

Pennsylvania Takes Flight: A Framework for Landmark Comprehensive State Aviation Legislation



PA AVIATION ADVISORY COMMITTEE

PREPARED BY

**PENNSYLVANIA AVIATION ADVISORY COMMITTEE
AVIATION COUNCIL OF PENNSYLVANIA**

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WHY COMPREHENSIVE STATE AVIATION LEGISLATION NOW?

Pennsylvania’s aviation system is at a pivotal point in time. The Commonwealth has the opportunity to wisely invest in the system’s upkeep and modernization and foster strategic industry collaboration to address opportunities and pressing issues.

The Pennsylvania Transportation Advisory Committee, (TAC) prepared a “**Pennsylvania Aviation System Strategic Investment Plan**” adopted by the State Transportation Commission in December, 2022. The plan [can be found at](#) . This first-ever PA Aviation System Strategic Investment Plan provides a bold, innovative blueprint for moving the Commonwealth forward to strengthen our aviation system during the 21st century. According to the study, the aviation sector plays a vital role in the state’s economy. In 2019, PA aviation generated over **\$ 34 billion** in total economic output, **employed 226,000 people** with family sustaining wages and accounted for over **4.3 % of the state Gross Domestic Product**. Aviation infrastructure in PA is vast with **121 public use airports requiring at least \$ 217 million annually** to stay in a good state of repair and complete basic modernization projects to keep PA competitive with other states. Currently, PA is spending approximately **\$164 million annually** with most of that investment coming from federal dollars that was doubled recently due to the passage of the Bipartisan Infrastructure Law, (BIL). **In fact, only \$ 22 million annually is spent from traditional state sources largely derived from a state tax on jet fuel and av gas which has not been increased in nearly 40 years.** With inflation, the buying power of this revenue has been substantially reduced since these funds are not indexed. We must increase our investment in aviation **NOW** and regard it as a **SYSTEM** and not just mutually exclusive individual facilities with piecemeal approaches to planning, development and investment. **The \$ 53.5 million annual funding gap is not insurmountable and can be overcome especially when put in context of an \$ 8 billion annual expenditure on overall transportation facilities in PA where aviation is substantially less than 1% of that budget yet contributing over 4% annually to the state’s economy. What a return on investment!**

OVERVIEW (PRINCIPLES)

- Statewide System



- Comprehensive Assessment
- Funding Needs
- Issues and Opportunities
- Stakeholder Engagement



The TAC plan identifies challenges facing the aviation sector in Pennsylvania including:

- *An overall underinvestment in our state aviation system of \$ 53.5 million annually and growing.*
- *Aviation workforce shortages across many positions and functions.*
- *Rapid advances in technology and energy, with the pace of change accelerating.*
- *Difficult economics of the airline industry, resulting in fewer Pennsylvania airports providing commercial passenger service.*
- *Strong demand for air cargo services and facilities to meet goods movement needs, including e-commerce growth, especially for high-value, time sensitive items.*
- *Development pressures challenging the continued operation of some public-use airports.*

Therefore, the purpose of this policy paper is to call attention to the need for comprehensive state aviation legislation to implement certain recommendations in the TAC study, including proposing a framework and process for aviation legislation development and enactment. The PA Aviation Advisory Committee, (PA AAC) and Aviation Council of PA (ACP) agree with TAC that this study should serve as the foundation for Pennsylvania’s executive and legislative branches to advance a comprehensive aviation agenda over the next five years and beyond in partnership with private and public stakeholders. **The timing for takeoff could not be better.**

TAKING OFF...

Overview

Participation

Investment

Leverage

Implementation



Image Credit: Malton Aviation Services

STATE OMNIBUS AVIATION BILL FRAMEWORK

This section identifies 25 recommendations that would require state legislation to implement. Most of these recommendations are contained in the TAC Aviation Strategic Plan with a few others identified by the PA Aviation Advisory Committee, (PA AAC) and the Aviation Council of PA (ACP). Appreciation is expressed to Senator Wayne Langerholc, Majority Chair, PA Senate Transportation Committee for convening a public hearing on the *State of Aviation in PA* that was held on April 20, 2023 at the John Murtha Johnstown-Cambria County Airport at which numerous aviation leaders testified, including a summary provided by the TAC Vice Chair on the TAC Aviation Plan. As a follow-up to this important public hearing, the PA AAC acknowledges the fine efforts of Nolan Ritchie, PA Senate Transportation Committee Executive Director for his assistance in determining which TAC report recommendations would require state legislation to implement. In order to properly understand the context of these recommendations that are presented in two parts comprised of six focus areas in the TAC plan, the recommendations will be grouped and summarized by these focus areas with a brief explanation of focus area issues and challenges presented herewith. Please note, the detailed rationale behind these recommendations is well documented in the TAC Plan and will not be repeated in this document.

Part One – Closing the Aviation Funding GAP

Issue Demanding Attention:

As noted previously, Pennsylvania aviation has a \$ 53.5 million annual funding gap in properly addressing aviation system infrastructure needs. This unmet need increases each year due to inflation. Further, extra federal funding due to the federal BIL legislation is set to expire in FY 2025-2026, which would leave a funding gap of more than \$ 124.5 million annually if not reauthorized by Congress. The unmet need results in a shortfall at Pennsylvania’s 14 commercial service airports as well as its numerous general aviation facilities. The funding shortfall means that airports must defer projects such as runway and taxiway improvements, hangar



Photo Courtesy of Philadelphia International Airport

development and terminal upgrades. This results in a state aviation system that is less competitive and poorly positioned for future growth. As with other transportation modes, failure to make timely improvements compromises system performance and ultimately results in more costly future repairs and public safety concerns.

TAC Recommendations Requiring PA General Assembly Legislative Action

The TAC report evaluates options for generating additional state revenue to close the \$ 53.5 million funding gap to appropriately fund Pennsylvania’s aviation assets. Although four potential scenarios were developed for revenue generation purposes, TAC recommended a mixed-use funding scenario (#4) that includes a diverse set of aviation and non-aviation revenue sources as follows:

- *Impose a new annual Aircraft Registration Fee averaging \$ 300 per aircraft. (Close coordination with the Aircraft Owners and Pilots Association (AOPA) should be conducted to set specific fees for certain aircraft types.)*
- *Increase the PA Jet Fuel Tax from 2 cents per gallon to 4 cents per gallon.*
- *Increase the PA Avgas Tax from 6 cents per gallon to 12 cents per gallon.*
- *Redirect the 6 percent Aircraft Sales Tax from the General Fund to aviation.*
- *Redirect 0.02 percent of the 6 percent State Sales Tax from the General Fund to aviation.*
- *Direct 5 percent of revenue generated from a new Package Delivery Fee to aviation.*

Part Two – Leveraging Our Aviation Investment

AVIATION WORKFORCE

Issue Demanding Attention:

Workforce shortages in aviation occupations are a barrier to continued industry growth and to meeting the present staffing needs. Addressing current workforce shortages and implementing solutions to develop the next generation of industry professionals from pilots, to mechanics, to airport managers is critical to maximizing aviation’s impact on Pennsylvania’s economy. An organization that is playing a leadership role in addressing the aviation workforce gap in PA is AERIUM, a non-profit 501 (c)3 in Johnstown, PA with the purpose to cultivate the pipeline between students, educational institutions and the aviation industry.



TAC Recommendations Requiring PA General Assembly Legislative Action:

It is important that PA implement a comprehensive aviation training and recruitment strategy as well as equip airport managers and airport authority boards with the tools necessary to proactively preserve and enhance PA airports by improving the quality and efficiency of airport operations and services. Accordingly, TAC recommends the following legislative actions:

- *Facilitate the development and creation of new flight academies or trade schools throughout Pennsylvania and support existing schools.*
- *Enhance existing scholarship or tuition reimbursement programs to support aviation and avionics education and training.*
- *Develop an Airport Technical Assistance Program (AirTAP) similar to Minnesota's or North Carolina's AirTAP programs. Strongly consider the university partnership model common to both states.*



The Future of the PA Aviation Workforce Starts Now!
Photo Courtesy of Aerium

ECONOMIC DEVELOPMENT

Issue Demanding Attention:

Pennsylvania'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. The economic impact of PA airports has been well documented by the PennDOT Bureau of Aviation in their most recent 2022 PA Economic Impact Report. However, PA airports need to generate additional revenue to maintain financial sustainability and continue to provide economic value to the Commonwealth in the future. A primary revenue source for airports (particularly general aviation airports) is leasing hangar space, but capturing this revenue will require the construction of many new airport hangars, **as on average, each general aviation airport in PA has a hangar waiting list of 19 aircraft owners.** However, constructing new hangars is becoming increasingly cost prohibitive with the cost to construct airport hangars increasing by approximately 30% over the last several years. Such cost drivers include National Fire Protection Association Section 409 requirements mandating fire suppression for hangars larger than 12,000 square feet; stormwater requirements, inflation, higher borrowing costs due to raising interest rates, prevailing wage rates and 50/50 local matches that are cost prohibitive for many smaller airports.



Newly Constructed Box Hangars at New Garden Flying Field
Photo Courtesy of TranSystems

TAC Recommendations Requiring PA General Assembly Legislative Action:

There is a need to support existing and develop new incentive programs to encourage economic development at and surrounding Pennsylvania’s airports building upon the success of the recent state enactment of the Airport Land Development Zone Program, (ALDZ). A primary focus should now be to facilitate new hangar construction to address the growing backlog of hangar needs and generate new airport revenues.

- *Develop a Pennsylvania Airport Hangar Revolving Loan Fund (PAH-RLF) capitalized with a \$ 25 million Commonwealth investment.*
- *Deregulate small airport hangar construction by providing an exemption on installation of fire suppression equipment in hangars larger than 12,000 square feet in size. Use the PA Aviation Advisory Committee, (AAC) Hangar Development Sub-committee Report and earlier AAC collaboration with the Senate Transportation Committee staff as a starting point to finalize legislative text to fully address this issue.*

LAND USE



Issue Demanding Attention:

Land use planning and zoning have impacts on local airport development, and vice versa. Protecting and preserving the Commonwealth’s aviation infrastructure while protecting public health, safety and welfare was deemed important when Airport Hazard Zoning (AHZ) was enacted in 1984 through PA Act 164, yet **almost four decades later less than half of**

municipalities subject to the zoning are compliant. Airport hazard zoning is a common-sense safety action in which local jurisdictions control the height of any structures that could interfere with safe aviation operations. Connecting Pennsylvania’s airports and the surrounding community in terms of land use regulation, economic development and public engagement leads to mutually beneficial outcomes. With limited resources and competing interests at all levels of government and in all industries, leveraging limited resources through improved community connections is necessary.

TAC Recommendations Requiring PA General Assembly Legislative Action:

There is a need to increase municipal compliance with PA Act 164, Airport Hazard Zoning. Continual monitoring of land use changes prompted by airports is also essential with advancement of legislative changes, as required. Airport manager knowledge on how to effectively work with communities should be expanded through proper training.

- *Enact legislative options for requiring Airport Hazard Zoning over a phased period of time. e.g., two to three years for compliance. Provide the technical assistance needed in the interim to help bring all municipalities into compliance.*
- *Identify and advance needed legislative changes on an ongoing basis and bring to the attention of the State Planning Board.*
- *Develop an AirTAP to provide technical assistance for airport managers to improve their planning skills and to work more effectively with communities. Implementing a course similar to North Carolina’s AirTAP’s “Airport Public Relations and Communications” part of its statewide Airport Leadership and Management Program (ALMP) certification, would improve connections between airports and communities.*

COMMERCIAL AIR SERVICE

Issues Demanding Attention:

Pennsylvania is home to 14 commercial service airports. While largely driven by the market and decisions of commercial airlines, commercial air service is obviously an important contributor to both the state and local economies as well as communities. Community residents enjoy the convenience of access via a local airport for their long-distance travel needs, whether that be for leisure or business. Without this access or a desired type of service, travelers may leave the community to access air service in a neighboring region or even outside of Pennsylvania. Airline staffing shortages and loss of federal subsidies make smaller regional airports more vulnerable to the loss of air service, i.e., Williamsport Regional Airport total loss of air service for 2 years now after just constructing a new \$ 17 million state-of-the-art terminal building consisting of seven different forms of federal, state and local investment.

Commercial air service was greatly affected by the COVID-19 pandemic, which has led to new uncertainties in the future of business travel via PA airports. Changes in the federal Essential Air Service Program has also negatively affected some smaller Pennsylvania airports that have been removed from the program. Often times, local airport authorities do not have the resources or ability to satisfactorily address these issues with airlines. The overall aviation workforce shortages previously mentioned only worsen the airline recruitment and retention situation that go beyond the control of airport officials that are forced to compete against each other for limited commercial service options.



State Transportation Commission and PennDOT Executive Team Tour New Williamsport Regional Airport Terminal Building Provided By Airport Officials in June, 2023
Photo Courtesy of Williamsport Sun Gazette

TAC Recommendation Requiring PA General Assembly Legislative Action:

PA's commercial service airports receive varied levels of local investment in attracting, retaining and promoting commercial air service. Aviation stakeholders expressed the desire for Commonwealth assistance in negotiating with and attracting commercial airlines to the state's airports. The involvement of state agencies such as PennDOT and DCED (through a *Governor's Action Team for Aviation, (GATA)* in airline negotiations and marketing can facilitate a unified system-wide voice rather than each airport lobbying for its own needs. Alternative fuels infrastructure at PA airports needs to be planned, funded and deployed.

- *Develop "Fly Local" Programs throughout PA that offer state financial support and reimbursements for flying local and support creation of Governor's Action Team for Aviation (GATA).*
- *Develop and fund alternative fuels infrastructure at PA airports to accommodate hybrid-electric and electric-powered aircraft. Consider tax credit incentives to encourage public-private partnership investments.*
- *Appropriate Funding in support of a Governor's Action Team for Aviation, if formed.*

AVIATION TECHNOLOGY

Issues Demanding Attention:

Many emerging technologies related to aviation such as unmanned aircraft systems (UAS), advanced air mobility; (AAM), and other technological innovations are coming online. In order for Pennsylvania to take full advantage of the benefits (economic and otherwise) of these technological advances and be competitive with other states, the Commonwealth must be proactive and prepared to address the policy and operational challenges that may result. **Currently, PA has no technological framework or dedicated funding to address emerging aviation technologies and this need is reaching a critical stage given the rapid advancements such as drone use which can pose serious public safety and operational considerations.**



Photo courtesy of PA Drone Association

TAC Recommendations Requiring PA General Assembly Legislative Action:

- *Prepare for urban air mobility(UAM) and plan for vertical takeoff and landing (VTOL) aircraft by defining a statewide protocol for developing vertiports and set aside land to accommodate these facilities.*
- *Establish or gain licensing for a UAS information and data exchange program to foster public-private sector collaboration on research, testing and deployment.*

- *Develop policy guidance to assist Pennsylvania's airports in preparing for new and existing commercial / private-use UAS activity.*
- *Provide an appropriate level of staffing within PennDOT's Bureau of Aviation for a UAS / AAM manager to facilitate coordination of statewide drone / VTOL initiatives. At a broad level, this growing area of responsibility includes planning, policy development, public safety, and data management.*
- *Develop a Pennsylvania framework for the safe, efficient use of drones and other unmanned aircraft technologies (considering frameworks developed in other states as potential models.)*

PARTNERSHIPS



Photo Courtesy of PennDOT Connects

Issue Demanding Attention:

A wide range of partners and partnerships exist and are possible for PA aviation. At the airport level, an airport manager and the airport board or authority typically engage various partners. Leveraging aviation industry collaboration and partnerships will yield better outcomes at Pennsylvania airports and improved economic outcomes across the Commonwealth. The TAC report on page 118 lists a full range of potential PA aviation partners.

TAC Recommendations Requiring PA General Assembly Legislative Action:

One important partnership that needs strengthened according to the TAC report is improved coordination among airports and Metropolitan Planning Organizations, (MPO's) and Rural Planning Organizations, (RPO's) that are typically housed in County Planning Departments and Local Development District (LDD) offices. Some MPO's and RPO's have good relationships with the airport(s) within their respective planning jurisdictions and even include airport representation on their boards, however in other cases the relationship should be improved. It is important to note, federal law does not require airports to be represented on MPO/RPO Boards but as a major mode of transportation, MPO's and RPO's are encouraged to seek airport involvement and coordination. Since MPO's and RPO's develop federally funded multi-modal Long Range Transportation Plans that should have an airport component, all PA MPO's and RPO's should examine their current relationship with their airports and find ways to enhance collaboration and communication to ensure sound aviation policy and projects are reflected in these long range transportation plans.

- Improve coordination among airports and MPO's and RPO's by promoting state policy to encourage or require aviation representation as a voting member of MPO/RPO boards and vice versa on airport boards and incorporating aviation topics as part of PennDOT Planning Partners and PennDOT Connects discussions.

ADDITIONAL RECOMMENDATIONS PROPOSED BY

PA AVIATION ADVISORY COMMITTEE & AVIATION COUNCIL OF PENNSYLVANIA

The PA AAC and ACP have formulated several additional recommendations requiring state legislation that go beyond the TAC study as follows:

Issue Demanding Attention:

The PA AAC created by PA Act 1999-58 does not have a standing budget appropriate to conduct meaningful research into important aviation topics in order to properly advise state officials. The TAC Aviation Study was actually sponsored and funded by the TAC using its own budget and consultant work order process. It is not reasonable or practical to expect TAC to fund additional aviation studies that were identified in the TAC Aviation Report, as well as from other sources given the large amount of potential transportation study topics requested. The TAC budget typically can only support one or two studies annually and most requests therefore are not funded.

Therefore, the AAC should have its own annually appropriated budget to conduct specialized aviation studies and research to properly inform and advise state officials as per their role outlined in the Act.

PA AAC Recommendation Requiring PA General Assembly Legislative Action:

- Establish an annual appropriation for the operation of the PA Aviation Advisory Committee to conduct specialized aviation studies and research in the amount of \$ 250,000 and authorize the procurement of consultant services to perform such work through work orders managed by the PennDOT Bureau of Aviation, (BOA). The PennDOT BOA may use a portion of this appropriation to cover staff administration costs.

Issue Demanding Attention:

The PA Separations Act of 1913 requires public owners constructing projects to use a multiple-prime project delivery system and each of these prime construction contracts must be competitively bid. This Act is outdated and creates an inefficient project delivery method subject to increased claims and unnecessary costs and delays in delivering airport infrastructure improvement projects similar to other public works projects subject to the Act. This system only exists in 3 states and is not used in federal, private, residential, and commercial markets.

PA AAC/ACP Recommendation Requiring PA General Assembly Legislative Action:

- Modernize and reform PA Separations Act to allow choice of several project delivery methods on PA public construction projects to reduce claims and keep projects on time and within budget.

A CONSENSUS BUILDING APPROACH FOR COMPREHENSIVE STATE AVIATION
LEGISLATION

The PA Aviation Advisory Committee and the Aviation Council of PA are committed to champion for landmark comprehensive state aviation legislation in a transparent, inclusive and bipartisan fashion. We recognize that strong leadership through collaboration and reasonable compromise will be necessary to achieve a bill that can be passed by the General Assembly and signed into law by the Governor in a timely manner. The TAC PA Aviation System Strategic Investment Plan and this framework for a state aviation bill are excellent foundations for beginning this process and sharpening the focus on those priority issues most impacting PA Aviation.

We propose to form an Aviation Legislation Task Force to further develop omnibus state aviation legislation. The Task Force will be co-chaired by Mr. Mark Murawski representing the PA AAC and Dr. Larry Nulton representing the ACP as these individuals also co-chaired the TAC PA Aviation Strategic Investment Plan Task Force. Their brief bio's are herewith provided:



Mark R. Murawski serves as Vice Chair-Secretary of the PA Aviation Advisory Committee, Vice Chair of the State Transportation Advisory Committee and is a member of the PA Highway Information Association Board of Directors. Mark was the Transportation Supervisor for the County of Lycoming / WATS MPO for 32 years retiring in 2018, and still is employed with the County part-time. He was also Chairman of the Williamsport Regional Airport Authority for nine years from 2004-2013.



Dr. Larry J. Nulton, Ph.D. is a member of the Aviation Council of PA and the State Transportation Advisory Committee. Dr. Nulton is also the Vice President of Operations for Nulton Aviation Services Inc. headquartered at the John Murtha Airport in Johnstown, PA and is the Chairman and founder of Aerium, a non-profit association with a vision for aviation collaboration, education and industry advancement.

OTHER TASK FORCE REPRESENTATIVES FROM AVIATION ORGANIZATIONS WOULD INCLUDE

Robert Shaffer, Chairman, PA Aviation Advisory Committee

Gabe Monzo, President, Aviation Council of PA

David Heath, Aviation Council of PA and BBP Solutions

BJ Teichman, Aviation Council of PA

Tes Ali, PA Aviation Advisory Committee

Sean Collins, Aircraft Owners and Pilots Association, (AOPA)

PROPOSED TASK FORCE REPRESENTATIVES FROM PA GENERAL ASSEMBLY WOULD
INCLUDE

Senator Wayne Langerholc, Majority Chair, PA Senate Transportation Committee (or designee)

Senator Marty Flynn, Minority Chair, PA Senate Transportation Committee (or designee)

Senator Devlin Robinson, Chair, PA Senate Aviation Caucus (or designee)

Representative Ed Nielson, Majority Chair, PA House Transportation Committee (or designee)

Representative Kerry Benninghoff, Minority Chair, PA House Transportation Committee (or designee)

Representative Joshua Siegel, Majority Chair, House Transportation Sub-committee on Aviation (or designee)

Representative Brian Smith, Minority Chair, House Transportation Sub-committee on Aviation (or designee)

Representative Jordan Harris, Chair PA House Appropriations Committee (or designee)

Representative Seth Grove, Republican Chair, PA House Appropriations Committee (or designee)

Senator Scott Martin, Chair, Senate Appropriations Committee (or designee)

Senator Vincent Hughes, Minority Chair, Senate Appropriations Committee (or designee)

Speaker, Joanne McClinton, PA House of Representatives (or designee)

Senator Kim Ward, PA Senate Pro Tempore (or designee)

PROPOSED TASK FORCE REPRESENTATIVES FROM GOVERNOR SHAPIRO
ADMINISTRATION WOULD INCLUDE

The Honorable Governor Josh Shapiro or (Office of the Governor Designee)

The Honorable Mike Carroll, Secretary, PA Department of Transportation (or designee)

The Honorable Rick Siger, Secretary, PA Department of Community and Economic Development (or designee)

The Honorable Nancy Walker, Secretary, PA Department of Labor and Industry (or designee)

The Honorable Dr. Khalid Mumin, Secretary, PA Department of Education (or designee)

These state agencies have been identified as key players in the implementation of the TAC Aviation Study in the areas of aviation funding, work force and economic development, hangar construction and emerging aviation technologies.

OTHER PROPOSED RESOURCE ORGANIZATIONS IN SUPPORT OF AVIATION MAY INCLUDE

Federal Aviation Administration

PA Chamber of Commerce

State Planning Board

County Planning Directors Association

Metropolitan Planning Organizations & Rural Planning Organizations

Center for Rural PA

PA Legislative and Budget Finance Committee

Keystone Transportation Funding Coalition

Associated Pennsylvania Constructors

PA Drone Association

Selected Colleges & Universities

Other State Departments of Transportation (North Carolina, Ohio, Minnesota, Virginia)

Keith Chase, Gannett-Fleming

These agencies or organizations have been identified as key resource entities that can play a supportive role in the implementation of the TAC Aviation Study or serve as a knowledge base to further advance key issues demanding attention as previously described in this document. They will be called upon by the Task Force as needed or may be added as future Task Force members at the direction of the Task Force in consultation with those organizations. (This is not an exhaustive list and further recommendations are welcome.)

A STATEMENT ON COMPREHENSIVE TRANSPORTATION LEGISLATION

The PA Aviation Advisory Committee and the Aviation Council of PA recognize that the aviation mode does not operate in a vacuum and needs integrated with other transportation modes so PA has a functioning transportation system that meets the challenges of the 21st century. Accordingly, this framework can also be useful in the event the Governor and General Assembly choose to pursue a larger overall transportation bill as an evolution to PA Act 89 and should this occur, we will support such an initiative and strongly believe that aviation must have a seat at that table.

PA AAC Chair Robert Shaffer represented PA aviation interests on the Governor's Transportation Revenue Options Commission, (TROC) that was conducted in 2021 prior to the development of the TAC Aviation Study. The additional data collection and analysis on aviation funding needs has been developed by the TAC since the TROC report was issued to better refine and document the true PA aviation needs and state aviation funding gap.

TASK FORCE SCHEDULE

The PA Aviation Advisory Committee and Aviation Council of PA stand ready to get to work in activating this Task Force initiative, however we believe the groundwork must be laid with the PA General Assembly and the Governor Shapiro Administration prior to kick-off. Accordingly, we propose a series of introductory meetings with the key legislators and / or staff of the PA Senate and House Transportation Committees and the PA Senate Aviation Caucus to review the TAC study and this proposed legislative framework and to discuss the level of interest and parameters for moving forward. Likewise, concurrently we plan to have similar meetings with the Governor and / or his cabinet leadership for the same purpose. These meetings can be scheduled as soon as possible. It is envisioned that the major work of the Task Force will be conducted in CY 2024 with a goal of possible passage of omnibus state aviation legislation in 2024 or 2025. If more comprehensive state transportation legislation is pursued that includes a strong aviation component, then we are flexible to have the Task Force work and schedule adjusted accordingly.



What Will Be the Future of PA Aviation: A Sunrise or Sunset?
Beta Aircraft at DuBois Regional Airport
Photo Courtesy Robert Shaffer

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