

SENATE STAFF ANALYSIS AND ECONOMIC IMPACT STATEMENT

(This document is based only on the provisions contained in the legislation as of the latest date listed below.)

BILL: CS/SB 1196

SPONSOR: Transportation Committee, Senator Mitchell and others

SUBJECT: Aeronautics & Space/Commission

DATE: April 7, 1999 REVISED: _____

	ANALYST	STAFF DIRECTOR	REFERENCE	ACTION
1.	<u>McAuliffe</u>	<u>Meyer</u>	<u>TR</u>	<u>Favorable/CS</u>
2.	_____	_____	<u>GO</u>	_____
3.	_____	_____	<u>FP</u>	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____

I. Summary:

This CS creates the Commission on the Future of Aeronautics and Space in Florida to study and make recommendations to the Legislature regarding ways in which Florida can establish itself as a prime location for aviation and aerospace industries. The CS directs the commission to prepare a preliminary report of its findings and recommendations by December 1, 2000, and a final report by January 15, 2001, and submit the reports to the Governor and the Legislature.

II. Present Situation:

Part II, ss. 331.301 through 331.360, of Chapter 331, F.S., known as the "Spaceport Florida Authority Act" (the "Act"), created the Spaceport Florida Authority (SFA) which has been in existence since 1989. The purpose of the Act is to provide a unified direction for space-related economic growth and educational development, to ensure a stable and dynamic economic climate, to attract and maintain space-related businesses suitable to the state, and to further the coordination and development of Florida's economy. To that end, the SFA works through the direction of its board of supervisors, with the federal government, private industry, and Florida universities to develop and expand spaceport facilities, space launch capacity, spaceport projects, and complementary activities. The SFA also works with public and private universities and community colleges in the state to increase their involvement in space-related research and education.

The Spaceport Authority's executive director reports to a nine-member board of supervisors appointed by the Governor and Legislature. Seven board members are appointed by the Governor, serving two and three year terms. One board member is appointed by the President of the Senate and one board member is appointed by the Speaker of the House of Representatives.

The Department of Transportation (DOT) has the statutory responsibility for site approval and licensing of airports. In addition, DOT's aviation program provides planning, technical and financial assistance to the state's system of airports. In addition to local funding, airport projects

receive funding from both the federal Airport and Airway Trust Fund and the State Transportation Trust Fund. Airport related tax and fee revenue from aviation fuel taxes, ticket taxes and passenger facility charges are deposited in these trust funds, providing a nexus between fees paid by system users and aviation project funding. Pursuant to statutory authorization, DOT has entered into joint participation agreements with the SFA to help implement the Spaceport Florida Authority Act. DOT is expressly prohibited from funding the administrative or operational costs of the SFA.

III. Effect of Proposed Changes:

The CS provides the Legislature finds the aviation and aerospace industries comprise an important segment of Florida's economy, and the state should help establish Florida as a prime location for aviation and aerospace industries. The CS provides effective action by the state must be based on a reliable assessment of the present regulatory climate for such industries in the state.

The CS creates the Commission on the Future of Aeronautics and Space in Florida. The commission is composed of the following 11 members:

- (a) The chairs of the Transportation Committees of the House of Representatives and the Senate.
- (b) A representative of the Aviation Office of the Department of Transportation appointed by the Secretary of Transportation.
- (c) A representative of the Spaceport Florida Authority appointed by the board of supervisors of the authority.
- (d) Two members appointed by the Governor who are not members of the Legislature.
- (e) Two members appointed by the Speaker of the House of Representatives.
- (f) Two members appointed by the President of the Senate.
- (g) An active manager of an airport in Florida appointed by the Florida Airport Manager's Association.

The members appointed by the Speaker of the House of Representatives, the President of the Senate, and the Governor must be selected to equitably represent knowledge of, and experience in commercial aviation; aviation manufacturing; aviation operations and maintenance; aerospace manufacturing; aerospace operations and maintenance; and aeronautics-related education.

The CS provides members of the commission must be appointed no later than 30 days after the this CS becomes law, and the commission will serve until adjournment sine die of the 2001 Regular Session of the Legislature. Vacancies on the commission shall be filled in the same manner as the original appointment.

Upon appointment of its members, the commission must meet to organize and select a chair and vice chair. The CS provides that meetings must be held at least quarterly and upon the call of the chair.

The CS provides that members of the commission serve without compensation but are allowed reimbursement for per diem and travel expenses by the DOT. The CS directs the DOT to provide administrative staff support for the commission.

The CS directs the commission to:

(a) Survey current state and local laws, ordinances, and rules that affect the development and regulation of the aviation and aerospace industries in Florida and recommend ways in which these regulations can be streamlined and revised to operate more efficiently. The commission should also consider whether regulation and oversight in the fields of aviation and aerospace should be centralized under one governmental agency.

(b) Examine the means by which aviation and aerospace industries, including the component elements of manufacturing, assembly, marketing, servicing, maintenance, logistical support, human resources, and related research and development, can be attracted to locate permanently in the state, and recommend actions that can be taken by state and local governments to accomplish this goal.

(c) Evaluate the availability of commercial air services in Florida, identify under served locations, and recommend actions that can be taken to improve the availability, efficiency, and economy of commercial air services.

(d) Identify the advances that can be expected in the future in aeronautics and aerospace operations, air transport, and other aeronautical areas and make recommendations regarding how the state can anticipate, encourage, and accommodate such advances.

(e) Identify aid that is available at the federal level to assist in efforts to improve Florida's aeronautical and aerospace competitive position, and recommend ways in which the state may be most effective in obtaining that aid.

(f) Examine the role of Florida's elementary, secondary, and postsecondary schools in producing a highly qualified work force that will meet the needs of the aviation and aerospace industries, and recommend curricula in mathematics, science, and technology that will accomplish this goal.

Finally, the CS directs the commission to prepare a preliminary report of its findings and recommendations by December 1, 2000, and a final report by January 15, 2001. The reports must be submitted to the Governor; the Speaker and the Minority Leader of the House of Representatives; and the President and the Minority Leader of the Senate. After submission of the final report, members of the commission may, with the approval of the chair, receive reimbursement for travel necessary to consult with the Legislature concerning issues raised by, and implementation of, the final report, until the termination of the commission.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

V. Economic Impact and Fiscal Note:

A. Tax/Fee Issues:

None.

B. Private Sector Impact:

Unknown.

C. Government Sector Impact:

The DOT is charged with providing administrative and staff support for the Commission on the Future of Aeronautics and Space in Florida. The DOT would be responsible for supporting the commission with personnel and an expense budget. This would include travel expenses for commission members to a minimum of four meetings. The long term effects of the CS cannot be determined until the recommendations of the commission are known.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Amendments:

None.

