

TO: AIRPORT COMMISSION

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SUBJECT: Legislative Update

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FEDERAL

FAA Administrator

The White House announced the nomination of Denver International Airport CEO Phil Washington to be the next Federal Aviation Administration (FAA) administrator on 7/6/2022.

Appropriations

Transportation - The House Appropriations Committee approved a Fiscal Year 2023 spending bill for the Departments of Transportation, Housing and Urban Development, and Related Agencies that proposes \$3.35 billion for AIP, an additional \$272.6 million for supplemental discretionary grants to airports, and an almost \$10 million increase for the FAA Contract Tower Program. In total, the bill provides \$105.4 billion in discretionary appropriations for DOT, \$2.4 billion above the FY22 enacted level.

Homeland Security - The House Appropriations Committee approved the fiscal year 2023 Homeland Security funding bill:

- U.S. Customs and Border Protection (CBP): \$15.74 billion, an increase of \$893.8 million above the fiscal year 2022. Includes money for an additional 250 Customs Officers, 500 technicians, and 500 mission support staff.
- Transportation Security Administration (TSA): 9.77 billion for TSA, an increase of \$1.28 billion above the fiscal year 2022. Includes \$94.1 million to restore funding for TSA security coverage at certain airport exit lanes.

Airport Terminal Grants

FAA announced the first \$1 billion in grants from the Airport Terminal Program. The program was created as part of the bipartisan infrastructure law (BIL) and provides \$5 billion for terminal projects over five years. Mineta San José International Airport (SJC) received \$10 million to make the airport's terminals more accessible for those with disabilities, including, but are not limited to, modifying and/or reconfiguring entrances, routes, and signage.

Firefighting Foam Alternative

The Department of Defense (DOD) and U.S. Navy released draft performance standards for fluorine-free foam (F3) fire-extinguishing agents and requested industry comment. Over the past several years, DOD, in coordination with the Federal Aviation Administration (FAA), has been actively developing this updated military specification to facilitate the transition to F3 agents and away from PFAS-containing foam. Once finalized, FAA is widely expected to adopt and use the updated standard to determine which F3 agents may be used at Part 139 commercial service airports.