

HOUSE JOINT RESOLUTION NO. 67

INTRODUCED BY SIVERTSEN

IN THE HOUSE

April 9, 1981 Introduced and referred to
Committee on State Adminis-
tration.

April 11, 1981 Committee recommend bill do
pass. Report adopted.

April 13, 1981 Bill printed and placed on
members' desks.

On motion to suspend the
24-hour rule and bill be
placed on second reading
this day. Motion adopted.

Second reading, do pass.

On motion rules suspended
and bill placed on third
reading this day.

Third reading, passed.
Ayes, 89; Noes, 4.
Transmitted to Senate.

IN THE SENATE

April 14, 1981 Introduced and referred to
Committee on State Adminis-
tration.

April 17, 1981 Committee recommend bill be
concurrred in. Report adopted.

April 20, 1981 Second reading, concurrred in.

On motion rules suspended.
Bill placed on calendar
for third reading this day.

Third reading, concurrred in.
Ayes, 45; Noes, 3.

IN THE HOUSE

April 21, 1981

Returned from Senate. Con-
curred in. Sent to enrolling.

Reported correctly enrolled.

1 HOUSE JOINT RESOLUTION NO. 67
 2 INTRODUCED BY *Smetsen*

3
 4 A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF
 5 REPRESENTATIVES OF THE STATE OF MONTANA REQUESTING AN
 6 INTERIM STUDY OF SAFETY PROBLEMS OF MONTANA AIRPORTS AND THE
 7 AMOUNTS AND SOURCES OF FUNDING NEEDED TO CORRECT THE
 8 PROBLEMS.

9
 10 WHEREAS, inadequate funding has not allowed Montana to
 11 keep pace with the increasing demands of the state's air
 12 transportation system or to even maintain and protect the
 13 existing investment in the facilities we have; and

14 WHEREAS, the problems of development and maintenance of
 15 the state's air transportation system continue to grow worse
 16 and are seriously compromising the safety guarantees assumed
 17 by the air traveling public of the State of Montana; and

18 WHEREAS, even with assistance that has been provided in
 19 the past through the Federal Airport Development Aid
 20 Program, the role of state government in aiding many Montana
 21 communities has been critical, and now that this federal
 22 assistance is in jeopardy, the state's role becomes even
 23 more vital.

24
 25 NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE

1 OF REPRESENTATIVES OF THE STATE OF MONTANA:

2 (1) That an appropriate interim committee be assigned
 3 to study the problems of poor maintenance, lack of
 4 modernization, and safety risks associated with the air
 5 transportation system in the State of Montana as well as the
 6 underlying funding problems associated with these
 7 situations.

8 (2) That the committee include in its study a
 9 consideration of at least the following:

10 (a) the extent of deterioration and obsolescence of
 11 Montana airports and air safety systems, including runway
 12 and taxiway pavement conditions, runway approach protection,
 13 land-use protection around airports, instrument approach
 14 systems, and crash fire rescue provisions;

15 (b) the accuracy, efficiency, and effectiveness of the
 16 current state aviation fuel tax collection process,
 17 especially as that process is related to aviation fuels
 18 transported into Montana;

19 (c) whether and how Montana ought to be integrated
 20 into the National Air Transportation System and whether and
 21 how Montana's Airport System Plan might be effectively
 22 integrated into the National Airport System Plan;

23 (d) a comparison of other states' policies and
 24 involvement in funding airport and airways systems to
 25 include an evaluation of airline and general aviation fuel

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1 costs, including taxes;

2 (e) an evaluation of the overall funding scheme
3 supporting airport maintenance, improvement, and safety to
4 determine whether existing revenue sources are adequate to
5 meet existing and future needs and whether any steps should
6 be taken to make the existing system more effective or what
7 additional sources of funding should be used to meet these
8 needs.

9 (3) That the committee submit to the 48th Legislature
10 a report of its findings together with recommendations for
11 legislation. The report should include committee findings
12 with regard to each of the items listed above.

-End-

Approved by Committee
on State Administration

HOUSE JOINT RESOLUTION NO. 67

INTRODUCED BY *Swartz*

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WHEREAS, inadequate funding has not allowed Montana to keep pace with the increasing demands of the state's air transportation system or to even maintain and protect the existing investment in the facilities we have; and

WHEREAS, the problems of development and maintenance of the state's air transportation system continue to grow worse and are seriously compromising the safety guarantees assumed by the air traveling public of the State of Montana; and

WHEREAS, even with assistance that has been provided in the past through the Federal Airport Development Aid Program, the role of state government in aiding many Montana communities has been critical, and now that this federal assistance is in jeopardy, the state's role becomes even more vital.

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OF REPRESENTATIVES OF THE STATE OF MONTANA:

(1) That an appropriate interim committee be assigned to study the problems of poor maintenance, lack of modernization, and safety risks associated with the air transportation system in the State of Montana as well as the underlying funding problems associated with these situations.

(2) That the committee include in its study a consideration of at least the following:

(a) the extent of deterioration and obsolescence of Montana airports and air safety systems, including runway and taxiway pavement conditions, runway approach protection, land-use protection around airports, instrument approach systems, and crash fire rescue provisions;

(b) the accuracy, efficiency, and effectiveness of the current state aviation fuel tax collection process, especially as that process is related to aviation fuels transported into Montana;

(c) whether and how Montana ought to be integrated into the National Air Transportation System and whether and how Montana's Airport System Plan might be effectively integrated into the National Airport System Plan;

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