

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



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

PENNSYLVANIA AVIATION ADVISORY COMMITTEE

SEPTEMBER 14, 2023 MEETING AGENDA

10:00 AM – 12:00 PM

RIVERFRONT OFFICE CENTER, (ROC)

1101 South Front Street

Harrisburg, PA 17104

(Room 4408 Fourth Floor)

Please note: Park at ROC South Lot- Gate Code is 3311#

- A. CALL TO ORDER / WELCOME – Chairman Robert Shaffer
- B. ROLL CALL OF MEMBERS – Mark Murawski, Secretary
- C. JUNE 8, 2023 MEETING MINUTES APPROVAL – Chairman Shaffer
- D. PENNDOT BUREAU OF AVIATION UPDATE – Anthony McCloskey, BOA Director
- E. STATUS OF AAC VACANT SEATS & RE-APPOINTMENTS – Murawski/McCloskey
- F. AVIATION COUNCIL OF PA UPDATE – Gabe Monzo & David Heath
- G. PENNSYLVANIA TAKES FLIGHT INITIATIVE -Murawski
- H. CHECKLIST FOR PA LEGISLATIVE EVENTS AT AIRPORTS – Nolan Ritchie
- I. FINALIZE AND LAUNCH JOINT AAC/ACP SUBCOMMITTEES
 - o Aviation Funding
 - o Aviation Workforce, Economic Impact and Partnerships
 - o Air Freight and Commercial Air Service
 - o Aviation Technology
 - o Legislative and Policy
- J. OLD BUSINESS – Chairman Shaffer
- K. NEW BUSINESS – Chairman Shaffer
- L. NEXT MEETING DATE – December 14, 2023
- M. ADJOURNMENT – Chairman Shaffer

REMAINING 2023 REGULAR MEETING SCHEDULE (Meeting Locations to be Announced)

- December 14, 2023

Mark Murawski

Subject: Aviation Advisory Committee Meeting
Location: PD, TR_ROC_4408_R

Start: Thu 9/14/2023 10:00 AM
End: Thu 9/14/2023 12:00 PM
Show Time As: Tentative

Recurrence: (none)

Organizer: Rohm, Brooke

Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!

Agenda to come closer to the meeting date.

Parking is in the "south lot" and the gate code is **3311#**. You will enter through the first set of doors, **NOT** the "Driver and Vehicle Customer Service Center" doors unless you need to renew your driver's license picture. There will be a security guard to have you sign in and then send you up to the meeting room via elevator.

Contact for attendee changes: Brooke Rohm, 717-425-7182 or brohm@pa.gov

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 262 867 237 811

Passcode: 2zh766

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 267-332-8737,,146626093#](#) United States, Philadelphia

Phone Conference ID: 146 626 093#

[Find a local number](#) | [Reset PIN](#)

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Robert W. Shaffer, Chair
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Mark R. Murawski, Secretary



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

PENNSYLVANIA AVIATION ADVISORY COMMITTEE

JUNE 8, 2023 MEETING MINUTES

MEMBERS & ALTERNATES IN ATTENDANCE: Chair Robert Shaffer, Representative Ed Neilson, Kyle Wagonseller, Mark Murawski, Tony McCloskey, Meredith Biggica, Gary Hudson, Tesfaye Ali, David Heath, Steve Keefer, Chuck Brewer, Justin Gensimore, Nolan Ritchie, Tim Edwards, Andy Allen.

GUESTS:

CALL TO ORDER

Chairperson Robert Shaffer called the meeting to order at 10:00 AM.

Chairman Shaffer recognized Representative Ed Neilson, Majority Chair of the PA House Transportation Committee who was in attendance. Representative Neilson said he was attending to get acquainted with the Committee members and its important work. Representative Neilson explained the work of the House Transportation Committee and its relevance to addressing numerous transportation issues and challenges facing the Commonwealth through a lively and informative exchange with Committee members. Chairman Shaffer and Secretary Mark Murawski noted the completion of the TAC Aviation Strategic Investment Plan approved by the State Transportation Commission in December, 2022 will be the basis for our Committee work focus in 2023 and beyond with state aviation funding being a critical component. Chairman Shaffer expressed his appreciation to Representative Neilson for attending our meeting and looks forward to working with the House Transportation Committee to implement the TAC Aviation Study recommendations and other related state aviation initiatives.

ROLL CALL OF MEMBERS

Secretary Mark Murawski performed the roll call of members. A voting quorum was achieved necessary to conduct business in accordance with the bylaws.

MARCH 9, 2023 MEETING MINUTES

Chairman Shaffer declared the meeting minutes approved without objection.

PENNDOT BUREAU OF AVIATION (BOA) UPDATE

Mr. Tony McCloskey, PennDOT BOA Director introduced Meredith Biggica, the new PennDOT Deputy Secretary for Multi-Modal Transportation. Deputy Secretary Biggica said that she was previously the Executive Director of the PA House Transportation Committee with extensive transportation policy background and experience that should serve her well in her new role at PennDOT and that she is interested in working closely with the Committee to advance a strong aviation agenda moving forward.

Tony then gave an update on BOA activities during the last quarter. Pavement Management System mapping has been sent to 95 public use airports for comment. A goal to finalize mapping is set for the end of the year and there will be a session at the ACP conference in October on this subject. Kimley Horn consultants are doing an outstanding job with the economic impact calculator task as one of the key deliverables resulting from the PA Aviation Impact Study Update. A story map GIS visualization tool should also be done by March 2024. The NASAO convention will be held in Pittsburgh next year which is the first time since the 1958 gathering and PennDOT will have a booth. Airport Authority board training is also moving forward so please take advantage of the opportunity as there are constantly new board members at our airports and this training is vital to understanding and executing their roles and duties.

PA AVIATION COUNCIL (ACP) UPDATE

Dave Heath reminded members to please mark their calendars for October 8-11, 2023 for the upcoming ACP PA Aviation Conference to be held in Bethlehem and an exciting program is being organized. Tickets are on sale now and please be sure to book your room early as attendance is expected to be strong. A fundraising element is being incorporated into the conference. There were 337 attendees at the AERIUM summit held at the Johnstown-Cambria County airport last month which was outstanding and involved a great mix of attendees backgrounds and interests in support of aviation education and workforce training needs.

DUBOIS-JEFFERSON TRAINING CENTER EVENT

Chairman Shaffer informed the Committee of the recent media event that was held at his airport to kick-off their new training center. PennDOT Secretary Carroll and many other dignitaries were in attendance and the event had good media coverage. A bus tour of the airport facilities and operations were also provided with a demo of the Redbird full motion simulator for pilot training now based at the airport being the star of the show. Pilot training availability is a major national issue and we are fortunate to have this facility in PA. (Unfortunately, there were technical difficulties showing the media event footage for Committee members so that was deferred.)

PA SENATE TRANSPORTATION COMMITTEE RE-CAP / NEXT STEPS

Mark Murawski provided an overview of the PA Senate Transportation Committee public hearing on the State of Aviation in PA Chaired by Senator Wayne Langerholc and held at the Johnstown-Cambria County Airport on April 20, 2023. This hearing was well attended and numerous representatives representing aviation testified, including Chairman Shaffer, ACP President Gabe Monzo, Mark and Dr. Larry Nulton who summarized the TAC Aviation Study and others, including PennDOT Secretary Mike Carroll and BOA Director Tony McCloskey. Mark said that our Committee should work closely with Governor Shapiro's administration and the General Assembly to build on this public hearing by focusing on implementation of TAC study recommendations that would require state legislative action. Mark proposed the AAC and ACP jointly co-sponsor such a legislative initiative that would develop a framework for a comprehensive state legislative package which could be accomplished via a "white paper" that Mark would be willing to draft for AAC/ACP review. Members concurred this would be a good approach to start the legislative and administration outreach process. The goal would be to have the white paper draft ready for review at the next AAC meeting in September and then kick-off the outreach efforts via a Joint AAC/ACP Task Force.

FINALIZE AND LAUNCH JOINT AAC/ACP RESTRUCTURED SUB-COMMITTEES

Mark Murawski outlined the scope of work for five restructured sub-committees that would be re-aligned to address the TAC Aviation Study recommendations by major focus area as follows:

Aviation Funding Sub-Committee

Aviation Workforce, Economic Impact and Partnerships Sub-committee

Air Freight and Commercial Air Service Sub-committee

Aviation Technology Sub-committee

Legislative and Policy Sub-committee

Each of these sub-committees will be jointly co-chaired by a representative from AAC and ACP. All members are encouraged to sign up for at least one of these sub-committees who will then designate/re-confirm their co-chairs and kick-off each of their sub-committee meetings. Mark will be in touch with sub-committee leadership to get things started.

OLD BUSINESS

There was no old business discussed.

NEW BUSINESS

Gary Hudson referenced a major proposed sports complex for Olympic training being constructed in 2024 in his area which should increase Chester County Airport traffic tremendously and the City of Coatsville is also getting ready for it through urban renewal efforts. Chairman Shaffer suggested that a federal earmark for needed airport infrastructure improvements could be pursued by local officials, if appropriate, in light of the regional significance of the project's impact on aviation and the overall community.

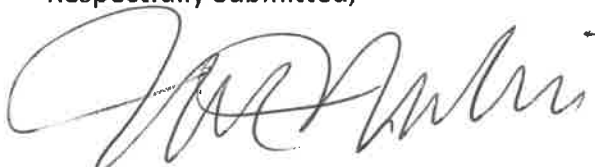
NEXT MEETING DATE

Chairman Shaffer said the next PA AAC meeting date is scheduled for September 14, 2023 at a location to be determined.

ADJOURNMENT

Chairperson Shaffer adjourned the meeting at 12:15 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Mark Murawski', written in a cursive style.

Mark Murawski, Secretary

PA Aviation Advisory Committee



August 31, 2023

Mr. Mark Murawski
Secretary
Pennsylvania Aviation Advisory Committee
81 Lab Lane
Harrisburg, PA 17110-2543

Dear Mr. Murawski,

I am writing to express my interest in being a member of the Pennsylvania Aviation Advisory Committee. As a seasoned professional in the aviation industry and pilot, I believe that my diverse background and expertise align well with the objectives and focus areas of the Committee. My resume, which is attached to this letter, offers a comprehensive overview of my credentials.

As the CEO of an FAA Part 135 Operation, the Vice President of Operations at an FBO at Johnstown Airport, and Chariman of Aerium, a not for profit corporation focusing on aviation education, workforce development and economic development, I have had extensive experience in various facets of aviation operations, including charter services, aircraft management, and flight training. At our facility, we have also partnered with Saint Francis University to operate a Part 141 flight school. In these roles, I have gained an in-depth understanding of FAA regulations, workforce development, economic implications, and technological advancements within the aviation sector.

My commitment to aviation extends beyond operations; I am actively involved in land development projects aimed at improving airport facilities and enhancing the overall ecosystem for both the operators and the patrons. My practical experience in these areas, I believe, would offer a valuable perspective to the Pennsylvania Aviation Advisory Committee, especially in the planning and decision-making process surrounding infrastructure development, workforce education, and aviation safety.

Additionally, I have spent considerable years serving as the CEO of a large mental health psychiatric practice. While this may seem unrelated at first glance, my experience in organizational development, leadership, and regulatory compliance in the healthcare sector has provided me with a unique cross-industry viewpoint.

Please find my resume attached for your review. I am excited about the possibility of contributing to the Pennsylvania Aviation Advisory Committee's important work and am available for any interviews or further discussions at your convenience.

Thank you for considering my application. I look forward to the opportunity to discuss how my skills and experiences align with the goals of the committee.

Sincerely,

A handwritten signature in black ink, appearing to read "Larry J. Nulton", is written over a white background.

Best regards,
Larry J. Nulton, Ph.D.

Larry J. Nulton, Ph.D.
Chairman
214 College Park Plaza
Johnstown, PA 15904
(833) 685-8661
www.aerium.org

CURRICULUM VITAE

LARRY J. NULTON, Ph.D.
Licensed Clinical Psychologist

PERSONAL DATA

Home Address: 3630 Snake Road
Colver, PA 15927
C: (814) 244-4741

Business Address 214 College Park Plaza
Johnstown, PA 15904
(814) 262-0025 (extension 20)

Email: ljnphd@nulton.com

EDUCATIONAL HISTORY

Bowling Green State University **Bowling Green, OH**

2020 – ABA Major: Applied Behavior Analysis – Certification

1995 - Ph.D. Major: Clinical Psychology - Full APA Accreditation
Preliminary Exam Topic: Forehead temperature: A psychophysiological study
and an investigation of the vascular theory of emotional efference.
Dissertation Topic: Neuropsychological correlates of hypertension: A
psychophysiological study. (Chair: Harold Johnson, Ph.D.)

Honors: Tuition Scholarship
Doctoral Fellowship

West Chester University **West Chester, PA**

1988 - MA Major: Clinical Psychology
Masters Thesis: Comparing several stress management
techniques. (Chairperson: Ronald J. Pekala, Ph.D.)

Pennsylvania State University **University Park, PA**

1985 - B.S. Major: Psychology
Senior Paper: The split brain: A study of hemispherectomies and the
epileptic patient. (Advisor: William Ray, Ph.D.)

LICENSES, CERTIFICATIONS, AND PRIVILEGES

- Licensed Clinical Psychologist – Pennsylvania – License Number: PS-007732-L
- Private Pilot – Airplane Single & Multi Engine Land, Instrument - #3115279
 - Type Rating for HondaJet
- Recognized by the National Register of Health Service Providers in Psychology, Registrant #

Larry J. Nulton, Ph.D. - Curriculum Vitae - 2021

45879

- Hospital Privileges (Associate) at Conemaugh Memorial Medical Center and UPMC-Lee Regional
- Diplomate of the American Board of Child Psychology
- Licensed Outpatient Psychiatric Clinic – State of PA
 - 6 counties (Bedford, Blair, Cambria, Clearfield, Jefferson, and Somerset)
 - Mobile Mental Health Programs in six counties
 - Evidence-Based Family Focused Treatment Program
 - Telepsychiatry – first to write a best practice document for Telepsychiatry in PA in 2008.
 - Piloting a Community Based Intensive Treatment Program in Cambria County designed after the ACT programs. Using our Pharmacy to package our medication delivery/monitoring systems and provide a Mobile Medication Program.
 - Starting a Medication Adherence Program in Cambria.
- Licensed Blended Case Management Program – State of PA – Cambria County
- Licensed Partial Hospitalization Program – State of PA
 - Adult (Cambria County)
 - Using innovative technology to compliment traditional medical and therapeutic treatment like the Fisher Wallace Stimulator.
 - Child (Bedford County)
- Licensed Family Based Mental Health Program – State of PA – (Cambria and Somerset Counties)
- Licensed Residential Treatment Facility – State of PA – (Closed in Cambria County)
- Licensed Drug and Alcohol Program – State of PA – (Cambria County)
 - Providing Forensic Services in Clearfield, Jefferson and Somerset Counties.
- Licensed Peer Support Program with Peerstar LLC
 - 20 counties in PA
 - Providing traditional and forensic Peer Support Programming
- Licensed Pilot with an Instrument Rating and over 1000 hours flight time. Currently flying a Pilatus PC-12.

CLINICAL AND WORK EXPERIENCE

1. President/CEO
Tri-State Charter, LLC, ViaJet LLC, JST Aerospace June 2019 - Present
214 College Park Plaza
Johnstown, PA 19382

Tri-State Charter is a Part 135 Charter Service with a Gold Argus Rating.
ViaJet LLC was established to purchase a crj200

Larry J. Nulton, Ph.D. - Curriculum Vitae - 2021

2. Vice President
PeerCareLLC/Peercovery March 2018 - Present
118 W. Market Street, Suite 300
West Chester PA 19382

Peercovery provides franchising services for Peer Support and Recovery Support Services in the mental health and substance abuse field. Peercovery provides franchise opportunities to those interested in helping and supporting individuals with mental illnesses, addictions, intellectual disabilities and/or autism have the potential to be successful.

3. Vice President of Operations August 2015 – Present
Nulton Aviation Services, LLC
469 Airport Road
Johnstown, PA 15904
www.nultonaviation.com

Nulton Aviation Services, LLC is the Fixed-Base Operator (FBO) on the John Murtha - Cambria County Airport (KJST) in Johnstown, Pennsylvania. This company was started by my son and myself in 2015. Both my son and I are passionate pilots. Corbin (my son) has license in airplane, helicopter, multi engine and is a Certified Flight Instructor. Nulton Aviation provides aviation services to private, commercial and military aircraft. The National Guard is located on the field and Nulton Aviation provides much of their fueling services. Nulton Aviation provides maintenance and flight training.

We were instrumental in developing a four-year aviation management program with St. Francis University. Additionally, we worked to develop, improve and implement a professional pilot program with Penn Highlands Community College in Johnstown-Altoona, PA. Nulton Aviation is also working with the local Career and Technology Centers in Johnstown, Somerset, Ebensburg and Altoona to develop a High School Academy and vocational track for high school students to begin their professional or military career in the high school in aviation.

Nulton Aviation was also assistive in securing approximately two million dollars for Johnstown Airport to build a new FBO building as well as buying a flight simulator, \$250,000 for scholarships at St. Francis and additional funds for marketing. Nulton Aviation also contributed \$25,000 to the Penn Highlands Community College and \$25,000 to St. Francis for the EITC programs that will assist the high school students either explore the career of aviation or enter into the dual enrollment and obtain college credit toward their aviation career. Nulton Aviation, overall, brought into the Johnstown Airport approximately 10 million dollars in airport enhancements to include renovations of a maintenance hangar, renovations and start of a maintenance training program

Larry J. Nulton, Ph.D. - Curriculum Vitae - 2021

complex, an intermodal roadway into the field to create access to a Keystone Opportunity Zone that was created for economic development, as well as securing a land development agreement with the authority.

As a member of the Greater Johnstown Regional Partnership, our goal is to ensure that the airport is a continued discussion of the community as one of the most valuable transportation resources along with the railway and bus line.

4. **CEO** Nov., 1995 - Present
Nulton Diagnostic and Treatment Center, P.C.
Children's Behavioral Health
214 College Park Plaza
Johnstown, PA 15904
www.nulton.com

Nulton Diagnostic and Treatment Center, P.C. provides outpatient psychological services, psychiatric services, outpatient therapy (individual, family, and group), partial hospitalization programs, residential treatment facilities, geriatric services in the nursing facilities, therapeutic services and consultative services in the general hospital and rehabilitation hospital settings. NDTC received JCAHO Accreditation in December of 2000. NDTC employs approximately 130 people in a twenty-three county area. NDTC has offices in Altoona, Bedford, Ebensburg, Johnstown, Clearfield, Poconos, Pottsville, Indiana and Somerset.

Nulton Diagnostic and Treatment Center, P.C., provides individual, couple, group and family therapy for a variety of diagnoses. We also provide assessment for Neuropsychological disorders, disability, forensic settings, inpatient consultations and police evaluations.

NDTC also provides comprehensive assessments and evaluations for children and adolescents. Patient populations include behavioral disorders, ADHD, learning problems, autism, mental retardation, family conflict, and divorce issues. We offer outpatient services for individuals, groups and families.

NDTC has also been a provider for Children and Youth Services of Cambria County and the Juvenile Justice System for Offenders and Victims of Trauma and Sexual Abuse.

More recently, NDTC has been at the forefront of Adult Services providing for the SMI population to include an Adult Partial Hospitalization Program, multiple expansions of outpatient psychiatric services, Community Based Mental Health Programs, Medication Adherence Program, and Telepsychiatry.

Mark Murawski

From: Ritchie, Nolan <nritchie@pasen.gov>
Sent: Thursday, September 7, 2023 9:53 AM
To: 'Bob'
Cc: Mark Murawski; 'David Heath'; Gensimore, Justin; Wagonseller, Kyle; Josiah Shelly; 'McCloskey, Anthony J'; Wagner, Teresa; Lapadat, David; Trout, Sadie
Subject: AAC Checklist for Legislative Events
Attachments: AAC - Checklist for Legislative Events at Airports.docx

Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!

Good Morning Bob:

I hope this email finds you well!

At the last Aviation Advisory Committee (AAC) meeting, I committed to preparing a checklist for holding legislative events following the discussion on your successful event. Attached is the DRAFT checklist for your review.

I will be attending the AAC meeting on Thursday, September 14th, and I can present this checklist to collect additional feedback before finalizing it.

Let me know if you have any questions.

Nolan R. Ritchie, M.P.A.

Executive Director, [Senate Transportation Committee](#)
Office of [Senator Wayne Langerholc, Jr.](#) (R-35)
281 Main Capitol Building, Harrisburg, PA 17120
T: 717-787-5400 | Direct: 7-8772 | E: nritchie@pasen.gov

Aviation Advisory Committee

DRAFT Checklist for Legislative Events at Airports with the General Assembly

- Establish connections with all respective Members of the General Assembly (Senate/House, Republican/Democrat) who represent your airport, particularly new Members. Meaning, Airport Managers should not be contacting Members for the first time to attend a legislative event at the airport.
- Visit the following website to find State Legislators who represent your airport. You can also locate State Legislators by county at this website.
 - <https://www.legis.state.pa.us/cfdocs/legis/home/findyourlegislator/>
 - **Note:** Once you know which State Legislators represent your area, peruse the following website to access the **office directory** for each Member (by searching under last name of the Member):
 - <https://www.legis.state.pa.us/cfdocs/admin/ld/index.cfm>
- Understand the Members who represent Leadership in the Senate and House as well as the standing committees on Transportation and Appropriations. If you intend to invite one Member from Senate or House Leadership, please extend an invitation to all Members from Senate or House Leadership. At the very least, extend invitations to the Majority and Minority Chairs of the Senate and House Transportation Committees.
 - **Senate Leadership** (minus President of the Senate, Secretary and Parliamentarian and Chief Clerk): https://www.legis.state.pa.us/cfdocs/legis/home/member_information/senate/officers.cfm
 - **House Leadership** (minus Parliamentarian, Chief Clerk and Comptroller): https://www.legis.state.pa.us/cfdocs/legis/home/member_information/house/officers.cfm
 - **Senate Transportation Committee:** <https://www.legis.state.pa.us/cfdocs/CteeInfo/index.cfm?Code=19&CteeBody=S&SessYear=2023>
 - **House Transportation Committee:** <https://www.legis.state.pa.us/cfdocs/CteeInfo/index.cfm?Code=38&CteeBody=H&SessYear=2023>
 - **Note:** The House Transportation Committee has Subcommittee Chairs on Aviation. If you extend invitations to the Majority and Minority Chairs, please extend invitations to the Subcommittee Chairs as well.
- Brainstorm ideas and a tentative agenda for the legislative event that showcase your airport, such as interactive tours and demonstrations. Aircrafts and large equipment are impressive to display for State Legislators. Remember to exhibit as many operations at the airport as possible, such as food court, hangars, maintenance, etc.
 - **Food and beverage:** All food and beverages should be complimentary. Coffee and water should be available throughout your event. Members also appreciate food and beverages that represent your local region (i.e., scrapple, sticky buns, wine, etc.).

- Find an appropriate day to hold your legislative event, and schedule a day when the Senate and House are not in Session. (Please avoid scheduling near holidays, including religious holidays.) You can find Session Days at the following websites:
 - **Senate:** <https://www.pasen.gov/Session.cfm?Chamber=S>
 - **House:** <https://www.house.state.pa.us/Session.cfm?Chamber=H>

- Prepare and plan your legislative invitations. The initial save-the-date can be mailed or emailed at least **six weeks** in advance. (If you decide to email the invitations, please call the State Legislator’s Office for the best person to email, such as the Chief-of-Staff, District Director, Office Manager, Scheduler, etc. You can also find these names and emails via the office directory on the first page.) Then, follow-up at least **four weeks** in advance with a tentative agenda and an R.S.V.P. date. The next outreach should be at least **two weeks** in advance to collect tentative attendance. (Remember, a designee attending your legislative event on behalf of a State Legislator is extremely beneficial.) Your last connection should be at least **three days** prior to your legislative event to share final details.
 - Determine if there is any value with inviting local and regional leaders from the community, such as county commissioners, mayors, economic development officials, non-profit organizations, business partners, etc. **Please ensure you communicate which State Legislators are invited to your legislative event to the local and regional leaders – and vice versa.** If there is any potential for conflict, please do not invite local and regional leaders from the community.

- Prepare and plan your handouts and presentations. If you decide to offer handouts, please prepare one-pagers, brochures and executive summaries in folders. Please avoid large, three-ringed binders and excessive paperwork. You can always follow-up with an email if you need to share bulk items. Critical information should contain needs, grant requests, approved budgets, ideas for legislation, etc.
 - State Legislators can accept nominal gifts (shirts, coffee mugs, tote bags, etc.). If you decide to provide a small token of appreciation, please ensure the value does not exceed the reportable threshold of \$250 or more for gifts and \$650 or more for transportation, lodging or hospitality. To learn more about the ethics rules, visit the following website:
 - <https://www.ethics.pa.gov/Ethics-Act/Pages/default.aspx>
 - **Note:** A valuable alternative to a gift is a certificate of appreciation.

- Conduct a dry run of your event, pay close attention to details and please ensure your airport is clean.

- Send an email or handwritten note at least **three days** after your legislative event, thanking the State Legislators (and staff) for attending. This is also an appropriate time to send any follow-up information.

PA AVIATION ADVISORY COMMITTEE

AVIATION COUNCIL OF PA

JOINT SUB-COMMITTEES

(MEMBERSHIP STATUS AS OF 9/7/23)

The PA Aviation Advisory Committee, (AAC) and Aviation Council of PA, (ACP) have jointly formed the following five sub-committees with the primary purpose of implementing the ***PA Aviation Strategic Investment Plan*** recommendations approved by the State Transportation Advisory Committee, (TAC) and State Transportation Commission, (STC) in December, 2022. A separate AAC/ACP Joint Legislative Task Force has also been formed to advance the ***PA Takes Flight initiative***, a framework developed by AAC/ACP to advance comprehensive state aviation legislation also recommended by the TAC study.

AVIATION FUNDING

Co-Chairs: Mark Murawski, (AAC),

Members: Dave Heath, Mike Ruane, Sean Collins, Brittany Davies, Tony McCloskey, Gabe Monzo, Ed Lozano, Tes Ali, Tyler Laughlin, BJ Teichman, Dr. Larry Nulton, Brian Phillips, Shane Doud, Richard Howell, Mike Ginter, Carl Beardsley, Keith Brune, Rene Diehl, Tom Tomczyk

AVIATION WORKFORCE, ECONOMIC IMPACT AND PARTNERSHIPS

Co-Chairs: To be determined

Members: Carl Beardsley, BJ Teichman, Dave Heath, Chuck Brewer, Ed Lozano, Gary Hudson, Tony McCloskey, Anna Ellis, Andrew Allen

AIR FREIGHT AND COMMERCIAL AIR SERVICE

Co-Chairs: To be determined

Members: Steve Keefer, Tim Edwards, Dave Heath, Gabe Monzo, Mark Murawski, Alexander Burns, Wade Steel, Andrew Allen

AVIATION TECHNOLOGY

Co-Chairs: Tes Ali (AAC) & Dave Heath (ACP)

Members: Matthew Dietz, Steve Keefer, Michael Ruane, Brian Phillips, Kelly Hill, Jacob Willem Langelaan, Emily Stair, Mark Matlock, Tony McCloskey

LEGISLATIVE AND POLICY

Co-Chairs: Mark Murawski (AAC) & Dave Heath (ACP)

Members: Tim Edwards, Keith Brune, Shane Doud, Tony McCloskey

***PA AAC Chairman Robert Shaffer is ex-officio on all above sub-committees.**

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**

SEPTEMBER 7, 2023

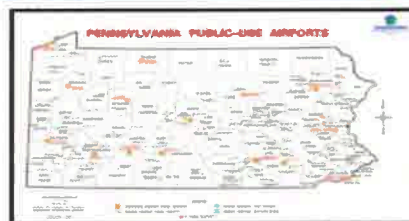
WHY COMPREHENSIVE STATE AVIATION LEGISLATION NOW?

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](#) [https://www.penn.gov/transportation/aviation-system-strategic-investment-plan](#). 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

PHOTO COURTESY: 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 (c3) 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 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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Mobile: (570) 660-5717

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Senate Co-Sponsorship Memoranda

Senate of Pennsylvania Session of 2023 - 2024 Regular Session

MEMORANDUM

Posted: August 29, 2023 11:48 AM
From: [Senator Marty Flynn](#)
To: All Senate members
Subject: "Driving PA Forward" Comprehensive Legislative Package

As we conduct our work as legislators for the people of this great Commonwealth, it is imperative that we look broadly, and with a critical eye, to areas where we can make beneficial changes to our laws and programs, regardless of how large or small.

For far too long, this legislature has allowed too many low hanging fruits to go unpicked, while the electorate and infrastructure have no choice but to be subjects to its shortcomings. Accordingly, I intend to introduce the following bills as part of a comprehensive transportation bill package. The "Driving PA Forward" package collects some of the lowest hanging fruits and ones that are most likely to result in positive and direct change to our constituents.

To put the age of many of our laws, and our subsequent need for modernization, into perspective, consider that the current driver education law pre-dates the Vietnam War and man had not yet stepped foot on the moon the last time a passenger vehicle was sold on a Sunday. No longer are digital driver's licenses and digital license plates something out of a futuristic dream. Solutions to problems in the 1950s and 1960s are different than solutions to issues that we face today and tomorrow. The reality is that the future is here, and the time and need to modernize is now. The bills contained in this package will position Pennsylvania to take a giant leap towards modernization and the 21st century.

Additionally, the Safety Inspection Modernization bill, announced in a separate co-sponsorship memo, is also part of the "Driving PA Forward" bill package.

Please consider joining some or all the bills detailed below, which are certain to make wholly positive changes to the Commonwealth, its infrastructure and everyone who enjoys it every day.

Document #1

Description: This bill will direct PennDOT to develop and make available for use digital driver's licenses and identifications.

