



NASAO 2004 NATIONAL LEGISLATIVE AGENDA

March 1, 2004

Alabama
Alaska
Arizona
Arkansas
California
Colorado
Connecticut
Delaware
Florida
Georgia
Guam
Hawaii
Idaho
Illinois
Indiana
Iowa
Kansas
Kentucky
Louisiana
Maine
Maryland
Massachusetts
Michigan
Minnesota
Mississippi
Missouri
Montana
Nebraska
Nevada
New Hampshire
New Jersey
New Mexico
New York
North Carolina
North Dakota
Ohio
Oklahoma
Oregon
Pennsylvania
Puerto Rico
Rhode Island
South Carolina
South Dakota
Tennessee
Texas
Utah
Vermont
Virginia
Washington
West Virginia
Wisconsin
Wyoming

1. THANK YOU FOR VISION 100! NASAO, representing the state government aviation agencies in all 50 states, Guam and Puerto Rico, sincerely thanks every Member of Congress, especially those serving on the Senate Commerce Committee and House Transportation and Infrastructure Committee, for your leadership in the passage of "VISION 100". This legislation provides FAA and America's entire aviation transportation system with important guidance and adequate funding for the near future.

2. ESSENTIAL AIR SERVICE MUST BE FULLY FUNDED IN 2005. Sadly, the administration's proposed 2005 budget slashes EAS to only \$50 Million in 2005 (down from \$113 Million this year). This would eliminate aid to at least 23 communities and force 82 other communities to pay a large portion of the costs associated with continuing commuter service to hub airports. The majority of these communities would lose EAS and access to the rest of the world because state and local funds do not currently exist to pay new costs of this magnitude. The "VISION 100" bill wisely establishes a "National Commission on Small Community Air Service". This 9-member commission would be charged with examining the air service challenges faced by small communities and evaluating whether existing federal programs are adequate. NASAO looks forward to serving on the commission and strongly urges Members of Congress to fund this important commission (\$250,000) and reject any attempts to cut EAS until Congress has had an opportunity to review the commission's report (which is due 6-months after initial appointments are made).

3. AVOID UNFUNDED GENERAL AVIATION SECURITY MANDATES. Today's General Aviation is very different from the industry and activity it was on September 10, 2001. Since then, General Aviation has made great strides in voluntarily increasing and enhancing security and has been the subject of both federal rule making and state legislation. NASAO issued its own security guidelines in 2002 and participated as co-chair of the US Aviation Security Advisory Committee Working Group on General Aviation in 2003. While we all take terrorism very seriously, we do not believe General Aviation itself is a threat. GA aircraft are, however, *vulnerable* to theft or misuse. Therefore NASAO has worked closely with TSA, aviation user groups and individual states protect aircraft from theft and misuse. Members of Congress should be particularly wary of any effort to impose unfunded security mandates on the General Aviation community. In the wake of 9-11 and the overall down-turn in the economy, the General Aviation industry has suffered considerable financial setbacks. States and individual communities have also experienced a severe financial crisis. If Congress deems any new federal security requirements necessary, they must be accompanied by a dependable source of federal funding, independent of AIP.

4. FAA FACILITIES AND EQUIPMENT MUST BE FULLY FUNDED IN 2005. We note that the Administration's 2005 budget cuts the FAA's Facilities and Equipment account by \$393 Million. As air traffic continues to return toward pre 9-11 volume, NASAO believes it is shortsighted to drastically cut funding that supports our existing air traffic control system and prepares for near-future demands. F&E funding must keep pace with current traffic growth and AIP infrastructure funding or else the nation faces returning to the enormously costly, system wide delays and "hub-lock". NASAO strongly urges Members of Congress to fully fund FAA F&E in 2005.

5. PROVIDE ADEQUATE FUNDING FOR THE JOINT PLANNING AND DEVELOPMENT OFFICE. NASAO was very pleased to learn of the establishment, last year, of the Joint Planning Office and was equally positively impressed by Congress's recognition and demonstration of support of the now named Joint Planning and Development Office. For too long it was too easy to say that aviation and aerospace policy lacked leadership or that the various Cabinet Secretaries and agency heads did not have a shared vision of the future. Today, through the JPDO, our nation has an opportunity to develop a comprehensive plan and cohesive policy for the critically important aviation and aerospace segment of our economy for the next quarter century. NASAO strongly urges Members of Congress to monitor the progress of the JPDO and ensure that this progress is not hampered by a lack of necessary funding.