed to deploy alternative fuels such as hybrid-electric and electric-powered aircraft.***
- ***Prepare for Urban Air Mobility and plan for vertical takeoff and landing (VTOL) aircraft including defining a statewide protocol for VTOL development and set aside land to accommodate them.***

INDUSTRY COLLABORATION / PARTNERSHIPS

A wide range of partners and partnerships exist and are possible for advancing PA Aviation. Leveraging these partnerships along with industry collaboration will yield better outcomes at PA airports and improve economic outcomes throughout the Commonwealth. Since most of the TAC Task Force members were from the aviation interest groups this collaboration has had an excellent start that should be sustained and expanded. Other examples of airports with strong collaboration highlighted in the TAC report include the Lehigh Valley and Westmoreland County Airports along with a list of over 40 other organizations-both aviation and non-aviation-where collaboration will be beneficial toward implementing the TAC Study recommendations. A few strategic actions include:

- *Improve collaboration between airports and PA MPO's and RPO's in terms of the transportation planning process.*
- *Develop an Air TAP program to provide technical assistance for all PA airports similar to the LTAP program targeted at municipal highway and bridge training.*
- Encourage airports to work closely with county and regional economic development organizations.

AVIATION LEGISLATION/POLICY

We need to maximize aviation opportunities through forward- thinking policy and effective legislation to help sustain and grow the aviation industry in PA. We applaud the Senate Transportation Committee by providing policy leadership by holding this public hearing focusing on the state of aviation in PA and for the General Assembly passage of the ALDZ Program previously noted along with the earlier passage of PA Act 53 Aviation Sales and Use Tax Exemption which should be preserved given its positive economic impact. The main recommendations in the TAC Study are:

- **Facilitate passage of the six revenue raising measures outlined earlier to close the \$ 53.5 million annual state aviation funding gap as a phased approach with a goal to fully achieve this reality within four years.**
- **Establish regular dialogue with the General Assembly on aviation focused legislative progress, primarily with the Senate and House Transportation Committees and Aviation Caucus.**

AVIATION STUDY IMPLEMENTATION

It is significant to note that three major aviation organizations endorsed this TAC study prior to adoption by the State Transportation Commission: PA Aviation Advisory Committee (AAC), PA Aviation Council, (ACP) and Aircraft Owners and Pilots Association, (AOPA). Their endorsement letters are attached to my testimony. These key TAC Task Force members along with many others are fully committed toward successful implementation of the TAC study recommendations and for undertaking outreach efforts with the new Shapiro Administration, General Assembly and other major stakeholders. It is important to note that the TAC mission is to conduct the studies, however TAC does not implement its study recommendations given its statutory mission.

I am pleased to note acting as PA AAC Secretary that I am working with AAC Chairman Bob Shaffer and ACP President Gabe Monzo to re-structure our approach to ensure these two key organizations provide the necessary leadership role to advance the TAC Study recommendations. As a result, our first step is to form five joint sub-committees consisting of Aviation Funding, Aviation Workforce Development, Aviation Technology, Air Freight/Commercial Air Service and Aviation Policy and Legislation that will be Co-Chaired by an AAC and ACP member. Other public – private organizations are also being recruited to join these sub-committees where their expertise and assistance is necessary so we are off to a great start.

Pennsylvania aviation is at a crossroads. We do not want to be viewing a sunset on a historic era of aviation progress. Rather, we prefer to witness a sunrise on a promising aviation future which can be achieved with your continued support! On behalf of TAC, I thank you for the opportunity to testify today.

ATTACHMENT A

MAJOR AVIATION ORGANIZATIONS ENDORSING TAC AVIATION STUDY

- **Pennsylvania Aviation Advisory Committee Letter**
- **Pennsylvania Aviation Council Letter**
- **Aircraft Owners and Pilots Association Letter**

Robert W. Shaffer, Chair
Edwin R. Lozano, Vice Chair
Mark R. Murawski, Secretary



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

December 14, 2022

The Honorable Yassmin Gramian, P.E.
Secretary, Pennsylvania Department of Transportation
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120

Dear Secretary Gramian:

On behalf of the Pennsylvania Aviation Advisory Committee (AAC), I convey our enthusiastic support for the recommendations contained in the PA Aviation System Strategic Investment Plan prepared by the State Transportation Advisory Committee, (TAC) and approved by the State Transportation Commission. I fully believe this report sets a bold and innovative vision with an action plan to advance the future of Pennsylvania aviation. As you know, aviation has undergone significant challenges, especially due to the impacts of the COVID- 19 pandemic affecting our ability to sustain funding, retain and expand the workforce and preserve commercial and general aviation services. The report recognizes these challenges and offers workable strategies to effectuate needed change. Emerging aviation technology is also very important to address such as unmanned aircraft, hybrid fuels and supporting infrastructure at airports.

The implementation of this study will be critical. The AAC is committed to working with our aviation partners and stakeholders to advance the study recommendations. PennDOT and its Bureau of Aviation will help play a critical role as we enter a new administration. We will be in touch soon to coordinate our program and legislative priorities prior to meeting with the PA General Assembly next year. I am also enclosing TAC study support letters from the PA Aviation Council and Aircraft Owners & Pilots Association.

We appreciate your leadership direction and support as we collectively embark on the hard work that is ahead for the betterment of the Commonwealth's aviation system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert W. Shaffer".

Robert W. Shaffer, Chairperson

CC: Anthony McCloskey, PennDOT Bureau of Aviation Director
Andrew Batson, PennDOT Deputy Secretary for Multi-Modal Transportation
Gabe Monzo, PA Aviation Council President
AAC Members



December 13, 2022
Pennsylvania Aviation Advisory Committee
PA Department of Transportation / Bureau of Aviation
400 North Street, 7th Floor
Harrisburg, PA 17120

Re: Transportation Advisory Committee Report on Strategic Investment in Aviation

To the Honorable Members of the Pennsylvania Aviation Advisory Committee,

The Aviation Council of Pennsylvania, a non-profit trade association comprised of airports, fixed-base operators, flight schools, business aircraft operators, aerospace manufacturers and suppliers, air charter operators, and other aviation organizations, which has been representing the voice of Pennsylvania aviation since 1960, voices its general support for the Transportation Advisory Committee's (TAC) Aviation Task Force's final report and recommendations. Moreover, our support aligns with the strategic future investment in the Commonwealth's aviation industry. We appreciate the Task Force's cooperation and dedication to uncovering the needs of Pennsylvania aviation, with the understanding that some needs still may remain unaddressed.

The sustainability of the Pennsylvania aviation industry is no small matter. The industry alone supports hundreds of thousands of jobs for the Commonwealth's citizens and billions in economic gain yearly. As time has progressed, and technology has modernized, the current aviation-based funding granted to our airports does not align with their diverse, current, and ensuing needs. The TAC assessment serves as a successful first step in recognizing the future needs of the industry. The Aviation Council is committed to working cooperatively with all public and private aviation stakeholders in Pennsylvania to address the many points prioritized in this aviation needs assessment.

As the Aviation Council of Pennsylvania remains committed to the growth and prosperity of the aviation industry, we are eager to support future initiatives related to important study.

Blue skies,

A handwritten signature in blue ink, appearing to read "Gabe Monzo".

Gabe Monzo
President
Aviation Council of PA



421 Aviation Way
Frederick, MD 21701

T. 202-737-7950
F. 202-273-7951

www.aopa.org

7 December 2022

Pennsylvania Aviation Advisory Committee
PA Department of Transportation / Bureau of Aviation
400 North Street, 7th Floor
Harrisburg, PA 17120

TRANSMITTED BY ELECTRONIC SUBMISSION

Email: MMurawski@lyco.org

Re: Transportation Advisory Committee Report on Strategic Investment in Aviation.

Honorable members of the Pennsylvania Aviation Advisory Committee,

The Aircraft Owners & Pilots Association (AOPA), the world's largest aviation membership organization representing the general aviation interests of 9,404 pilots in the Commonwealth of Pennsylvania concurs with the findings in the Transportation Advisory Committee's (TAC) Aviation Task Force final report and generally supports its recommendations for necessary strategic investment in Pennsylvania's aviation system.

Pennsylvania's network of airports is a vital component of the state's transportation system. It is comprised of 121 public-use airports that generate \$28.5 billion in annual economic impact and support 322, 965 jobs. These airports provide vital access to national and international networks, connecting people and businesses with goods and services, including healthcare. Your airports are at the forefront of national preparedness, serve as staging points during major weather events and serve as rallying points in times of national crisis.

The ability of the state's aviation system to efficiently meet future demand for travel depends upon Pennsylvania's ability to maintain its facilities in a state of good repair, undertake prudent modernization projects, and pursue strategic initiatives to prepare for coming advances in technology. Without a strategic program of adequate investment, the states' aviation infrastructure will continue to deteriorate. Ultimately this will result in reduced services, lost jobs, and the eventual closure of airports. For these reasons, AOPA supports the TAC report for strategic investment in Pennsylvania's system of Airports.

For questions or additional information, please contact me directly at 301-695-2090 or by email at sean.collins@aopa.org.

Sincerely,

Sean M. Collins, AOPA
Eastern Regional Manager