SB 491 Parker

DIGEST: SB 491 authorized the Parks and Wildlife Commission to allow an open season for recreational hunting in Sea Rim State Park "as sound biological management practices warrant."

REASONS FOR VETO: The commission has authority to allow a longer hunting season in Sea Rim State Park under current law, and does not need a legislative mandate.

REACTION: This bill did nothing to restrict the commission's authority, but only gave them more discretion with regards to recreational hunting in Sea Rim. There was no legislative mandate to do anything.

SB 517 Ogg

DIGEST: Current law requires school bus drivers to be bonded for at least $2000. This bill repealed the bonding requirement.

REASONS FOR VETO: An identical bill, HB 455, has already been signed.

REACTION: None

SB 772 Harris (Maloney)

DIGEST: This bill specified that short-haul air carriers may be denied access to public airports only if the Texas Aeronautics Commission ruled that such denial is in the public interest. Dallas and Houston could not deny any air carrier access to a public airport on flights of less than 600 miles.

REASONS FOR VETO: When the Dallas-Fort Worth Regional Airport was established, the cities of Dallas and Fort Worth agreed that all interstate flights would use the new regional airport. Now Southwest Airlines wants to serve Dallas Love Field with interstate air service. This violates the spirit and letter of agreement between the two cities in establishing the regional airport.

REACTION: According to the Senate sponsor of SB 772, the Civil Aeronautics Board (CAB) has given tentative approval to Southwest Airlines to use Love Field for Dallas-New Orleans and Dallas-Chicago flights. Also, according to the sponsor, six days after the bill was vetoed the Fort Worth Chamber of Commerce asked Southwest to survey the possibility of flights using Meacham Field in Fort Worth. "The day is going to come when they'll wish they had some kind of limitation" on interstate flights into and out of local airports.

COMMENTARY: Under the federal act deregulating airlines, as amended, the CAB loses its route-making power in 1981. Airport access decisions will revert to the cities after that date.