

**Department of Legislative Services  
Maryland General Assembly  
2006 Session**

**FISCAL AND POLICY NOTE**

House Bill 894 (Delegate Kelley, *et al.*)  
Environmental Matters

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

This bill establishes a 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 their 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, 2007.

The bill takes effect June 1, 2006, and terminates November 30, 2007.

**Fiscal Summary**

**State Effect:** Transportation Trust Fund (TTF) expenditures would increase by \$100,000 in FY 2007 and \$42,400 in FY 2008. Any expense reimbursements for task force members are assumed to be minimal and absorbable within existing budgeted resources.

(in dollars)	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
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.

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## Analysis

**Current Law:** The Maryland Aviation Commission, which directs MAA, establishes policies for the Baltimore-Washington International (BWI) Thurgood Marshall 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 submit information about specified individuals, including foreign nationals, to the U.S. Department of Justice and receive permission prior to providing flight training (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 13 private-use commercial airports, and certificates of registration for 95 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 2007 and \$42,420 in fiscal 2008 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 143 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.

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### **Additional Information**

**Prior Introductions:** Identical bills, HB 1160 of 2005 and HB 1041 of 2004, received unfavorable reports from the House Environmental Matters Committee.

**Cross File:** None.

**Information Source(s):** U.S. Transportation Security Administration, Maryland Department of Transportation, Department of Legislative Services

**Fiscal Note History:** First Reader - March 3, 2006  
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