

CPA FLIGHT LINES

Vol. 7, No. 3

March, 1990



CPAer Ken Witherby of Broomfield in his "high performance" Comanche 180. Aircraft is beautifully restored in original Piper brown and white colors. Photo taken near Barr Lake in Adams County.



COLORADO PILOTS ASSOCIATION, INC.

P. O. Box 38555 Denver, CO 80238

PRESIDENT'S MESSAGE

by Vanita Gallo

Thanks to our capable Director of Aviation and the energetic Aeronautical Board, a significant source of funds for future use in the many aviation needs of our state may become available--from the jet fuel sales tax which to date has been going into the General Fund rather than for aviation use, as specified in the state constitution. The most recent progress regarding this matter is an agreement reached with Stapleton representatives that, should the funds become available, they would be satisfied with 50% return of tax revenues back to the airport of origin, recognizing the benefits of the entire state's air transportation system. The Board is preparing an allocation plan for distribution of the remaining 50%. Stay tuned for an interesting year at the Division of Aviation.

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Publication Notice

The CPA Flight Lines is published once each month. Articles for the CPA Flight Lines are sought from members and other persons or organizations. Stories and articles can include flying tips, rebuilding and restoration experiences, special trips, activities, etc.

All articles should be sent to:

CPA FLIGHT LINES editor

Terry Barbo
12579 E. Cedar Ave.
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Material for publication will be accepted up to the deadline date which appears in Flight Lines. Flight Lines staff reserves the right to accept, refuse, or edit any material submitted. Publication of articles and opinions in the CPA Flight Lines is not an endorsement by the Association, nor does the Association assume responsibility for the accuracy of the information contained in the Flight Lines. Permission is granted to reprint, provided credit is given to CPA Flight Lines.

Our ever watchful legislative chairman, Frank Gallo, informed us of a bill being introduced in the state legislature which "extends the crime of driving under the influence of alcohol or drugs so that it is applicable to persons who operate aircraft" and which also "creates the crime of operating an aircraft on a highway and provides a penalty therefor." After polling our CPA Area Representatives, CPA members who are attorneys, and the Flying Farmers, the CPA Board of Directors voted to take no position on the first part of the bill since there were widely differing opinions as to the pros and cons. However, there was a consensus that the last part of the bill having to do with landing on highways was unnecessary and for many people would cause an economic hardship. Therefore, we determined to oppose that portion. Through the efforts of our Legislative Committee, with the able assistance of some of our members, the portion of the bill having to do with landing on highways was eliminated in an amendment in the House Judiciary Committee. The fate of the bill as amended was not known at press time.

AOPA informs us of tax increases being proposed including raising excise tax on avgas from 12 cents to 15 cents per gallon. Will it never stop? Not if we just sit back and do nothing.

Our monthly board meetings are when most of these CPA decisions are made. We welcome any CPA member to attend. The meetings are generally held the first Monday of the month in the Colorado Room of the Denver Jet Center at Centennial Airport. If you plan to attend, you might double-check with one of the board members as to the date and location.

BOARD OF DIRECTORS MEETING REPORT

Meetings of the CPA Board continue to be held at 7:00 p.m. at Centennial Airport's Denver Jet Center on the first Monday of each month.

Significant activities at the meeting of February 5 included an action to award Hank Newman with Honorary Membership in the Colorado Pilots Association. Hank is a resident of Fort Worth, Texas, however, he has been a strong supporter of Colorado aviation for a number of years in his role as AOPA Regional Vice President for the Southwest Region. He will be retiring from his AOPA functions as soon as a suitable replacement can be found.

In the committee reports, Walt Bell, Chairman of the Airspace Committee, reported that he will be responding to the FAA proposal to replace the current airspace designations with letter designations (Class A, B, etc.). The comment period ends on April 16, 1990. Walt is currently reviewing the proposal to identify impacts to pilots under the new designations. He could use member comments for use in preparation of his response. Or if members wish to comment directly to the FAA, they are encouraged to do so. They should write in duplicate to:

FAA Office of Chief Counsel
Rules Docket (AGC-204)
Docket Number 24456, NPRM 89-28
800 Independence Ave. SW
Washington DC 20591

Committee Co-Chairmen for the Denver-Jackpot Air Classic were not in attendance, so an issue that came up of a possible change in the departure airport was deferred for future action. Front Range has been the departure airport for the last few years, however, consideration

is being given to a change because of problems encountered in routing participating aircraft through the Denver TCA. This may influence a return to Jeffco as the departure Airport.

Dave Burke, Chairman of the Fly-In Committee, confirmed a trip to Tucson over Memorial Day weekend (May 26-28) and a return to Ouray over Labor Day weekend (September 1-3). He also confirmed a trip to Deadwood, SD the first weekend of October and a number of one-day trips (refer to Aviation Calendar for particulars).

Frank Gallo, Chairman of Legislative Affairs Committee, briefed the group on aviation related legislation under consideration in the current session of the State Legislature. SENATE BILL 90-32, for example, would change the reimbursement rate for state employees who use personal aircraft in performance of state business. Current reimbursement is at a rate of 20 cents/road mile. This is identical to the rate paid for use of personal automobiles. S.B. 32 would increase the reimbursement rate for aircraft to 30 cents/road mile. In comparison, the Federal government reimburses at a rate of 45 cents/air mile.

Chances of S.B. 32 being enacted appear dim. This is unfortunate since the current low rate of reimbursement tends to discourage state employees from using personal aircraft. Few are willing to use personal aircraft when operating expenses far exceed reimbursement. Those who do, in effect, are subsidizing the state's travel budget.

One of the realities in submitting proposals of this type to the state legislature is that

they must be demonstrated to be revenue neutral. If there is any indication a proposal would cost the state money, it doesn't stand a chance of gaining approval. An appealing argument can be made, of course, on the system efficiency of travel via small plane. But educating a group of lawmakers in a crash course on the value of aviation wasn't in the cards for this session. Perhaps next year. So the board took no action on this issue.

The CPA board did take action on HOUSE BILL 90-1192. This bill concerns the strengthening of criminal laws pertaining to aircraft operation. It would make it a misdemeanor for any person under the influence of alcohol or drugs to operate an aircraft in the state. But a section of the bill would also have made it a misdemeanor to land or operate an aircraft from any highway of the state.

Copies of the bill were provided to CPA Area Representatives and members identified in our directory as attorneys. Comments received were generally supportive of provisions related to drug and alcohol testing. Apparently law enforcement agencies in the state do not currently have authority to perform tests on crewmembers of aircraft to determine if they are under the influence. The proposed legislation would subject crewmembers to tests similar to those imposed on drivers of automobiles. Comments from the field, however, pointed out potential problems on certain of the tests (such as breathalyzer vs blood test) and concerns about definitions. Since information needed to answer these questions was not available, the board voted to take no position on this section of the bill.

However, it was agreed to oppose the second section of the bill relating to operation of

aircraft from highways of the state. This was in consideration that in many rural areas aircraft operate from roads as a routine part of farm operations. There was also a concern that a pilot in an emergency situation could choose an unsafe landing off highway rather than go through the potential hassle of defending against a misdemeanor charge of landing on a highway. This could adversely affect aviation safety.

Testimony to this effect was presented before the House Judiciary Committee on February 8. Lobbying efforts prior to the hearing, however, influenced the sponsor of the bill to delete the section related to operations from highways. Following some minor changes on the section relating to drugs and alcohol the bill was sent to the house floor by unanimous vote.

Other activities at the CPA board meeting included an announcement that Bruce Hulley had been selected as National Chairman of Safety for CAP. CPA FY 1990 Goals & Objectives were adopted. And Dennis Roberts, Director of the State Aviation Division, briefed on the current status of the Aeronautics Board's efforts to regain tax revenues from sale of jet fuel for aviation purposes. These revenues, which currently amount to approximately \$8.5 million annually, are being diverted into the state's general fund. The next chapter on this issue will take place on March 1 when the Aeronautical Board will plead its case before the Legislature Joint Budget Committee.



Land of the Rising Sun... And Hot Air Balloons

by Joyce Bundgaard

My husband, CPAer Mike Bundgaard, and I are full time hot air balloon pilot instructors and have operated our company, The Life Cycle Balloon School, in Denver for 18 years. We ended the decade in a very memorable way by going to the 9th World Hot Air Balloon Championships in Japan November 18-28. Even though we are both pilots and have competed on the national level, we went to Saga, Japan as observers for the championships.

The city of Saga was celebrating its 100th municipality anniversary and the championship was a major part of this celebration. This was the first time a world championship had been held in the Orient.

Saga is located in the south of Japan on the Island of Kyushu. The population is around 170,000 and the overall prefectural population is 880,000. Arita and Imari are two cities that are well known for their craftsmanship in the art of china and porcelain. The area around Saga is flat and suitable for growing rice. The rice grown there is highly regarded throughout Japan.

Balloonists from all corners of the earth came to Saga to find beautiful weather and smiling faces. The rice was harvested so the landing sites for the balloons were plentiful. The roads, especially those between the rice paddies, were excitingly narrow to drive on. Often the pilots and crews would be welcomed back to Mother Earth with a cup of hot tea or coffee and mikan (tangerines) by gracious Japanese women and their children.

The first hot air balloon in Japan was built by college stu-

dents in 1969 and the first time a balloon was seen flying over Saga was in 1980. A balloon club was started in Saga in 1981 and today it has over 30 balloons.

The 1989 Championship was the largest yet with over 100 pilots representing 28 different countries. The Soviet Union, Greece and American Virgin Islands were competing for the first time in world competition. On the first day of the competition, the contender from Greece returned home upon the news of his father's death.

The opening ceremony was held on Sunday, November 29, with an estimated 280,000 spectators. Strong winds kept most of the balloons from launching, but the crowd enjoyed watching six parachutists with colorful Japanese carp flag (koinobori) trailing behind them. On Sunday evening an hour's fireworks display (hanabi taikai) provided an electrifying experience.

The first competition was held appropriately on November 21, Montgolfier Day (the anniversary of the first hot air balloon flight from Paris in 1783). The United Kingdom, U.S.A. and Canada took the top three places.

Every last Thursday of November is Japanese Labor Thanksgiving Day. This holiday, however, is not celebrated in the same fashion as the traditional U.S. holiday. It is a day of rest and relaxation for the Japanese worker. Though it is celebrated by the entire Japanese population, the farming community is especially grateful for this small vacation. There were still many men and women working their fields on this holiday, occasionally stopping to glance

up at the colorful balloons. But not everyone was working as the record attendance at the balloon field was 340,000 people.

Many of the parties held during the event (and there were many) showed the unparalleled hospitality of the Japanese. There was always plenty of food, sake and beer. It was easy to tantalize the taste buds with Udon, Ramen, Soba and Yakisoba (different types of noodles served hot or cold). The Sushi, assorted raw fish or seafood served on rice, was great. Yakotori, grilled chicken, meat and vegetables served on sticks and Tempura, battered deep fried seafood and veggies were also very good.

At one particular party, Sanyamachi Night, there were over 4,000 people in attendance. For many of the Japanese children it was an especially exciting night because it was the first time in their lives they had been around foreigners. They busied themselves by running around getting autographs and taking pictures of any Gaijin they could find. It was truly an international event.

One of the more exciting tasks called was a minimum distance. The balloons took off from the main launch field and hovered above the crowd for 40 minutes. Then the pilots descended over the target and dropped their markers within inches of perfection.

Certain tasks allowed the pilot to invite the observed to fly with them. Mike, who has over 2000 hours in balloons, flew with a Soviet pilot who had only 18 hours. Later in the week he flew with a Hungarian pilot in a home-built balloon. English was the official language for the competition; neither of the pilots could speak it and their interpreters were not on board.

Other tasks were Pilot Declared Goals, Fly In Tasks, Judge Dec-

lared Goals, and Fly On Tasks. The weather could not have been more cooperative for balloon flying. Every possible flying slot was used for a flight and the winds were generally light.

A record number of 17 tasks were flown for this world championship. The official combined results placed West Germany in first place, with U.S. pilots in second and third place.

The 9th Saga Hot Air Balloon World Championship was a beautiful success. The total number of spectators was over 1,200,000. Everyone left with wonderful memories of the friendly people of Saga.





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MEMBERS: PLEASE NOTE...

As you are aware, the mailing labels contain the expiration date of your membership. This line is highlighted in yellow to call to your attention when your dues are payable.

Dues are \$20 for one year; \$38 for two years; or \$55 for three years. A membership renewal form is provided for your convenience inside the back cover of FLIGHT LINES. Reminder: Memberships renewable starting **January 1** -- You will need to indicate on the renewal form if you wish to exercise the option of subscribing to Flying Review magazine at the special rate of \$5.50 per year.



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CPA FISCAL YEAR 1990

OBJECTIVES

The Colorado Pilots Association is a non-profit organization of pilots and aviation supporters dedicated to the furtherance and enhancement of general aviation interests in the state of Colorado. Specific objectives and activities in support of this goal for the fiscal year include:

OBJECTIVE #1: Encourage Safety in General Aviation Flying.

ACTIVITIES:

- * Sponsor aviation safety symposiums, meetings, and safety clinics as a forum to educate on pilot and aircraft safety.

- * Support pilot safety programs initiated by others including the FAA, CAP, and various pilots' associations and organizations.

- * Contribute to an awareness of aviation safety by use of the CPA FLIGHT LINES to publicize accident information and as a forum for accident prevention articles.

- * Counsel federal, state and local organizations on safety implications of aviation related programs.

OBJECTIVE #2: Promote the Growth of General Aviation in Colorado.

ACTIVITIES:

- * Support aviation education programs as a means of providing understanding, support, and advancement of aviation interests.

- * Provide leadership and support efforts of others in removing barriers to effective growth and economic health of aviation.

- * Give recognition to activities and accomplishments in aviation through actions such as awards, letters of recognition or appreciation, and publicizing in the press and electronic media.

- * Support AOPA, USPA, and other aviation groups and organizations in programs to foster growth of aviation.

- * Support state aviation historical organizations in preserving the record of aviation in Colorado.

- * Establish and maintain a record of activities and accomplishments of Colorado Pilots Association.

- * Promote legislation favorable to the growth of general aviation at the federal, state and local level.

- * Encourage the construction and improvement of air facilities in the state.

- * Support policies, practices and technological changes in aviation which have the effect of minimizing or reducing costs of general aviation flying.

- * Sponsor, encourage and support fly-ins to promote increased use of aircraft and increased esprit de corps between pilots and the aviation community.

OBJECTIVE #3: Assist Federal, State and Local Governments on General Aviation Matters.

ACTIVITIES:

- * Provide advice to federal, state and local governments on programs and plans which affect the aviation community.

* Participate in advisory committees and panels to provide information on and further the interests of general aviation.

* Assist the state of Colorado in its efforts to implement the new state aviation organization.

OBJECTIVE #4: Guard and Protect the Rights of Pilots.

ACTIVITIES:

* Oppose actions which would unreasonably limit general aviation access to airports (i.e. curfews, TCA's, rights to operate, etc.).

* Seek removal of burdensome regulations and oppose proposed new regulations which would have the effect of reducing rights of pilots.



WELCOME NEW MEMBERS

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Colorado Springs, CO 80915

Dhooghe, John B.
P. O. Box 1823
Colorado Springs, CO 80901

Johnson, Milton G.
1070 Eagle Rock Road
Colorado Springs, CO 80915

Kettering, James F.
485 Oakwood Place
Boulder, CO 80304

Montgomery, Jim
2177 South Welch Circle
Lakewood, CO 80228

Shoup, Francis E.
7575 E. Parkview Ave., #817
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In Memory of John Shaw

CPA member John Shaw of Denver died February 2 at his home. Services were held February 6 at Aurora-Chase Chapel followed by a military service at Fort Logan National Cemetery.

John was born in Kansas City, Missouri. He graduated from the Citadel, Charleston, South Carolina. He retired from the U.S. Army in 1959 with the rank of Lieutenant Colonel. Subsequently, he was employed by the State of Colorado, Department of Employment, until 1967.

John earned his A&P license plus commercial, instrument and flight instructor certificates. He was a member of many organizations including the American Legion, Lowry Aero Club, Wings of Denver Flying Club, Civil Air Patrol, Colorado Pilots Association and was 1989 president of the El Jebel Shrine Air Patrol.

John is survived by his wife Cecile (Fifi); and a sister, Mary Elizabeth Bullock.

RENEWALS

David Corlett, Dove Creek
Tony Bilello, Denver
Earl Davis, Colorado Springs
Lucile Bledsoe, Wray
Wayne Fry, Lakewood
Ansel Mc Allaster, Aurora
Vanita Gallo, Aurora
Dave Gordon, Broomfield
Dr. Rob Boudreau, Denver
Dean Kloepper, Littleton
Paul Foster, Monte Vista



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HEARD ALONG THE FLIGHTLINE

Recall our observation last month that CONGRESSMAN DAN L. SCHAEFER (R) was the only member of Colorado's representatives in Congress to vote in support of the Administration's failed attempt to divert \$1 billion from the Aviation Trust Fund for general fund purposes. We advised that the congressman had been solicited to present his position on the issue. His response appears in this issue of FLIGHT LINES. It is worth reading.

*

You will find that the congressman's position was influenced by a Congressional Budget Office finding (of no surprise to anyone) that monies currently made available to the FAA from the trust fund cover only a fraction of the agency's operating expense. Of course, the CBO conveniently ignores that the trust fund was originally created for the purpose of funding capital improvements to the aviation system . . . not for funding operational costs of the FAA.

*

If nothing else, the Administration deserves an award for persistence. It hasn't always been successful in its efforts to fund a portion of FAA operating costs from the trust fund. There were a number of years subsequent to creation of the fund (in 1970) when the administration got nothing. But perseverance apparently pays off. For example, the FAA will receive \$816.5 million (approximately 20%) of its \$3.933 billion FY 1990 operating costs from the trust fund. The remainder will come from the general fund. And for FY 1991 the Administration has asked for a contribution of \$2.5 billion (approximately 61%) of

its requested \$3.9 billion operations budget from the trust fund. If successful in this request, the Administration will be close to its ultimate objective of 85%. Should it achieve this objective, there will no longer be a need to fret over surpluses in the trust fund. THERE WON'T BE ANY.

*

The Administration's answer to this problem was to propose an increase in user fees. The Administration's FY 1991 budget proposes tax increases on:

- Avgas from 12 to 15 cents/gallon,
- Jet fuel from 14 to 18 cents/gallon, and
- Airline tickets from 8% to 10%.

*

AOPA has appealed to its members to write Congressional representatives in an effort to defeat the increased tax proposal. AOPA notes there is a \$7 billion unobligated surplus sitting idly in the Aviation Trust Fund and questions how the Administration can claim it needs more money. If one looks behind the scenes at the Administration's long range objective, however, it is easy to see why it seeks more money.

*

GAMA reported a slight upturn in light aircraft deliveries in 1989. Deliveries totaled 1535 aircraft of which 1093 were single engine, piston powered aircraft.

*

We hear the state's airports made out like bandits last year from disbursements of revenues

generated by the new aviation fuel tax. Preliminary figures indicate that over \$700,000 was disbursed . . . this in comparison to the \$150,000 disbursed the prior year from registration fees on aircraft. The new money can be used only for the costs related to operation and development of airports.

*

The COLORADO AERONAUTICAL BOARD continues in its efforts to recover from the state for aeronautical purposes the approximately \$8.5 million/year of revenues generated from taxes on jet fuel. Although an amendment to the state constitution provides that any taxes imposed on aviation fuels shall be used exclusively for aviation purposes, the revenues are instead diverted to the state's general fund . . . and have been since approximately 1974. Only token amounts (averaging about \$125,000/year) are returned for aviation purposes.

*

Ironically, the record shows the legislative intent of the constitutional amendment was to discourage local governments from imposing taxes on aviation fuel and diverting the revenues to general funds.

*

Shows what can happen when there is no one around to mind the store . . . or in our case, look out for the aviation interests in the state. And a good argument for why we needed a state aeronautics office.

*

If the Colorado Division of Aviation needs suggestions on future programs to benefit pilots in the state, it could follow the

lead of North Dakota. The North Dakota Aeronautics Commission has implemented an aviation weather program for pilots that enables anyone with a modem equipped computer to access current weather data and forecasts for the entire U.S. Computer terminals are also being placed at 8 of the busier airports in the state. The program uses the WeatherMation system developed by Pan Am Weather Systems of Minneapolis. The user can call up 25 different kinds of weather related information. Costs? None! The service is paid out of taxes collected on aviation fuel sold in the state.

*

CPA member BABETTE ANDRE was selected as "Aviation Journalist of the Year" by the National Air Transportation Association (NATA) for her work as editor of Wings West Magazine. She shares the honor jointly with Torch Lewis who writes the Greenhouse Pattern column in Business & Commercial Aviation. Babette and Torch will be honored at an awards ceremony in Kansas City during the first week of April.

*

WALT BELL, Chairman of CPA's Airspace Committee tells us he has an FAA videotape of the proposed airspace reclassification. AOPA members will recall that the AOPA Pilot magazine had coverage on the proposal in the November 1989 issue. In general, the proposal would categorize the current Positive Control Area as Class A airspace; TCAs would be Class B; ARSAs Class C; ATAS class D; other controlled airspace, Class D; and uncontrolled airspace, Class G. But there are a number of differences. The comment period will end in late March. A final rule is expected late this year. Implementation would likely take place over several years. CPA will be commenting on

the proposal. Anyone wishing to participate in the comments or view the videotape on the proposed changes should contact Walt Bell.

*

Seen in the FRONT RANGE AIRPORT NEWSLETTER. Effective January 1, 1990, the Federal Government enacted an Oil Spill Tax at the rate of 5 cents/barrel to be added to the Superfund Tax rate of 9.7 cents/barrel. This will increase the Superfund cost of \$.002/gallon to \$.0035/gallon.

*

Speaking of Front Range Airport, AIRSHOW COLORADO scheduled at the Airport on August 10 & 11 has been expanded to include a touch of the Reno Air Races. The airshow will feature highly modified WW II type fighter aircraft in pylon air racing over a nine mile course. This in addition to a full schedule of other featured acts . . . including Tom Jones flying precision aerobatic maneuvers in his Russian built Sukoi SU-26M. Looks like a must see event.

LETTERS

The letters published below are Congressman Dan Schaefer's response to explain his position on voting to divert \$1 billion from the Aviation Trust Fund to general fund purposes.

Dear Mr. Barbo:

Thank you for getting in touch with me about my vote on the re-allocation of Aviation Trust Fund monies to the general fund. I appreciated hearing from you.

I certainly understand your concerns about this proposed diversion, especially as it relates to maintaining the integrity of the Trust Fund. It should be brought out here that I am in full agreement with you that those monies which are correctly included in the Aviation Trust Fund should be used solely to improve, expand, and enhance our nation's air transport system.

The "diversion" of funds you refer to was part of the original budget bill, and would have put

\$992 million into the general fund from the Aviation Trust Fund. This corrective action was due to the results of a Congressional Budget Office investigation, which found that general taxpayers have been overpaying their statutory share of Federal Aviation Administration expenses by a total of over \$5 billion since 1982. This reallocation was to be a one-time event to correct these overpayments until a more permanent solution could be found.

I am also including a copy of the letter I received from the Secretary of Transportation in this regard, which discusses a number of other issues included in the reallocation. As you may know, the Secretary was a strong supporter of this diversion. This action was not supported by a majority of my House colleagues, however, and the reallocation did not occur.

Please be assured that I share your concern about maintaining the integrity of the Aviation

Trust Fund. I am also committed to ensuring that the fund is used for the purposes for which it was established.

Again, thank you for getting in touch, and for making me aware of your position on this matter. Please feel free to let me know of your additional comments on this or any other issue in the future.

Dan Schaefer
Member of Congress

The Honorable Thomas S. Foley

Dear Mr. Speaker:

The House Ways and Means Committee has proposed, as part of its plan to raise \$5.3 billion in revenues through reconciliation, to suspend for one year the aviation tax trigger. The trigger, which was included in aviation legislation enacted in 1987, threatens to reduce aviation revenues by \$1.2 billion in 1990. The Committee is also proposing to retain about one billion dollars in aviation user fees in the general fund. That may appear to be a diversion of aviation user fees for non-aviation purposes, but, in fact, it is the only way to ensure that the fees will be used now for aviation purposes. These fees could be used by the Federal Aviation Administration (FAA) to pay the salaries of the people who are responsible for safety of the system, such as air traffic controllers.

We support the Committee's proposal because we strongly favor user financing of the aviation system and believe that an adequate source of dedicated revenue is critical to meeting future aviation needs.

There are many misconceptions about aviation financing and the Aviation Trust Fund. Many users believe that aviation spending

has not been a priority to the Administration or to the Congress. In fact, the FAA budget has more than doubled between FY 1982 and FY 1989, increasing from \$3.1 billion to \$6.4 billion. Capital spending alone has increased by almost 300 percent during that period. The Administration has requested \$7.4 billion for FY 1990, another significant increase. Many users also believe that they have paid more in taxes than they have received in benefits. In fact, the reverse is true. Between 1982 and 1989, \$20 billion was collected in trust fund revenues, but a total of \$39 billion in Federal funds has been made available to the FAA.

While FAA's operating expenses, such as salaries for air traffic controllers, are an eligible use of trust fund resources, a provision in existing law limits the extent of that eligibility. By retaining a portion of the fees to be collected next year in the general fund, the Ways and Means Committee provision would fund more of FAA's critical safety personnel from aviation user fees.

I am firmly committed to meeting aviation capital needs. I also believe that aviation users are truly dependent on the men and women of the FAA who control aircraft and maintain air traffic equipment. I ask your support of the Ways and Means Committee's efforts to ensure continuation of aviation user fees. I look forward to working with you and the Committees on Ways and Means and Public Works and Transportation in the next year as we try to find more permanent solutions to these problems.

Samuel K. Skinner
Secretary of
Transportation

AREA REPRESENTATIVES

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