



The Voice of Ohio Airports

There is no denying that the aviation industry is a vital part of Ohio's economy and is an essential part of everyday life of Ohioans. Our airports play a critical role ensuring the state's ability to attract, generate, and maintain business and employment. Airports are global gateways that allow companies the ability to establish operations, move people and cargo seamlessly between locations, and connect business with tourism. It's our job to make sure that Ohio's multifaceted airport system across the state remains competitive in an increasingly global economy.

To that end, the Ohio Aviation Association reorganized itself two years ago to become more effective in protecting member interests. Against the odds, but armed with a whole lot of hope and passion, we began to shape public policy at the local, state, and national levels. With a new strategic plan in place, the Ohio Aviation Association embarked on a mission to increase state funding for aviation programs and projects.

State-level funding for aviation programs and projects had declined more than 250% in the last decade and less than \$1 million was invested annually in the Ohio Airport Grant Program. Meeting with legislators, local and county government officials, chambers of commerce, and economic development partners, OAA reminded policy makers that access to airports is a key driver in site selection, business relocation, and expansion decisions. This industry supports 123,000 jobs and generates more than \$13 billion in economic activity each year in Ohio alone.

With your help, the last state budget increased the Airport Improvement Fund to \$6,000,000 per fiscal year. Thank you for your help in reminding the Ohio legislature

that access to reliable airports is a major benefit for businesses looking to expand or relocate and that general aviation airports are critical to the state's overall economic competitiveness. This increase would not have happened without your efforts as airport managers and industry leaders across the state.

We would like to thank Ohio legislators and Governor Kasich for supporting the increase and we especially would like to thank Speaker Cliff Rosenberger (R-Clarksville), State Representative Rick Perales (R-Beavercreek), chair of the Ohio Aerospace and Aviation Technology Committee, State Representative Cheryl Grossman (R-Grove City) chair of the House Finance Subcommittee on Transportation, Senate President Keith Faber (R-Celina) and Senator Bill Beagle (R-Tipp-City) for their unwavering efforts of reinvesting in Ohio's aviation transportation infrastructure.

Ohio was once a regional and national leader in the aviation sector; our state license plates still bear the saying, "Birthplace of Aviation." This new investment is one major step in helping Ohio to regain its status as a regional, national, and international leader in aviation and aerospace. Our work, however, has really just begun.

The Ohio Aviation Association is the voice for airports that contribute to the economic vibrancy and well-being of Ohio. Now more than ever, it's important that we continue to focus on how important it is to reinvest in our aviation infrastructure and advocate for policies that support and promote aviation. It is only through your voices that we have the ability to have a meaningful impact on the policies and issues that affect the aviation industry.



Greg Heaton
2015 OAA President
Crawford, Murphy & Tilly, Inc.



Tory Richardson
2015 OAA President Elect
Columbus Regional Airport Authority

Member Driven

As airport managers, fixed base operators, airport planners, engineers, pilots, sponsors, and aviation enthusiasts, we are a diverse group that represents an aviation community dedicated to airport development, safety, and economic sustainability in Ohio.

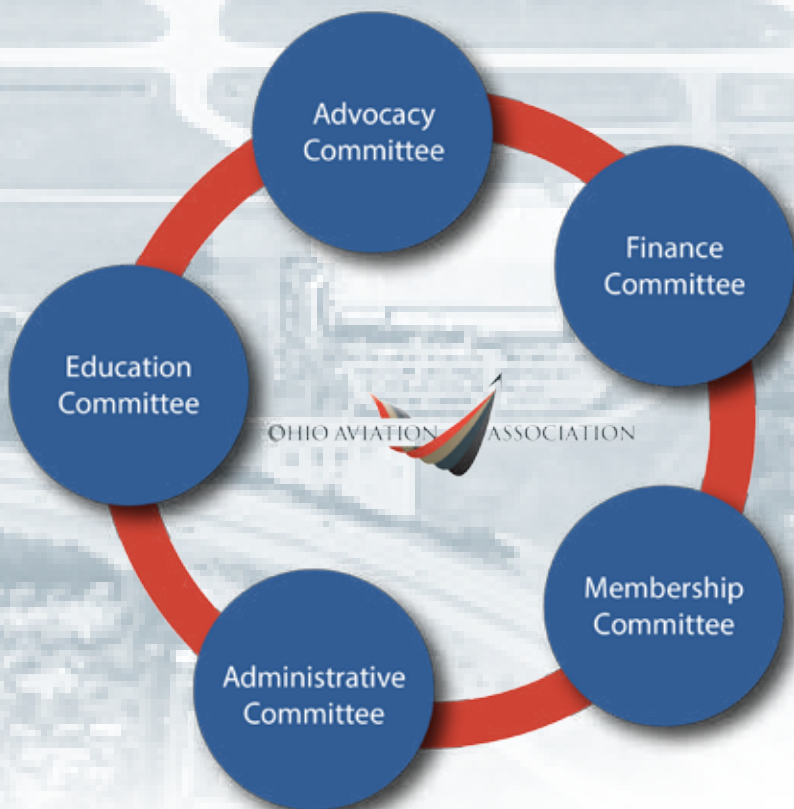
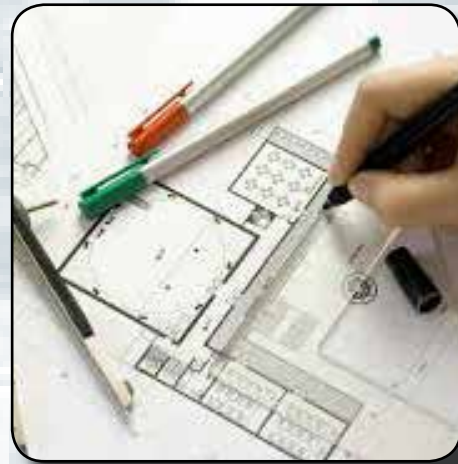
Given the diverseness of our airports, the aviation industry, and political ideologies, it's sometimes hard to avoid side issues, self-interests or various competing agendas. So how do we prioritize the issues that affect the aviation industry? Membership engagement and collaboration.

Our agenda is based on multiple conversations and membership surveys that tell us the issues you believe are important. We then prioritize those issues and provide members various opportunities to participate through committees, calls to action, webinars, conferences, and meetings with legislators and other regulatory bodies that impact the aviation industry.

Collaboration and partnerships are the fuel that improves our ability to impact those forces that affect the business activity of our airports. Your continued membership allows us to build strong and meaningful relationships to ensure that we are sharing the right information and are effective in achieving the goals set before us.

As members, you influence OAA's leadership decisions and set strategic direction. As individuals, you each have a unique role to play and your engagement helps to make OAA more effective.

Help us shape and strengthen the future of airport economic development and join a committee.





A LEADING VOICE FOR OHIO AIRPORTS

As the leading voice for Ohio airports, OAA regularly monitors our members' needs, concerns and opinions. The OAA Advocacy Committee monitors and takes action on legislative and regulatory issues that can affect our airports and aviation community. The OAA Public Policy Agenda booklet presents our policy priorities and regulatory initiatives.

We develop our public priorities through a consistent and ongoing process that begins with member input and policy analysis. The committee is comprised of OAA board directors, members, and volunteers with public policy experience and aviation interests. The Advocacy Committee studies public policy options from differing viewpoints and weighs the opinions of members, staff, and policy experts and then submits advocacy recommendations to the board. Once approved, the committee works to implement those policies in conjunction with grassroots efforts that rely on OAA members contacting and educating local legislators and officials.

At the state level, OAA works to affect legislation that reflects these policies by lobbying the state executive and legislative branches while working in conjunction with regulatory agencies. Directors of the OAA Board, along with members and volunteers, regularly testify during committee hearings and attend meetings to advance our strategic priorities.

As a result of this hard work, we were able to increase the funding in the Ohio Airport Grant Program to \$6,000,000 per year in the 2016-2017 state budget. As you know, the program had not seen an increase in quite some time and the funding allocated was stretched to cover both Ohio Department of Transportation Office of Aviation operating costs and the grant program.

With these increased funds, the state was able to grant funding for an additional 26 projects at 24 airports throughout the state. This increased funding represents a 900% increase over the last few years allowing communities and areas in meeting their infrastructure facility needs.

In monitoring legislation, we were able to quickly identify HB 237 which sought to regulate transportation network companies and the services they provide. As the bill stood, the original language prohibited airports from regulating or assessing fees on the transportation network companies that operate at airports. Since we are required to be self-sustaining by the Federal Aviation Administration and we rely on fees for the bulk of our revenue, the inability to establish fees would have harmed airports.

OAA members, staff, and our legislative consultants worked with the bill's sponsors and representatives of the transportation network companies to create a friendly amendment before it passed which grants airports the ability to collect fees similar to those assessed on taxi cabs and livery companies. It also allows airports to adopt sensible regulations and standards for those transportation networks operating on their property. Had we not been paying close attention, it is likely that a new law would have gone into effect and that would have resulted in a loss of revenue to airports and the aviation industry.

OAA works hard to represent you and ensure the economic vibrancy of our airports. Based on your feedback, the following pages set forth our upcoming public policy priorities.

Strategic Priorities

MAINTAIN FUNDING INCREASE

While we celebrate the \$6,000,000 increase to the Ohio Airport Grant Program that was included in the State Operating FY16-17 Budget, we must understand this is not a guaranteed increase. The struggle to maintain the funding allocation against other competing interests for the FY 18-19 cycle begins now.

If our airports do not have the ability to improve and maintain the safety, capacity and condition of their airports, it will hamper Ohio's ability to continue to offer businesses the efficient and internationally recognized infrastructure that sustains and creates business growth in Ohio.

EXPAND ELIGIBLE AIRPORTS & GRANT USE

In addition to maintaining and increasing funding, the grant structure needs to expand. OAA is working on the following recommendations:

1. Broaden pool of eligible airports beyond current ODOT Airport Grant Program to include all NPIAS and Ohio State System Plan Airports.
2. Expand list of eligible airport infrastructure projects to include all FAA-approved projects.
3. Include all FAA-approved project costs under ODOT Airport Grant Program.
4. Allow ODOT funds to be used to meet local match requirements for FAA grants.
5. Clarify that infrastructure projects associated with the deployment of Unmanned Aerial Systems (UAS) or NextGen air-traffic control modernization program can be funded by ODOT.

AVIATION FUEL REVENUE USE

On November 21, 2013 the Federal Aviation Administration (FAA) issued a "Notice of Proposed Clarification of Policy; Request for Comments Concerning the Use of Airport Revenue Proceeds from Taxes on Aviation Fuel". On November 7, 2014, the FAA issued a Final Policy Amendment noting what non-sponsor state taxes are subject to the policy and the allowed uses of revenue under the policy.

OAA supports the Ohio Department of Transportation's action plan to remain in compliance with the Amended Revenue Use Policy. The state currently maintains partial

compliance through its appropriation of \$12 million in its 2016-2017 biennial budget which slightly exceeds the revenue generated from taxes on aviation fuel during this time period. The appropriation allows for the continuation of the Ohio Airport Grant Program which supports capital improvements, maintains infrastructure and ensures safety.

In addition to maintaining the funding, the state intends to track aviation fuel revenue within the next two years as recommended in the FAA's final policy amendment.

DID YOU KNOW?

The Northwest Ohio Regional Area Airports generated \$341.1 million in economic development in the area.



Strategic Priorities

PASSENGER FACILITY CHARGE PROGRAM

The Passenger Facility Charge (PFC) Program allows commercial airports controlled by public agencies to collect fees up to \$4.50 for every enplaned passenger. These fees can be used by airports to fund FAA-approved projects to enhance safety, security, or capacity; reduce noise; or increase air carrier competition. However, airports are experiencing an increased need to provide additional funding to improve and expand infrastructure (baggage systems, security checkpoints, gates, etc.)

Given these increased funding responsibilities, airports need greater flexibility in using this source of revenue. OAA believes the Ohio House of Representatives and Senate should pass resolutions that would urge Congress to modernize the PFC Program to improve Ohio's aviation infrastructure and that of the nation.

PROSECUTING ATTORNEY ASSISTANCE

While it is the prosecuting attorney's duty to prosecute individuals, it has also been generally understood that county prosecutors are legal advisors to all county elected officials as well as county boards and commissions unless exceptions to these duties have been established. According to an opinion issued by the Ohio Attorney General's Office, county prosecutors are not required to represent a joint

county airport facility (OAG 63-95). However, airport authority boards often need the legal advice of county prosecuting attorneys and OAA supports a change in the law that would allow county prosecutors the option to advise airport authority boards on legal matters.

AIRPORT AUTHORITY BOARD TELECONFERENCE CAPABILITY

Airport authority boards are often comprised of business and community leaders willing to serve their community by maintaining the successful operation and development of their airports which are a vital part of their regional economy. These talented individuals sometimes are unable to attend board meetings due to travel for their primary jobs and are currently unable to be legally recognized as a voting presence during board meetings through the ability to teleconference.

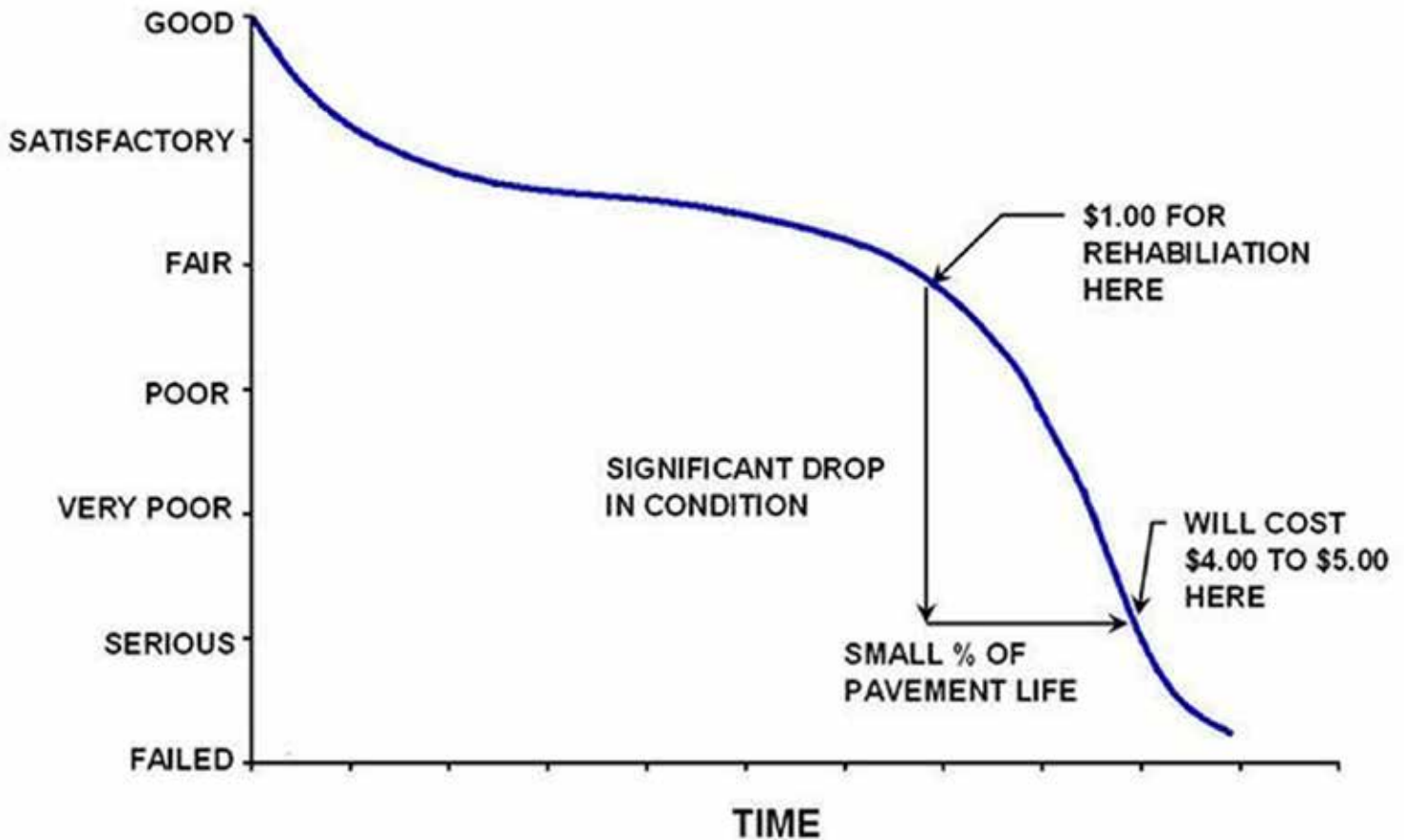
OAA supports legislation that would improve efficiency by allowing airport authority board members the ability to participate in board meetings by telephone or video conferencing devices and would recognize that such participation would qualify in the determination of a quorum during the meeting provided that the meeting is held in a public place and follows Ohio Sunshine Laws.

DID YOU KNOW?

The Appalachian Ohio Regional Area Airports generated \$156 million in economic development in the area.



AIRPORT PAVEMENT MAINTENANCE



When addressing the safety of airports, Sponsors must focus on pavement strength and condition. Airports cannot afford to have poorly performing pavements and risk gate closures or reduced landing/takeoff capacity due to frequent maintenance and repairs. Sponsors strive to provide well-designed and constructed airport pavements for runways, taxiways, and apron areas to maintain operational capacity and government compliance.

Public airports are eligible for federally and/or ODOT funded pavement rehabilitation and expansion projects but must demonstrate they have the matching funds of the grant issuer and a recorded Pavement Maintenance Program. While the goal of pavement maintenance is to provide a safe and operable pavement system at the least feasible cost, many airport operators have limited financial options to repair or replace pavement.

Thus, airports seek to extend the life of pavements by understanding all aspects of the pavement condition and performance through a Pavement Maintenance Program. Sponsors repair areas as needed and wait for the field's pavement condition index to dictate replacement projects. This has the unfortunate result of creating a cycle of repair and replace. Economic realities often prevent airports from conducting needed massive overhauls.

The following information and tables are system recommendations relating to compliance factors, performance benchmarks and funding compiled during the Ohio Department of Transportation Ohio Airports Focus Study completed in 2014.

AIRPORT PAVEMENT MAINTENANCE

Estimated costs of pavement maintenance projects were split between each airport's primary runway and the rest of its airside pavement. This table summarizes the estimated costs of primary runway and other pavement maintenance by airport classification level. System-wide, it is estimated that primary runway maintenance will cost over \$188 million during the 20-year planning period, while all other airport pavements will cost over \$268 million.

**Summary of Estimated Pavement Maintenance Costs:
Primary Runway and All Other Pavements
20 Year Pavement Maintenance Cost**

| Classification Level | Primary Runway | All Other Pavements | Combined Airport Pavement |
|----------------------|----------------|---------------------|---------------------------|
| GA Level 1 | \$91,884,000 | \$172,139,000 | \$264,023,000 |
| GA Level 2 | \$33,775,000 | \$46,682,000 | \$80,457,000 |
| GA Level 3 | \$44,058,000 | \$34,549,000 | \$78,607,000 |
| GA Level 4 | \$18,756,000 | \$15,387,000 | \$34,143,000 |
| Full System | \$188,473,000 | \$268,757,000 | \$457,230,000 |

Source: Ohio Department of Transportation, RS&H

Estimated costs of maintaining Ohio's airport pavements was also split between preventative maintenance and major rehabilitation projects. This table summarizes these costs by airport classification level. System-wide, it is estimated that preventative maintenance projects will cost over \$127 million over the 20-year planning period, while major rehabilitation projects are expected to cost over \$329 million.

**Summary of Estimated Pavement Maintenance Costs:
Preventative Maintenance and Major Rehabilitation
20 Year Pavement Maintenance Cost**

| Classification Level | Preventative Maintenance | Major Rehabilitation | Total |
|----------------------|--------------------------|----------------------|---------------|
| GA Level 1 | \$69,337,000 | \$194,686,000 | \$264,023,000 |
| GA Level 2 | \$26,618,000 | \$53,839,000 | \$80,457,000 |
| GA Level 3 | \$22,627,000 | \$55,980,000 | \$78,607,000 |
| GA Level 4 | \$8,877,000 | \$25,266,000 | \$34,143,000 |
| Full System | \$127,459,000 | \$329,771,000 | \$457,230,000 |

Source: Ohio Department of Transportation, RS&H

AIRPORT PAVEMENT MAINTENANCE

These pavement costs were split into the 1-5 years, 6-10 years, and 11-20-year planning phases. Costs again are summarized by planning phase and classification level. System-wide, it is estimated that pavement maintenance will cost \$116 million during the 1-5 years phase, over \$105 million during the 6-10 years phase, and over \$234 million during the 11-20 years phase.

| Summary of Estimated Pavement Maintenance Costs: Estimated Costs Per Planning Period 20 Year Pavement Maintenance Cost | | | | |
|--|---------------|---------------|---------------|---------------|
| Classification Level | 1 - 5 Years | 6 - 10 Years | 11 - 20 Years | Total |
| GA Level 1 | \$70,504,000 | \$64,514,000 | \$129,005,000 | \$264,023,000 |
| GA Level 2 | \$15,381,000 | \$15,067,000 | \$50,009,000 | \$80,457,000 |
| GA Level 3 | \$22,405,000 | \$14,623,000 | \$41,579,000 | \$78,607,000 |
| GA Level 4 | \$8,464,000 | \$11,357,000 | \$14,322,000 | \$34,143,000 |
| Full System | \$116,754,000 | \$105,561,000 | \$234,915,000 | \$457,230,000 |

Source: Ohio Department of Transportation, RS&H



2016 OAA Members

AIRPORTS

Akron-Canton Airport
Allen County Regional Airport Authority
Ashtabula County Airport Authority
Auglaize County Airport Authority
Butler County Regional Airport
Cambridge Airport
Carroll County Airport Authority
Cincinnati West Airport
City of Dayton Department of Aviation
City of Urbana
Clinton County Port Authority
Columbus Regional Airport Authority
Delaware Municipal Airport
Erie Ottawa Regional Airport
Fairfield County Airport Authority
Fairfield County Airport
Fayette County Airport
Findlay Airport
Greene County Lewis A. Jackson Regional Airport
Grimes Field
Harrison County Airport Authority
Highland County Airport Authority
Huron County Airport Authority
Jefferson County Airport
Kent State University Airport
Lakefield Airport Authority
Madison County Airport Authority
Marion Municipal
Miami University Airport
Monroe County Airport
Ortner Airport LLC
OSU Airport
Portage County Regional Airport Authority
Putnam County Airport Authority
Sandusky County Regional Airport Authority
Scioto County Airport Authority
Seneca County Airport
Shelby Airport Corp
Southern Illinois Airport Authority
Springfield-Beckley Municipal Airport
Union County Airport Authority
Van Wert County Airport
Wadsworth Municipal Airport
Warren County Airport Authority
Williams County Regional Airport Authority
Wood County Regional Airport

CORPORATE & CONSULTING

Butler, Fairman & Seufert Inc.
C & S Engineers Inc.
CHA Consulting Inc.
Crawford, Murphy & Tilly Inc.
Delta Airport Consultants Inc.
Michael Baker International Inc.
Passero Associates
Stantec Consulting Inc.
Woolpert Inc.

DIRECT SERVICE & SUPPLY CHAIN

Purvis Brothers Inc.
Richland Engineering LTD
Sporty's Eastern Cincinnati Aviation

PARTNERS, SMALL BUSINESS & SUPPORTERS

Aerocon Photogrammetric Services Inc.
American Airlines
Area Development Foundation of Knox County
Buckeye Tigers
CBD Advisors
Embry-Riddle Aeronautical University
Engage Public Affairs
Flying Software Labs
G&T Associates Inc.
Geopro Consultants, LLC
Jess Howard Electric Company
Manairco Inc.
RDM International Inc.
SEM Partners Inc.
R.A. Wiedmann & Associates Inc.

* Members as of April 12, 2016



PAC

The Ohio Aviation Association Political Action Committee (OAA PAC) is a member driven non-partisan group committed to advancing the interests of the aviation industry by supporting and reinforcing relationships with those candidates and elected officials who support and promote aviation.

Our goal is to provide our members a unified voice by educating key decisions makers on issues important to the aviation industry. Your contributions to the OAA PAC allows us to support the efforts of those who will advance our shared priorities in aviation.

Please note individuals, limited liability companies (LLCs), partnerships and sole proprietorships can legally make contributions to a PAC. Contributions must include itemized

allocations by partners in partnerships or members of a LLC. Ohio law prohibits other corporate political contributions.

Donations are not tax-deductible and will be used for political purposes. An individual may contribute up to \$12,532 annually to an Ohio Political Action Committee. You may choose not to participate without fear of reprisal. You will not be favored or disadvantaged by reason of the amount of your contribution or decision not to contribute.

Personal Information

Name: _____

Employer: _____

Home Address: _____

(Ohio law requires a home address. Post office boxes are not permitted.)

City/State/Zip: _____

Telephone #: _____

Email: _____

Contribution Level

\$25

\$100

\$750

\$50

\$250

\$1000

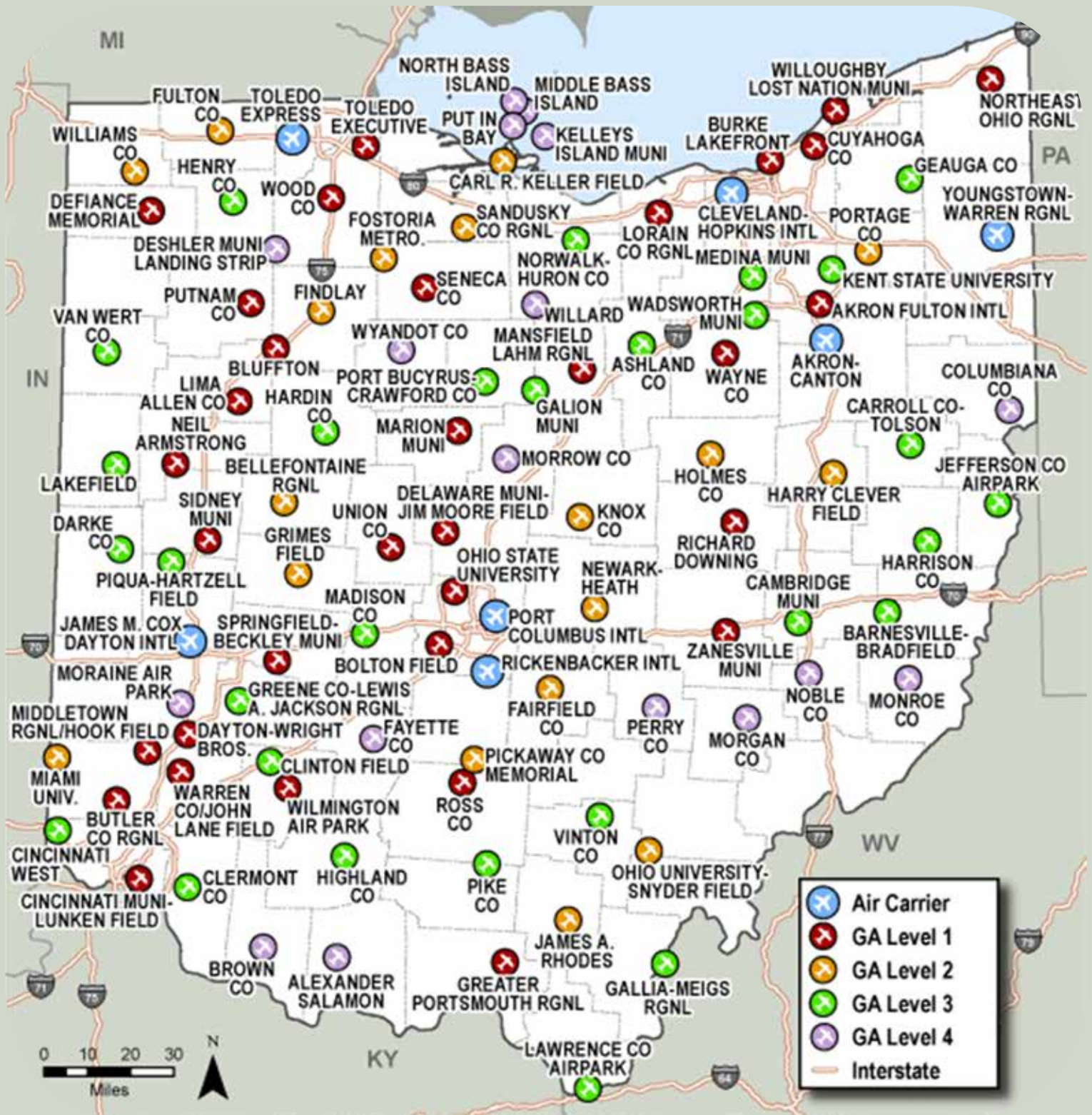
\$75

\$500

\$Other

Personal Check: Make your personal check payable to OAA PAC

Return this completed form to: OAA PAC, 130 E. Wilson Bridge Road, Worthington, Ohio 43085



Source: Ohio Department of Transportation