

Introduced: 1/16/80
Referred: Commerce and Judiciary

BY ROGERS, ANDERSON, CARNEY, FULLER,
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1 IN THE HOUSE

2 HOUSE JOINT RESOLUTION NO. 52

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 ELEVENTH LEGISLATURE - SECOND SESSION

5 Relating to proposed FAA regulations
6 regarding the security of air taxi
7 operators.

8 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 WHEREAS the federal Aviation Administration is proposing to adopt regu-
10 lations relating to the security of air taxi operators from criminal violence
11 and air piracy; and

12 WHEREAS these regulations would require an air taxi operator to develop
13 and submit in writing for FAA approval a security program under which, at a
14 minimum, the air taxi operator would be required to

15 (1) require identification of all enplaning passengers and deter-
16 mine that the passengers do not pose a threat to the safety of the flight;

17 (2) insure that baggage of passengers is transported with the
18 passenger;

19 (3) contact law enforcement agencies having jurisdiction over
20 airports served by air taxi operators to arrange for a law enforcement offi-
21 cer to be available at each airport to respond in the event of an incident
22 and also to provide crew members with current information concerning proce-
23 dures for obtaining law enforcement assistance at an airport;

24 (4) require identification from persons other than known shippers
25 shipping goods or cargo aboard air taxi aircraft;

26 (5) conduct a security inspection of each aircraft before placing
27 it in service and after it has been left unattended;

28 (6) prohibit unauthorized access to aircraft; and

29 WHEREAS these proposed regulations would also require airports served by

1 air taxi operators to submit and obtain FAA approval of a security program
2 ensuring that law enforcement officers be available to respond to incidents
3 in a number and manner judged adequate by the FAA; and

4 WHEREAS these proposed regulations would also require air taxi operators
5 to transport firearms of passengers in a part of the aircraft inaccessible to
6 passengers, excluding the flight crew compartment; and

7 WHEREAS these proposed regulations would apply to about 225 airports in
8 Alaska, many of which are undoubtedly hundreds of miles from the location of
9 a law enforcement officer; and

10 WHEREAS to require remote airports and air taxi operators using these
11 airports to arrange for the response of law enforcement officers in the event
12 of a security incident would be highly impractical; and

13 WHEREAS sporting rifles and shotguns cannot fit in the cargo compart-
14 ments of most aircraft operated by air taxi operators in Alaska and must be
15 carried in the passenger compartment; and

16 WHEREAS to prohibit unauthorized access to air taxi aircraft would
17 require indoor storage, fencing, or guards at prohibitive expense; and

18 WHEREAS the information provided by the FAA with the proposed regula-
19 tions indicates that the impetus for the adoption of the regulations arose
20 from changes in other FAA regulations and policies that resulted in the use
21 by air commuter services of aircraft with 20 or more seats which are capable
22 of transporting a hijacker to his intended destination, but no rationale is
23 presented by the FAA for imposing similar requirements on the operators of
24 small aircraft and the airports that serve them; and

25 WHEREAS the practical realities of life in Alaska, in which the air taxi
26 operator plays a different role than in the rest of the nation, militate
27 against the commission of the kind of crime these proposed regulations are
28 designed to prevent; and

29 WHEREAS the cost of complying with these regulations could drive many

1 air taxi operators out of business;

2 BE IT RESOLVED by the Alaska State Legislature that it respectfully
3 requests the Federal Aviation Administration to reject the proposed regula-
4 tions as they relate to operators of small airplanes and the airports that
6 serve them.

6 A COPY of this resolution shall be sent to the Office of the Chief
7 Counsel, Federal Aviation Administration; and to the Honorable Ted Stevens
8 and the Honorable Mike Gravel, U. S. Senators, and the Honorable Don Young,
9 U. S. Representative, members of the Alaska delegation in Congress.

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