

HJR

18

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSHJR 18(TRA)
 (H) Publish Date: 4/20/07

Revision Date/Time (Note if correction): _____ Dept. Affected: Legislature
 Title: "Opposing the enactment of the provisions in the RDU Legislative Council
Next Generation Transportation System Financing Reform..." Component Council and Subcommittees
 Sponsor: Representative Johansen
 Requester: House Transportation Committee Component No. 783

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

This legislation has zero fiscal impact on the Legislative Affairs Agency.

Prepared by: Karla Schofield, Deputy Director Phone 465-6626
 Division: Legislative Affairs Agency Date/Time 4/5/07 4:24 PM
 Approved by: Pamela Varni, Executive Director Date 4/5/2007
 Agency: Legislative Affairs Agency

**ALASKA STATE LEGISLATURE
HOUSE JOINT RESOLUTION NO. 18**

HISTORY IN THE HOUSE

HISTORY IN THE SENATE

2007
4/5
4/20
4/24
4/24

Read first time and referred to:
TRA

TRA RPT CS(TRA) New Title
5 DP DNP NR AM
FN OFN / Prev: FN OFN

Read second time
4 CS(TRA) Adopted New Title
 Amended _____
4 UC Advanced / 3rd Rdg. _____

Read third time
 Title Amendment
 Return to 2nd & amended _____

4 Passed Y36 N E4 A
 EFD same or Y _____ N _____ E _____ A _____

Reconsideration
Reconsideration not taken up
 Title Amendment
 Return to 2nd & amended _____

Passed/Rec Y _____ N _____ E _____ A _____
 EFD same or Y _____ N _____ E _____ A _____

4/24 Engrossed, signed by the Speaker
Transmitted to the Senate
Seip
Chief Clerk of the House

2007
4/25

Read first time and referred to:
TRA

RPT SCS() NT: SCR
DP DNP NR AM
FN OFN / Prev: FN OFN
To: _____

RPT SCS() NT: SCR
DP DNP NR AM
FN OFN / Prev: FN OFN
To: _____

RPT SCS() NT: SCR
DP DNP NR AM
FN OFN / Prev: FN OFN
To: _____

Read second time
 SCS() Adopted New Title
SCR No. _____
 Amended _____
 _____ Advanced / 3rd Rdg. _____

Read third time
 Title Amendment
 Return to 2nd & amended _____

Passed Y _____ N _____ E _____ A _____
 EFD same or Y _____ N _____ E _____ A _____

Reconsideration
Reconsideration not taken up
 Title Amendment
 Return to 2nd & amended _____

Passed/Rec Y _____ N _____ E _____ A _____
 EFD same or Y _____ N _____ E _____ A _____

Engrossed, signed by the President
Returned to the House
Secretary of the Senate

HOUSE-SENATE HISTORY (continued)

20

Version Received from the Senate:

Concur in Senate Amendment

Y ___ N ___ E ___ A ___

[] EFD same or Y ___ N ___ E ___ A ___

Failed concur in Senate amd., ask Senate recede

Y ___ N ___ E ___ A ___

Senate failed to recede from amendment

Y ___ N ___ E ___ A ___

CC appointed by House _____ Chair

CC appointed by Senate _____ Chair

(H) Granted Limited Powers of Free Conference

(S) Granted Limited Powers of Free Conference

20

(H) Adopted CC Rpt _____

Y ___ N ___ E ___ A ___

[] EFD same or Y ___ N ___ E ___ A ___

(S) Adopted CC Rpt _____

Y ___ N ___ E ___ A ___

[] EFD same or Y ___ N ___ E ___ A ___

Sent to enrolling

Received from Enrolling _____ Manifest Error

Sent to Governor

By Governor

Legislative Resolve No. _____

Filed with Lieutenant Governor _____

History in the House

1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
1921	1922	1923	1924	1925	1926	1927	1928	1929	1930
1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
2001	2002	2003	2004	2005	2006	2007	2008	2009	2010

History in the Senate

1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
1921	1922	1923	1924	1925	1926	1927	1928	1929	1930
1931	1932	1933	1934	1935	1936	1937	1938	1939	1940
1941	1942	1943	1944	1945	1946	1947	1948	1949	1950
1951	1952	1953	1954	1955	1956	1957	1958	1959	1960
1961	1962	1963	1964	1965	1966	1967	1968	1969	1970
1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
2001	2002	2003	2004	2005	2006	2007	2008	2009	2010

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Kane
5/1/07

CS FOR HOUSE JOINT RESOLUTION NO. 18()
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): REPRESENTATIVES JOHANSEN, Neuman, Fairclough, Thomas, Nelson, Crawford, Buch, Lynn, Guttenberg, Harris, Kelly, Meyer

A RESOLUTION

1 **Opposing the enactment of the provisions in the Next Generation Air Transportation**
2 **System Financing Reform Act of 2007 that impose air traffic control user fees, increase**
3 **aviation fuel and aviation gas taxes on the operators of propeller-driven or rotor-**
4 **equipped aircraft used for transportation between points within the State of Alaska,**
5 **reduce airport funding, and reduce Congressional oversight of the Federal Aviation**
6 **Administration.**

Original

7 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

8 **WHEREAS**, because of Alaska's geography and its many isolated communities
9 without road access, the state has historically relied heavily on general aviation as a major
10 component of its transportation system; and

11 **WHEREAS** the people of Alaska continue to depend on general aviation to move and
12 distribute mail, supplies, goods, and people around the state; and

13 **WHEREAS**, as of May 1999, Alaska had 10,605 licensed pilots and 8,053 registered
14 aircraft, approximately one pilot and one aircraft for every 61 Alaskans; and

1 **WHEREAS** it is estimated Alaska has about six times as many pilots per capita and
2 16 times as many aircraft per capita as the rest of the United States; and

3 **WHEREAS** Alaska ranks sixth in the total number of airports with 583, including
4 heliports and seaplane bases, a number that equals approximately 3.5 percent of the total
5 number of airports in the United States; and

6 **WHEREAS** Alaska is among the top states in the number of seaplane bases with 102,
7 approximately 25 percent of the United States total; and

8 **WHEREAS** Alaska has two of the world's largest seaplane bases in the world with
9 Lake Hood in Anchorage, which accommodates more than 800 takeoffs and landings on a
10 peak summer day, and Ketchikan, where approximately 16,000 takeoffs and landings by
11 seaplanes and general aviation planes occur in each month in the summer; and

12 **WHEREAS** H.R. 1356 and S. 1076, companion bills proposing the Next Generation
13 Air Transportation System Financing Reform Act of 2007, that are pending before the United
14 States Congress would increase the tax on aviation gas from 19.4 cents a gallon to 70 cents a
15 gallon and the tax on aviation fuel from 21.9 cents a gallon to 70 cents a gallon and would
16 implement fees associated with the use of the National Airspace System; and

17 **WHEREAS** the Next Generation Air Transportation System Financing Reform Act of
18 2007 proposes to remove Congressional oversight of the Federal Aviation Administration;
19 and

20 **WHEREAS** because of Alaska's unique geography and dependence on general
21 aviation, such an increase in taxes, implementation of user fees, and reduction of airport
22 funding would be detrimental to the economy of this state and would have a particularly harsh
23 impact on many isolated rural communities;

24 **BE IT RESOLVED** that the Alaska State Legislature respectfully opposes the
25 enactment of the provisions in the Next Generation Air Transportation System Financing
26 Reform Act of 2007 that impose user fees, increase aviation fuel and aviation gas taxes on the
27 operators of propeller-driven or rotor-equipped aircraft used for transportation between points
28 within the State of Alaska, reduce airport funding, and reduce Congressional oversight of the
29 Federal Aviation Administration.

30 **COPIES** of this resolution shall be sent to the Honorable Bart Gordon, Chair of the
31 U.S. House of Representatives Committee on Science and Technology; the Honorable Ralph

1 Hall, Ranking Member of the U.S. House of Representatives Committee on Science and
2 Technology; the Honorable Mark Udall, Chair of the Subcommittee on Science and
3 Aeronautics of the U.S. House of Representatives Committee on Science and Technology; the
4 Honorable Ken Calvert, Ranking Member of the Subcommittee on Science and Aeronautics
5 of the U.S. House of Representatives Committee on Science and Technology; the Honorable
6 James Oberstar, Chair of the U.S. House of Representatives Committee on Transportation and
7 Infrastructure; the Honorable John L. Mica, Ranking Member of the U.S. House of
8 Representatives Committee on Transportation and Infrastructure; the Honorable Jerry F.
9 Costello, Chair of the Subcommittee on Aviation of the U.S. House of Representatives
10 Committee on Transportation and Infrastructure; the Honorable Thomas E. Petri, Ranking
11 Member of the Subcommittee on Aviation of the U.S. House of Representatives Committee
12 on Transportation and Infrastructure; the Honorable Charles B. Rangel, Chair of the U.S.
13 House of Representatives Committee on Ways and Means; the Honorable Jim McCrery,
14 Ranking Member of the U.S. House of Representatives Committee on Ways and Means; the
15 Honorable Daniel Inouye, Chair of the U.S. Senate Committee on Commerce, Science, and
16 Transportation; the Honorable John D. Rockefeller IV, Chair of the Subcommittee on
17 Aviation Operations, Safety, and Security of the U.S. Senate Committee on Commerce,
18 Science, and Transportation; the Honorable Trent Lott, Ranking Member of the
19 Subcommittee on Aviation Operations, Safety, and Security of the U.S. Senate Committee on
20 Commerce, Science, and Transportation; the Honorable John Katz, Director of State and
21 Federal Relations and Special Counsel to the Governor of Alaska; and the Honorable Ted
22 Stevens and the Honorable Lisa Murkowski, U.S. Senators, and the Honorable Don Young,
23 U.S. Representative, members of the Alaska delegation in Congress.

CS FOR HOUSE JOINT RESOLUTION NO. 18(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Offered: 4/20/07

Referred: Rules

Sponsor(s): REPRESENTATIVES JOHANSEN, Neuman, Fairclough, Thomas, Nelson, Crawford, Buch, Lynn, Guttenberg, Harris, Kelly

A RESOLUTION

1 **Opposing the enactment of the provisions in the Next Generation Air Transportation**
 2 **System Financing Reform Act of 2007 that impose air traffic control user fees, increase**
 3 **aviation fuel and aviation gas taxer, reduce airport funding, and reduce Congressional**
 4 **oversight of the Federal Aviation Administration.**

5 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

6 **WHEREAS**, because of Alaska's geography and its many isolated communities
 7 without road access, the state has historically relied heavily on general aviation as a major
 8 component of its transportation system; and

9 **WHEREAS** the people of Alaska continue to depend on general aviation to move and
 10 distribute mail, supplies, goods, and people around the state; and

11 **WHEREAS**, as of May 1999, Alaska had 10,605 ^{licensed} registered pilots and 8,053
 12 registered aircraft, approximately one pilot and one aircraft for every 61 Alaskans; and

13 **WHEREAS** it is estimated Alaska has about six times as many pilots per capita and
 14 16 times as many aircraft per capita as the rest of the United States; and

15 **WHEREAS** Alaska ranks sixth in the total number of airports with 583, including

H

HJR018b

-1-

CSHJR 18(TRA)

COMMITTEE COPY

New Text Underlined [DELETED TEXT BRACKETED]

ENGROSSED

1 heliports and seaplane bases, a number that equals approximately 3.5 percent of the total
2 number of airports in the United States; and

3 **WHEREAS** Alaska is among the top states in the number of seaplane bases with 102,
4 approximately 25 percent of the United States total; and

5 **WHEREAS** Alaska has two of the world's largest seaplane bases in the world with
6 Lake Hood in Anchorage, which accommodates more than 800 takeoffs and landings on a
7 peak summer day, and Ketchikan, where approximately 16,000 takeoffs and landings by
8 seaplanes and general aviation planes occur in each month in the summer; and

9 **WHEREAS** H.R. 1356 and S. 1076, companion bills proposing the Next Generation
10 Air Transportation System Financing Reform Act of 2007, that are pending before the United
11 States Congress would increase the tax on aviation gas from 19.4 cents a gallon to 70 cents a
12 gallon and the tax on aviation fuel from 21.9 cents a gallon to 70 cents a gallon and would
13 implement fees associated with the use of the National Airspace System; and

14 **WHEREAS** the Next Generation Air Transportation System Financing Reform Act of
15 2007 proposes to remove Congressional oversight of the Federal Aviation Administration;
16 and

17 **WHEREAS** because of Alaska's unique geography and dependence on general
18 aviation, such an increase in taxes, implementation of user fees, and reduction of airport
19 funding would be detrimental to the economy of this state and would have a particularly harsh
20 impact on many isolated rural communities;

21 **BE IT RESOLVED** that the Alaska State Legislature respectfully opposes the
22 enactment of the provisions in the Next Generation Air Transportation System Financing
23 Reform Act of 2007 that impose user fees, increase aviation fuel and aviation gas taxes,
24 reduce airport funding, and reduce Congressional oversight of the Federal Aviation
25 Administration.

26 **COPIES** of this resolution shall be sent to the Honorable Bart Gordon, Chair of the
27 U.S. House of Representatives Committee on Science and Technology; the Honorable Ralph
28 Hall, Ranking Member of the U.S. House of Representatives Committee on Science and
29 Technology; the Honorable Mark Udall, Chair of the Subcommittee on Science and
30 Aeronautics of the U.S. House of Representatives Committee on Science and Technology; the
31 Honorable Ken Calvert, Ranking Member of the Subcommittee on Science and Aeronautics

1 of the U.S. House of Representatives Committee on Science and Technology; the Honorable
2 James Oberstar, Chair of the U.S. House of Representatives Committee on Transportation and
3 Infrastructure; the Honorable John L. Mica, Ranking Member of the U.S. House of
4 Representatives Committee on Transportation and Infrastructure; the Honorable Jerry F.
5 Costello, Chair of the Subcommittee on Aviation of the U.S. House of Representatives
6 Committee on Transportation and Infrastructure; the Honorable Thomas E. Petri, Ranking
7 Member of the Subcommittee on Aviation of the U.S. House of Representatives Committee
8 on Transportation and Infrastructure; the Honorable Charles B. Rangel, Chair of the U.S.
9 House of Representatives Committee on Ways and Means; the Honorable Jim McCrery,
10 Ranking Member of the U.S. House of Representatives Committee on Ways and Means; the
11 Honorable Daniel Inouye, Chair of the U.S. Senate Committee on Commerce, Science, and
12 Transportation; the Honorable John D. Rockefeller IV, Chair of the Subcommittee on
13 Aviation Operations, Safety, and Security of the U.S. Senate Committee on Commerce,
14 Science, and Transportation; the Honorable Trent Lott, Ranking Member of the
15 Subcommittee on Aviation Operations, Safety, and Security of the U.S. Senate Committee on
16 Commerce, Science, and Transportation; the Honorable John Katz, Director of State and
17 Federal Relations and Special Counsel to the Governor of Alaska; and the Honorable Ted
18 Stevens and the Honorable Lisa Murkowski, U.S. Senators, and the Honorable Don Young,
19 U.S. Representative, members of the Alaska delegation in Congress.

ALASKA STATE LEGISLATURE

Session:
State Capitol
Juneau, AK 99801-1182
(907) 465-3424
Fax (907) 465-3793

Interim:
50 Front Street, Suite 203
Ketchikan, AK 99901
(907) 247-4672
Fax (907) 225-8546



Chair
Transportation

Vice Chair
Fisheries

Member
Economic Development,
Trade and Tourism
State Affairs

REPRESENTATIVE KYLE JOHANSEN DISTRICT ONE

April 24, 2007

Senator Albert Kookesh, Chairman
Senate Transportation Committee
State Capitol, Room 11

Re: HJR 18 Opposition to Next Generation Air Transportation System Financing Reform Act of 2007 (NextGen)

Chairman Kookesh, *Albert*

I respectfully request that you schedule HJR 18 to be heard in your committee at your earliest convenience. HJR 18 opposes the "Next Generation Air Transportation System Financing Reform Act of 2007." This federal legislation will be unfavorable to Alaskans in a few different ways:

1. It will increase the tax on aviation gas from 19.4 cents per gallon to 70 cents per gallon and 21.9 cents per gallon to 70 cents per gallon on jet fuel.
2. It will reduce Congressional oversight of the Federal Aviation Administration, which decreases individual state input.
3. Decreases federal airport funding by \$1 billion.

More specifically, The NextGen legislation's gas tax increase of more than a 250% per gallon will be detrimental to general aviation in Alaska. With gas prices already on the rise, an increase this substantial would negatively impact Alaska's economy.

A reduction in Congressional oversight of the FAA would reduce the individual state input and put it into the hands of a smaller board of only 13 members. This would be beneficial to large airline hubs, but not to the unique needs of Alaska.

A \$1 billion cut to Airport Improvement Program (AIP) funds makes it more difficult for Alaska to acquire federal money to improve airport facilities. This \$1 billion cut is one-third of overall funding for the AIP.

Enclosed is a copy of HJR 18, a sponsor statement, one fiscal note, two letters from Alaskan air associations, a letter from John Torgerson, Deputy Commissioner of Aviation for the DOT, an Anchorage Daily News article about the aviation fuel increase, and a press release from the National Business Aviation Association about the impact on small businesses and rural areas.

If you have any questions, please contact my staff, Sonia Christensen at x3424.

Respectfully,

Kyle
Representative Kyle Johansen

ALASKA STATE LEGISLATURE

Session:
State Capitol
Juneau, AK 99801-1182
(907) 465-3424
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Chair
Transportation

Vice Chair
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Member
Economic Development,
Trade and Tourism
State Affairs

REPRESENTATIVE KYLE JOHANSEN
DISTRICT ONE

Sponsor Statement – House Joint Resolution 18

Alaska depends heavily on general aviation to move and distribute mail, supplies, goods, and people around the state. In 1999, Alaska had 10,605 registered pilots and 8,053 registered aircrafts. In many rural communities, aviation is the only means of transportation to and from larger cities for goods, supplies, and medical treatment.

Federal legislation called the "Next Generation Transportation System Financing Reform Act of 2007" (HB 1356 and SB1076) is pending before Congress. Passage of this legislation would impose a dramatic increase in jet fuel and aviation gas taxes. The proposed legislation will increase aviation gas from 19.4 cents per gallon to 70 cents per gallon and aviation fuel from 21.9 cents per gallon to 70 cents per gallon. Such a tax increase will have an immediate negative impact on the people of Alaska and their transportation needs.

HJR 18 brings the negative impact of the tax increase and other problematic parts of the bills to the attention of Alaska's Congressional delegation and other key members of Congress. It also urges them to oppose the legislation.



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

April 19, 2007

Representative Kyle Johansen
State Capitol, Room 13
Juneau, AK 99801-1182

Dear Representative Johansen:

The Aircraft Owners and Pilots Association (AOPA) is a membership association consisting of over 411,000 pilots and aircraft owners nationwide, 4,200 of whom reside in the state of Alaska. AOPA is committed to ensuring the continued viability of general aviation in Alaska and the United States.

The Aircraft Owners and Pilots Association strongly supports House Joint Resolution 18, which opposes provisions of the Next Generation Air Transportation System Financing Reform Act of 2007. There are several elements of this federal legislation which we believe would be detrimental to general aviation, especially in Alaska.

The proposed legislation would dramatically increase fuel taxes, raising them from 19.4, to 70 cents per gallon. With fuel prices already at very high levels within the state, this would place an economic burden which not only impacts aircraft owners and operators, but businesses that support general aviation, and communities which rely on aviation for basic transportation and access.

Another provision of the bill seeks to change from the excise tax which has successfully funded the FAA for many years, to a user fee system. AOPA believes that charging for services and access to airspace could lead to a decline in aviation safety, as users avoid services in an attempt to manage cost. Alaska already has the highest accident rate in the nation. The aviation community and FAA in Alaska are working to improve safety both for pilots and the public which relies on aviation for transportation, delivery of groceries, mail and medical evacuation. User fees could undermine these efforts.

The implementation of a user fee system also calls for a change in organizational structure that will lead to a loss of congressional oversight of the FAA. This change reduces the ability of Alaska's congressional delegation to be able to obtain fair and equitable treatment for Alaskans in cases where federal mandates don't fit the unique challenges of Alaska's weather and geographic setting.

TOM GEORGE
ALASKA REGIONAL REPRESENTATIVE
PERSONAL ADDRESS: P.O. Box 83750 FAIRBANKS, AK 99708
907-388-9955 (PHONE) 907-455-9001 (FAX)
E-MAIL: tom.george@aopa.org

Finally, the proposed federal legislation proposes to reduce overall funding for the nation's airports by approximately one billion dollars. This level of funding for the Airport Improvement Program will reduce the main source of funding the state counts on for construction and expansion of our airport system.

We thank you for sponsoring this resolution and your support on behalf of our members in Alaska.

Sincerely,



Tom George
Alaska Regional Representative

TOM GEORGE
ALASKA REGIONAL REPRESENTATIVE
PERSONAL ADDRESS: P.O. Box 83750 FAIRBANKS, AK 99708
907-388-9955 (PHONE) 907-455-9001 (FAX)
E-MAIL: tom.george@aopa.org



ALASKA AIRMEN'S ASSOCIATION, INC.

February 28, 2007

Senator Lisa Murkowski
 322 Hart Senate Building
 Washington, D.C. 20510
 Fax number (202) 224-5303

Dear Senator Murkowski,

We are shocked and amazed at the audacious current proposal for the FAA reauthorization, which would drastically change the way the country's aviation is funded. Congress needs to retain oversight of the FAA and not let a private committee of FAA bureaucrats and airline executives take control. If they cannot run airlines efficiently and successfully who would trust them with the NAS?

Based on projections, using the Office of Management and Budget data, the current system of taxing fuel used by general aviation and the passenger tax on commercial airlines, adequately funds the FAA. Drastic change is not needed to fix that which is not broken.

The proposal would cut the Airlines taxes by \$600 million and shift the burden onto general aviation by increasing their tax by 19.4 to 70.1 cents for Avgas and from 21.8 to 70.1 cents for Jet Fuel. The tax on a Boeing 747 would be the same as the tax on a C.206. Since 9/11 the airlines have already received considerable subsidies and by now ought to manage their affairs better. With the onset of low cost carriers, the tax on the commercial airlines decreased because it is based on the price of a ticket. Base it on real costs; such as miles flown and class of airspace used. The latter would let users share the costs of operating those expensive hubs.

The most costly parts of operating the NAS are the hub and spoke system created by the airlines throughout the country. Alaska's NAS is below parity with the rest of the country. Alaskans rely on aviation, more than any other state, for transportation for people and goods by small airplanes. The increase by 300% on fuel tax would jeopardize air travel throughout the state both for the small commercial operators as well as general aviation.

In Alaska where 90% of the state is not accessible by road, flights for medical reasons, flights for intercity school sports, and flights for food supplies would all become too costly to operate. Small airline operators would go out of business. Hunting and fishing guides would have to increase their rates to such an extent that visitors would balk at coming to Alaska.

Similar taxes in Europe have virtually killed general aviation. The audacity to inflict this burden, in particular on Alaska, when the FAA does not provide a NAS that has parity with the lower 48, is unbelievable and needs to be stopped immediately. We commend you for your support of general aviation in the past and urge you to take decisive action against this travesty.

Sincerely,

Felix Maguire, Chair
 Legislative and Government Affairs
 Alaska Airmen's Association

SERVING GENERAL AVIATION IN ALASKA SINCE 1951

P.O. Box 241185 Anchorage, Alaska 99524-1185 Tel: 907-245-1251 Fax: 907-245-1259

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

COMMISSIONER'S OFFICE

SARAH PALIN, GOVERNOR

3132 CHANNEL DRIVE
JUNEAU, ALASKA 99801

TEXT: (907) 465-3652
FAX: (907) 586-8385
PHONE: (907) 465-3900

April 12, 2007

The Honorable Ted Stevens
United State Senate
522 Hart Building
Washington DC 20510-0201

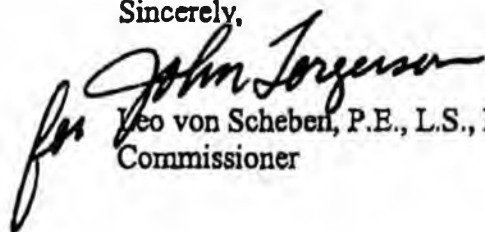
Dear Senator Stevens:

Please find enclosed policy statements concerning the Federal Aviation Administration reauthorization bill "Next Generation Air Transportation System Financing Reform Act of 2007" and other aviation issues relevant to Alaska.

Of major concern in the President's proposed legislation is the increase of tax on aviation gas from 19.4 cents and jet fuel from 21.9 cents to 70 cents per gallon. Although I understand trying to balance the funds going into the Aviation Trust Fund is of great importance, the impact on general aviation in Alaska would be tremendous. This proposed tax would increase aviation operation expenses and the cost of living, for every rural Alaskan. As you know, most aspects of life in rural Alaska are touched by aviation. Mail, perishable goods, packaged goods, passengers, and even fuel for communities all must travel by air for most remote communities off the highway system. Higher taxes would mean fewer flight operations and lower economic activity in Alaska. The private airplane in Alaska is equivalent to the family Minivan in other places in America.

I hope the enclosed material will be helpful in the reauthorization effort. We would be delighted to expand on any issue and hope that we will have a continuing dialogue on Alaska specific issues as the drafting of the new bill progresses. The State of Alaska staff in Washington, D.C. and I are available to work with you or your staff on reauthorization issues. Thank you for your work on promoting safe air transportation in Alaska.

Sincerely,


Leo von Scheben, P.E., L.S., M.B.A.
Commissioner

Enclosure

cc: John W. Katz, Director of State/Federal Relations, Office of the Governor
John Torgerson, Deputy Commissioner of Aviation, DOT&PF

Anchorage Daily News



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your photos from this
year's prom.



45° 50° | 36°

forecast | statewide

Daylight : 6:09 a.m. - 9:46 p.m.

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Proposal to quadruple aircraft fuel taxes worries small-plane operators

The Associated Press
Published: March 16, 2007
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FAIRBANKS -- Small-plane operators in Alaska said they are worried about a Federal Aviation Administration proposal to nearly quadruple fuel taxes for general aviation aircraft.

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The tax increase would not apply to airlines or the military, but would affect corporate jets, private charters, emergency helicopters, charter shipping and almost all service to rural communities.

Taxes on aviation gas and aviation fuel are currently 19.4 cents per gallon and 21.9 cents per gallon, respectively. Under the proposal, both would increase to 70.1 cents per gallon.

Alaska has more pilots per capita than any other state and many are worried about the increase in costs under the proposal, which is part of an overhaul to the Federal Aviation Administration funding structure.

"Here in Alaska, since we don't have much in the way of roads, we tend to use aviation as a basic form of transportation," said Tom George, Alaska representative for the Aircraft Owners and Pilots Association.

General aviation advocates said the proposed increase could raise the cost of goods and services, especially to rural areas, threaten aviation jobs and decrease airport revenues as small-plane pilots cut down flights.

Commercial airlines and passenger groups said the proposal would usher in a more equitable way to fund the FAA.

The FAA believes the changes are justified because general aviation accounts for 11 percent of the air traffic costs but contributes only 3 percent of the taxes that make up the trust fund.

Sens. Ted Stevens and Lisa Murkowski, R-Alaska, have both expressed concern about the proposal, while Rep. Don Young, R-Alaska, has held off making a statement while the proposal moves through the committee process.

Stevens, R-Alaska, is the ranking Republican on the Committee on Commerce, Science and Transportation, which will give the proposal another hearing on Thursday.

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NBAA: Small Businesses, Small Towns, Rural Areas Lose Under FAA Plan

Proposal Threatens General Aviation, Which Serves Under-Served Airports, Communities

Contact: Dan Hubbard at (202) 783-9360 or dhubbard@nbaa.org

WASHINGTON, DC, March 21, 2007 – America's air transportation system and the small- to mid-size businesses in small towns and rural areas nationwide that depend on general aviation would be the losers if a user fee plan being pushed by the airlines and the Federal Aviation Administration (FAA) becomes law, Ed Bolen, president and CEO of the National Business Aviation Association (NBAA), told a congressional subcommittee today.

In testimony before the House Aviation Subcommittee of the Committee on Transportation and Infrastructure, Bolen argued that the FAA plan fulfills a long-standing lobbying campaign by the airlines to shift airline costs onto general aviation in the form of onerous new taxes and user fees.

In addition, Bolen said, "In 1997, the nation's seven largest airlines pushed for a user fee scheme. But according to one airline CEO at the time, the real goal was 'control of the FAA by the Big Seven and for their exclusive benefit.'

"This time around, the airlines have picked a new target for their tax shift – general aviation – and they have increased the amount to \$2 billion. The objective of reducing congressional control of the FAA remains the same," he said.

When it comes to modernization, Bolen said "the FAA talks the talk, but doesn't walk the walk."

In reality, he said, the FAA plan "cuts FAA funding by \$600 million, reduces the General Fund contribution by hundreds of millions, and diverts money that could and should be spent on runways, towers and modernization technologies and wastes it on a new bureaucracy. After all that, it allows the FAA to go into debt."

Bolen also questioned why, if the bill is really a modernization plan, it does not outline the technologies, timelines or costs of the next phase of modernization envisioned for the national air transportation system.

"The truth is that the airline-backed proposal is completely at odds with modernization because it contains provisions that would overthrow a funding structure that has proven to be stable, reliable and growing for more than 25 years in exchange for a radical user fee regime that would jeopardize the largest, safest and most efficient air transportation system in the world," Bolen said.

"The battle over aviation user fees is a battle over whether Congress will retain control of the air traffic system or whether that control will shift to unelected bureaucrats or even industry," Bolen stated. "If that happens, small and mid-size businesses, small towns and rural areas not served by scheduled airlines, and

dependent on general aviation, will be devastated by the loss of voice, new taxes and user fees."

#

Founded in 1947 and based in Washington, DC, the National Business Aviation Association, Inc. (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. The Association represents more than 8,000 companies and provides more than 100 products and services to the business aviation community, including the NBAA Annual Meeting & Convention, the world's largest civil aviation trade show. Learn more about NBAA at www.nbaa.org.

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CITY OF CORDOVA



May 1, 2007

Senator Albert Kookesh, Chairman
Members
Senate Transportation Committee
State Capitol
Juneau, AK 99801-1182

Re: Support of HJR 18

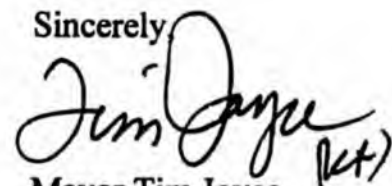
Dear Senators:

The City of Cordova has recently passed Resolution # 14-07-17, which is included in your bill backup, regarding our opposition to the proposed federal increase in the user fee system and increase in the surcharge on aviation fuel.

Our community is very dependent on general aviation, as many residents fly to remote locations in our area for a variety of reasons. An increase in costs as proposed by the FAA will have an adverse impact on our citizens and well as on our commercial fishing and tourism industry.

For these reasons, we support HJR 18 by Rep. Johansen and ask for the cooperation of the legislature in addressing our concerns.

Sincerely


Mayor Tim Joyce (kt)

House Transportation and Infrastructure Committee

Chairman James Oberstar

Press Release

Oberstar, Costello, DeFazio Question White House Plan To Cut Air Service to Small Communities

Administration budget would remove 65 airports from the Essential Air Service Program

April 27, 2007

By Jim Berard (202) 226-5064

The Bush Administration's plan to cut funding for the Essential Air Service program would remove 65 small communities from the list of eligible airports, and that has drawn fire from the leadership of the House Committee on Transportation and Infrastructure. T&I Chairman James L. Oberstar (Minn.), Aviation Subcommittee Chairman Jerry F. Costello (Ill.), and Rep. Peter A. DeFazio (Ore.), Chairman of the Subcommittee on Highways and Transit and a member of the Aviation panel, voiced their protests after requesting and receiving an updated list of affected airports.

EAS supports commercial air service to small communities where such service is not economically attractive to the airlines. The Administration's budget proposal would cut funding to nearly half of the 143 communities now in the program. All but 13 of the dropped airports are more than 100 miles from a hub airport; 11 are more than 200 miles away.

This week's Aviation Subcommittee hearing shed further light on the Administration's plan to cut Essential Air Service funding by more than half," said Oberstar. "At the request of the Subcommittee, the Department of Transportation provided detailed information on which communities are at risk of being dropped from the program under this proposal.

Most of these at-risk communities are several hours from the nearest large- or medium-hub airport, and would be left without access to the nation's air transportation system. The Administration's proposal would renege on a 30-year commitment by the Federal Government to preserve small community air service in a deregulated environment. The proposal should be rejected."

"The Bush Administration's proposal to cut 65 communities, including one in Southern Illinois, out of the Essential Air Service program is simply outrageous and I will do everything I can to make sure it does not happen," Costello said. "The EAS program is their link to efficient travel options and is critical for economic development. It should remain a priority of the Federal Government."

"Congress has worked hard over the years to fend off reductions in the Essential Air Service program because adequate air service is vital to the economic viability of small communities,"

said DeFazio. "The Administration's proposed cuts in the EAS program would pull the legs out from under the economies of small communities around the country, and I will fight to maintain this critical funding."

The list provided to the Committee is a snapshot of the EAS program. The number of airports affected could change depending on changing circumstances that affect each airport's eligibility to participate. However, as things stand today, 65 airports are in line to be dropped from the program under the Administration's plan.

The complete list of EAS airports, including those facing elimination from the program, can be found on the T&I Committee's website: www.house.gov/transportation.

###

2165 Rayburn House Office Building, Washington, DC 20515 Phone: (202) 225-4472 Fax: (202) 226-1270

Administration's FY 2008 and FAA Reauthorization Proposal for EAS

	EAS Community	Nearest L/M Hub	Miles (L/M)	Subsidy as of 4/1/2007	Cumulative Totals
1	Adak, AK	None	999	\$ 1,393,384	\$ 1,393,384
2	Akulak, AK	None	999	\$ 350,381	\$ 1,743,765
3	Aktak, AK	None	999	\$ 19,749	\$ 1,763,514
4	Alka, AK	None	999	\$ 449,805	\$ 2,213,319
5	Cape Yakataga	None	999	\$ 32,255	\$ 2,245,574
6	Central, AK	None	999	\$ 61,421	\$ 2,306,995
7	Chatham, AK	None	999	\$ 7,520	\$ 2,314,515
8	Chisana, AK	None	999	\$ 75,743	\$ 2,390,258
9	Circle, AK	None	999	\$ 61,421	\$ 2,451,679
10	Cordova, AK	None	999	\$ 1,436,063	\$ 3,887,742
11	Elfin Cove, AK	None	999	\$ 108,297	\$ 3,995,839
12	Excursion Inlet, AK	None	999	\$ 9,212	\$ 4,005,051
13	Funter Bay, AK	None	999	\$ 7,520	\$ 4,012,571
14	Gustavus, AK	None	999	\$ 1,436,063	\$ 5,448,634
15	Healy Lake, AK	None	999	\$ 71,105	\$ 5,519,739
16	Hydaburg, AK	None	999	\$ 54,733	\$ 5,574,472
17	Icy Bay, AK	None	999	\$ 32,255	\$ 5,606,727
18	Karluk, AK	None	999	\$ 38,880	\$ 5,645,607
19-21	Kodiak Bush, AK 1/	None	999	\$ 149,595	\$ 5,795,202
28	Manley, AK	None	999	\$ 32,904	\$ 5,828,106
29	May Creek, AK	None	999	\$ 83,642	\$ 5,911,748
30	McCarthy, AK	None	999	\$ 83,642	\$ 5,995,390
31	Minlo, AK	None	999	\$ 32,904	\$ 6,028,294
32	Nikolski, AK	None	999	\$ 314,694	\$ 6,342,988
33	Pelican Bay, AK	None	999	\$ 108,297	\$ 6,451,285
34	Petersburg, AK	None	999	\$ 449,494	\$ 6,900,779
35	Port Alexander, AK	None	999	\$ 48,746	\$ 6,949,525
36	San Juan/Uganik, AK	None	999	\$ 15,715	\$ 6,965,240
37	Wrangell, AK	None	999	\$ 449,494	\$ 7,414,734
38	Yakutat, AK	None	999	\$ 1,436,063	\$ 8,850,797
39	Glasgow, MT	Denver Int'l, CO (L)	709	\$ 922,103	\$ 9,772,900
40	Wolf Point, MT	Denver Int'l, CO (L)	686	\$ 922,103	\$ 10,695,003
41	Havre, MT	Salt Lake City Int'l, UT (L)	668	\$ 922,103	\$ 11,617,106
42	Sidney, MT	Minneapolis/St. Paul Int'l, MN (L)	658	\$ 1,306,313	\$ 12,923,419
43	Glendive, MT	Denver Int'l, CO (L)	607	\$ 922,103	\$ 13,845,522
44	Lewistown, MT	Salt Lake City Int'l, UT (L)	566	\$ 922,103	\$ 14,767,625
45	Dickinson, ND	Minneapolis/St. Paul Int'l, MN (L)	528	\$ 1,696,977	\$ 16,464,602
46	Miles City, MT	Denver Int'l, CO (L)	519	\$ 922,103	\$ 17,386,705
47	Devils Lake, ND	Minneapolis/St. Paul Int'l, MN (L)	402	\$ 1,329,858	\$ 18,716,563
48	Worland, WY	Salt Lake City Int'l, UT (L)	394	\$ 972,757	\$ 19,689,320
49	Presque Isle, ME	Logan Int'l, Boston, MA (L)	358	\$ 1,201,476	\$ 20,890,796
50	Jamestown, ND	Minneapolis/St. Paul Int'l, MN (L)	333	\$ 1,351,677	\$ 22,242,473
51	West Yellowstone, MT	Salt Lake City Int'l, UT (L)	332	\$ 247,122	\$ 22,489,595
52	Hobbs, NM	Albuquerque Int'l, NM (M)	320	\$ 519,614	\$ 23,009,209
53	Crescent City, CA	Sacramento Metropolitan, CA (M)	314	\$ 957,025	\$ 23,966,234
54	The/River Falls, MN	Minneapolis/St. Paul Int'l, MN (L)	305	\$ 777,709	\$ 24,743,943
55	Garden City, KS	Denver Int'l, CO (L)	300	\$ 1,733,997	\$ 26,477,940
56	Chadron, NE	Denver Int'l, CO (L)	290	\$ 655,898	\$ 27,133,838
57	Iron Mountain/Kingsford, MI	Chicago O'Hare Int'l, IL (L)	290	\$ 602,761	\$ 27,736,599
58	Hays, KS	Kansas City Int'l, MO (M)	284	\$ 1,540,392	\$ 29,276,991
59	Page, AZ	McCarran Int'l, Las Vegas, NV (L)	282	\$ 1,057,655	\$ 30,334,646
60	Huron, SD	Minneapolis/St. Paul Int'l, MN (L)	281	\$ 793,733	\$ 31,128,379
61	Carlsbad, NM	Albuquerque Int'l, NM (M)	280	\$ 599,671	\$ 31,728,050
62	Great Bend, KS	Kansas City Int'l, MO (M)	265	\$ 621,945	\$ 32,349,995
63	Liberal, KS/Guymon, OK	Will Rogers World, Okla. City, OK (M)	265	\$ 1,008,582	\$ 33,358,577

Administration's FY 2008 and FAA Reauthorization Proposal for EAS

64	Dodge City, KS	Will Rogers World, Okla. City, OK (M)	258	\$ 1,379,418	\$ 34,737,896
65	Massena, NY	Greater Buffalo Int'l (M)	256	\$ 699,302	\$ 35,437,298
66	McCook, NE	Denver Int'l, CO (L)	256	\$ 918,565	\$ 36,355,883
67	Moab, UT	Salt Lake City Int'l, UT (L)	256	\$ 1,288,784	\$ 37,654,667
68	Cortez, CO	Albuquerque Int'l, NM (M)	255	\$ 796,577	\$ 38,451,244
69	North Platte, NE	Denver Int'l, CO (L)	255	\$ 978,026	\$ 39,427,270
70	Hamson, AR	Memphis Int'l, TN (M)	244	\$ 1,406,078	\$ 40,833,348
71	Pittsburgh, NY	Manchester Airport, NH (M)	242	\$ 853,378	\$ 41,686,726
72	El Dorado/Camden, AR	Memphis Int'l, TN (M)	237	\$ 937,385	\$ 42,624,111
73	Ely, NV	Salt Lake City Int'l, UT (L)	234	\$ 647,709	\$ 43,271,820
74	Allamore, NE	Denver Int'l, CO (L)	233	\$ 855,898	\$ 43,927,718
75	Clovis, NM	Albuquerque Int'l, NM (M)	233	\$ 859,057	\$ 44,786,775
76	Manistee/Ludington, MI	Detroit Metropolitan-Wayne Co., MI (L)	233	\$ 778,051	\$ 45,562,828
77	Greenbrier/White Sulphur Springs/Lewisburg,	Raleigh-Durham Int'l, NC (M)	233	\$ 685,040	\$ 46,247,866
78	Bar Harbor, ME	Manchester Airport, NH (M)	230	\$ 1,190,864	\$ 47,438,730
				EAS Admn Costs	\$ 1,990,000
				\$50M Cutoff	\$ 49,428,730
79	Escanaba, MI	Gen. Mitchell Field, Milwaukee, WI (M)	227	\$ 908,903	\$ 50,337,833
80	Ogdensburg, NY	Greater Buffalo Int'l (M)	223	\$ 699,302	\$ 51,036,935
81	Saranac Lake, NY	Manchester Airport, NH (M)	221	\$ 853,378	\$ 51,890,313
82	Silver City/Hurley/Deming, NM	Tucson Int'l, AZ (M)	217	\$ 859,057	\$ 52,749,370
83	Ironwood, MI/Ashland, WI	Minneapolis/St. Paul Int'l, MN (L)	213	\$ 409,242	\$ 53,158,812
84	Beckley, WV	Charlotte/Douglas Int'l, NC (L)	208	\$ 1,930,759	\$ 55,089,371
85	Watertown, SD	Minneapolis/St. Paul Int'l, MN (L)	207	\$ 1,211,589	\$ 56,300,960
86	Brookings, SD	Minneapolis/St. Paul Int'l, MN (L)	206	\$ 1,212,400	\$ 57,513,360
87	Alamogordo/HollomanAFB, NM	Albuquerque Int'l, NM (M)	203	\$ 717,508	\$ 58,230,866
88	Pendleton, OR	Portland Int'l, Portland, OR (M)	203	\$ 649,974	\$ 58,880,840
89	Gulkana, AK	Anchorage Int'l, AK (M)	201	\$ 224,890	\$ 59,105,730
90	Alamosa, CO	Albuquerque Int'l, NM (M)	199	\$ 1,150,268	\$ 60,255,998
91	Chisholm/Hibbing, MN	Minneapolis/St. Paul Int'l, MN (L)	199	\$ 1,279,329	\$ 61,535,327
92	Hot Springs, AR	Memphis Int'l, TN (M)	198	\$ 1,015,500	\$ 62,550,827
93	Scottsbluff, NE	Denver Int'l, CO (L)	192	\$ 520,137	\$ 63,070,964
94	Burlington, IA	Lambert-St. Louis Int'l, MO (M)	188	\$ 943,793	\$ 64,014,757
95	Salina, KS	Kansas City Int'l, MO (M)	186	\$ 487,004	\$ 64,501,781
96	Kearney, NE	Eppley Airfield, Omaha, NE (M)	181	\$ 897,142	\$ 65,398,903
97	Cedar City, UT	McCarran Int'l, Las Vegas, NV (L)	179	\$ 897,535	\$ 66,296,438
98	Visalia, CA	Bob Hope Airport, Burbank, CA (M)	178	\$ 799,604	\$ 67,096,042
99	Rockland, ME	Logan Int'l, Boston, MA (L)	177	\$ 1,190,864	\$ 68,286,906
100	Watertown, NY	Greater Buffalo Int'l (M)	172	\$ 699,302	\$ 68,986,208
101	Joplin, MO	Kansas City Int'l, MO (M)	167	\$ 849,757	\$ 69,835,965
102	Fort Dodge, IA	Eppley Airfield, Omaha, NE (M)	156	\$ 1,080,388	\$ 70,916,351
103	Kirkville, MO	Kansas City Int'l, MO (M)	154	\$ 827,100	\$ 71,543,451
104	Show Low, AZ	Sky Harbor Mun., Phoenix, AZ (L)	154	\$ 779,325	\$ 72,322,776
105	Augusta/Waterville, ME	Manchester Airport, NH (M)	153	\$ 1,190,864	\$ 73,513,640
106	Vernal, UT	Salt Lake City Int'l, UT (L)	150	\$ 582,720	\$ 74,076,380
107	Laramie, WY	Denver Int'l, CO (L)	145	\$ 487,516	\$ 74,583,876
108	Grand Island, NE	Eppley Airfield, Omaha, NE (M)	138	\$ 1,377,877	\$ 75,941,753
109	Fort Leonard Wood, MO	Lambert-St. Louis Int'l, MO (M)	136	\$ 519,858	\$ 76,461,611
110	Laurel/Hattiesburg, MS	New Orleans Int'l, LA (M)	135	\$ 917,129	\$ 77,378,740
111	Staunton, VA	Washington Dulles Int'l, VA (L)	134	\$ 650,123	\$ 78,028,863
112	Mason City, IA	Minneapolis/St. Paul Int'l, MN (L)	133	\$ 1,080,388	\$ 79,109,249
113	Cape Girardeau, MO	Lambert-St. Louis Int'l, MO (M)	127	\$ 1,434,915	\$ 80,544,165
114	Decatur, IL	Lambert-St. Louis Int'l, MO (M)	126	\$ 1,350,256	\$ 81,894,421
115	Victoria, TX	San Antonio Int'l, TX (M)	124	\$ 510,185	\$ 82,404,606
116	Manon/Hernon, IL	Lambert-St. Louis Int'l, MO (M)	123	\$ 1,126,810	\$ 83,531,418
117	Manhattan, KS	Kansas City Int'l, MO (M)	122	\$ 487,004	\$ 84,018,420
118	Muscle Shoals, AL	Nashville Metropolitan, TN (M)	122	\$ 1,504,929	\$ 85,523,349

**CITY OF CORDOVA, ALASKA
RESOLUTION 04-07-17**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORDOVA,
ALASKA, OPPOSING THE PROPOSED USER FEE SYSTEM AND AVIATION
GASOLINE TAX INCREASE PROPOSED BY THE
FEDERAL AVIATION ADMINISTRATION (FAA)**

WHEREAS, the FAA wants to change its funding mechanism from an excise tax to a system of user fees and eliminate congressional oversight on FAA spending; and

WHEREAS, the FAA wants to raise general aviation gasoline taxes 366% from 21.9 to 70.1 cents per gallon; and

WHEREAS, the Aviation Trust Fund, the primary source of FAA funding, is growing and not running out of money; and

WHEREAS, the U.S. air transportation system is the safest, most efficient, and largest in the world; and

WHEREAS, the general aviation is an important part of the Alaskan economy; and

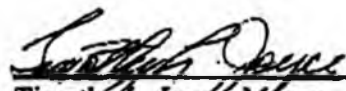
WHEREAS, general aviation in Cordova plays a critical role in supporting the commercial fishing industry, the tourism industry and local access to remote locations; and

WHEREAS, increased costs to the general aviation industry in Cordova will create unneeded hardships on all of our residents.

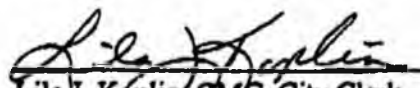
NOW, THEREFORE, BE RESOLVED that the City of Cordova, strongly opposes the proposed user fee system and aviation gasoline tax increase proposed by the FAA.

PASSED AND APPROVED THIS 18TH DAY OF APRIL, 2007.




Timothy L. Joyde, Mayor

ATTEST:


Lila J. Koplin, CMC, City Clerk