STATE BLOCK GRANT PROGRAM

As this program has been shown to eliminate waste and duplication, increase efficiency, and cut federal costs, the state block grant program should be extended and expanded.
so that all states are eligible to participate. ALEC believes that the program should be structured to allow states the maximum flexibility in the administration of grants.

DEVELOPMENT

ALEC supports a coordinated national plan of development as long as state plans for investment are included. As part of the development of the National Airspace System Architecture, the Federal Aviation Administration (FAA) should make every effort to consider state input. The economies of many parts of the country are dependent on the modernization of the nation’s aviation system. Federal policies should support state efforts to address capacity problems through expansion. ALEC supports the increased use of former and current military airports to provide immediate capacity relief for the aviation system.

REGULATION

ALEC supports efforts to increase airport capacity and competition within the airline industry. However, ALEC remains concerned over the preservation of state authority over certain airline actions and practices.

• Federal preemption of state regulatory authority over air carriers should not be extended to include the surface transportation component of an air carrier’s operations.

• ALEC supports the continued deregulation of the commercial aviation industry, and opposes efforts to reregulate the industry, thru either legislation or federal agency rules.

FEDERAL-AID PROGRAM

• Federal support for research and development of facilities and equipment should be increased to meet the demands of the next century’s air travelers. Reforms in the FAA technology procurement process should be considered.

• While ALEC opposes any and all federal mandates and preemption, federal funding should be made available to offset the costs of current federal mandates imposed on airports relative to security and the environment.


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