

Department of Legislative Services
 Maryland General Assembly
 2005 Session

FISCAL AND POLICY NOTE

House Bill 1160 (Delegate Kelley)
 Environmental Matters

**Transportation - Task Force to Study General Aviation Issues in Maryland -
 Establishment**

This bill establishes a seven-member Task Force to Study General Aviation Issues in Maryland to evaluate community environmental and safety concerns as well as security and land use compatibility issues related to general aviation airports. The task force must determine whether flight schools and students are adequately monitored and whether information regarding pilots and takeoffs is adequately recorded. The task force must also review federal, State, and local authority over security and law enforcement at general aviation airports.

The Maryland Aviation Administration (MAA) must provide staffing for the task force. The task force's findings and recommendations are due to the Governor and the General Assembly by November 30, 2006.

The bill takes effect June 1, 2005 and terminates November 30, 2006.

Fiscal Summary

State Effect: Transportation Trust Fund (TTF) expenditures could increase by \$100,000 in FY 2006 and \$42,400 in FY 2007. Any expense reimbursements for task force members are assumed to be minimal and absorbable within existing budgeted resources.

(in dollars)	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
SF Revenues	\$0	\$0	\$0	\$0	\$0
SF Expenditure	100,000	42,400	0	0	0
Net Effect	(\$100,000)	(\$42,400)	\$0	\$0	\$0

Note:() = decrease; GF = general funds; FF = federal funds; SF = special funds; - = indeterminate effect

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: The Maryland Aviation Commission, which directs MAA, establishes policies for the Baltimore Washington International (BWI) Airport and approves policies and regulations for the operation of Martin State Airport and for major capital projects. The commission is under the organizational direction of the Maryland Department of Transportation. MAA has general supervisory authority over aeronautics in the State, including the authority to establish State airways for airports. However, MAA does not regulate flight schools.

The Federal Aviation Administration provides grants for, and regulates the operation of, airports in the United States, including flight schools. The U.S. Transportation Security Administration (TSA), under the U.S. Department of Homeland Security, has jurisdiction over national aviation security. Under regulations issued by TSA, flight schools must receive clearance from the U.S. Department of Justice to provide flight training to foreign nationals (including simulators) for aircraft weighing more than 12,500 pounds. Flight schools must also participate in security awareness training.

Background: Both BWI and Martin State Airport have committees that serve as community discussion forums. The BWI Neighbors Committee serves as a liaison between the airport and the surrounding communities to ensure continuing and timely discussion of mutual airport and community interests. Such interests include, but are not limited to: (1) ground (highway) access; (2) long-range plans; (3) operational changes; (4) noise; (5) parking; and (6) land use. This committee serves as a forum for exchanging information, ideas, and suggestions.

MAA issues operating licenses for 35 public use airports and certificates of registration for 109 private-use general aviation airports that meet State regulatory standards for runway size, clearance over adjoining land, and other safety measures.

State Expenditures: TTF expenditures would increase by \$100,000 in fiscal 2006 and \$42,420 in fiscal 2007 for a consultant to assist with the research and evaluation requirements of the bill. MAA advises that it does not have the staff to support the task force.

The Department of Legislative Services advises that MAA would have some of the data required by the bill based on its inspections; however, if the task force seeks to determine security and safety concerns for all 144 airports, additional resources would likely be necessary. Furthermore, federal agencies, rather than MAA, have oversight of some of the matters to be evaluated by the task force.

Additional Information

Prior Introductions: An identical bill, HB 1041, was introduced in the 2004 session but received an unfavorable report from the Environmental Matters Committee.

Cross File: None.

Information Source(s): Maryland Department of Transportation, Department of Legislative Services

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ncs/ljm

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