

February 11, 2009

Join GWBAA for a Luncheon and Tour at ARINC

Luncheon and Tour of ARINC To Be Held on Thursday, March 19

GWBAA members and other business aviation professionals are invited to a complimentary lunch briefing and tour of ARINC's facilities in Annapolis on Thursday, March 19. ARINC is this year marking its 80th year of providing aeronautical communications services. GWBAA's President Paige Kroner and GWBAA board members also will be on hand to welcome attendees and provide an update on GWBAA activities and upcoming events. Please contact Paige via email at info@gwbaa.com; additional details will be posted on the GWBAA website (<http://www.gwbaa.com>).

Save the Date: GWBAA to Hold Third Annual Safety Standdown on May 7

GWBAA will hold its Third Annual Safety Standdown on Thursday, May 7 at the National Transportation Safety Board (NTSB) Training Center in Ashburn, VA. More details will be made available in future newsletters and on the GWBAA website (<http://www.gwbaa.com>).

Impending Deadline for Comments on LASP

We reported last month that the Transportation Security Administration has proposed new security rules that would apply to all aircraft with a MTOW above 12,500 pounds and all airports that serve these aircraft. It is known as the "Large Aircraft Security Program" (LASP), and the program also includes requirements for security training for flight crews and periodic security audits for operators. Comments are now due on February 29, 2009. More information about the proposal generally is available at <http://www.nbaa.org/lasp>, and it can be downloaded from <http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648078071b&disposition=attachment&contentType=pdf>.

NBAA has set up an online guide to help members and other interested parties contact their members of Congress about the proposal at <http://www.nbaa.org/advocacy/lasp>, and also provides general information about how to submit comments to federal agencies at <http://www.nbaa.org/advocacy/rulemaking-comments.pdf>. Additionally, NBAA along with other general aviation associations has requested that TSA establish a rulemaking committee to address their questions and concerns before the rules are implemented. The letter states:

Given the [LASP] proposal's substantial lack of data regarding the effect of this program on general aviation, and TSA's numerous requests for critical information from the public, we are formally requesting that TSA begin the steps necessary to establish a rulemaking committee. Creation of a dedicated workgroup would allow industry and the TSA to work together on requirements

that would simultaneously enhance general aviation security and facilitate general aviation operations.

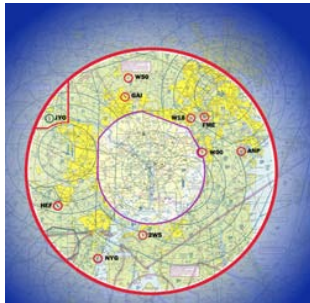
A copy of the letter is available at <http://www.nbaa.org/advocacy/letters/20090205-lasp.pdf>.

ADIZ Special Awareness Training Rules Enter into Effect

As previously reported, "special awareness" training is now required for any pilot who files under VFR within a 60-nautical mile radius of Washington, DC, effective February 9, 2009. The training is available online via <http://www.faasafety.gov>, and pilots will be able to print out a certificate of training. The training will focus on procedures for flying in and around the 30-nautical mile radius Air Defense Identification Zone ("ADIZ") and the 15-nautical mile radius Flight Restricted Zone ("FRZ") and is intended to reduce unauthorized flights in those airspaces.

Regional News Round-Up

The Loudoun Board of Supervisors on February 3 rejected a proposal to significantly increase its tax on aircraft based in the county, which would have affected **Leesburg Executive Airport** and **Washington Dulles International Airport**. After being warned by airport officials and other aviation interests that a tax increase would be counterproductive, the proposal was dismissed by a 8-1 vote. Anita Kayser, director of aviation policy for the Washington Airports Task Force, noted that: "There are numerous other airport operators with under-utilized hangers or space to build additional hangers just waiting for Loudoun to raise its tax," citing Martinsburg, Hagerstown, Frederick and Manassas as examples. The tax remains 1 cent per \$100 of assessed value.



AOPA has requested that FAA re-examine its justification for making the Washington, D.C., **Air Defense Identification Zone** ("ADIZ") permanent. Upon becoming President, Barack Obama directed federal agencies to view any impending regulation to ensure that "interested parties had the benefit of access to the facts, data, or other analyses on which the agency relied upon" to justify the rule. AOPA argues that the ADIZ rule is within the scope of this directive because the date on which the ADIZ ceases to officially be a temporary measure is February 17.

AOPA has announced that it will not hold its usual fly-in at **Frederick Municipal Airport** this year, and will instead hold a series of "fly-outs" at events that it has not previously attended, included the Dayton Air Show and the Reno Air Races, as well as traditional events such as Sun 'n Fun in Lakeland, Florida and AirVenture in Oshkosh, Wisconsin.

A draft environmental study for **Carroll County Regional Airport** is now available for public review. The study – prepared by Delta Airport Consultants – is a FAA requirement before any development can take place at the airport. The study concludes that any environmental impacts, including on wetlands and trees, can be mitigated. Plans for the airport include a 6400-foot runway and the acquisition of approximately 20 neighboring commercial and residential properties. A public open house and hearing will be held on the study on Monday, March 9 starting at 6pm at the County Office Building in Westminster, Maryland.

Airport Advisory Committee chairman Bill Flathers remains hopeful that plans to build a new terminal at **Culpeper Regional Airport**, will come to fruition. The new \$2 million building would replace the existing 40-year-old terminal, which is filled to capacity. The airport plans to continue design work using money already set aside, so finished plans will be ready to do if money becomes available from state and federal sources.



In preparation for the inauguration of Barack Obama, **Washington Dulles International Airport** closed runway 1L/19R to provide additional parking for business jets. Tara Hamilton, a spokesman for the Metropolitan Washington Airports Authority, said that up to 500 aircraft were expected.



DOT has awarded a \$3.97 million grant to **Cambridge-Dorchester Airport**. The funds, made available through the Airport Improvement Program (AIP), are for phase two of the airport's runway extension project and will be used to relocate the existing taxiway to meet FAA safety standards. The taxiway will be rebuilt outside the perimeter where parked aircraft and other objects are prohibited. The runway extension project began in June 2008 and is expected to be completed by 2014.

GUEST VIEWPOINT:

The Future of Corporate Aviation: Don't Pull The Trigger

GWBAA is pleased to present the following commentary by Bob Rockwood, a member of GWBAA's board of directors as well as the Managing Director of Bristol Associates, <http://www.bristolassociates.com>, (202) 682-4000:

I know I am supposed to be talking about the future of corporate aviation and corporate aircraft sales. Hell's bells! I was the one that said I was going to do it.

But recent events force me to discuss a deplorable situation that has our collective hands just inches from the self destruct button. It is January 28, 2009 as I write this, and yesterday, CITI announced they were giving up the new Falcon 7X they have on order. Mind you, this happened after any number of articles over the past few weeks with statements just the opposite. Lest you missed it, or forgot, coupled with the most recent news blurb announcing the give up, President Obama was quoted or

paraphrased that he doesn't believe using private jets is the best use of money.

It's no damn wonder I'm taking 116 blood pressure pills every day. What we are seeing here is wrong on so many levels my brain is cramping up just trying sort them out.

Let's start with the fact that the President, the Vice-President, the Speaker, and most everyone above the rank of Staff Sergeant fly on private jets. I thought we were entering the era where the double standard was to be eliminated.

And from what I read, the government currently doesn't have a clue where or how

the “bailout” money already allocated has been used. Is throwing money around without accountability the best use of money?

I’ve been in this field for nearly 33 years. Every time there is a significant down cycle in the economy, rest assured, someone will start beating up on corporate aircraft ownership and usage. In fairness, we deserve this to some extent. Our hugely expensive assets are so under-utilized it sometimes does defy common sense.

Perhaps it is time to address this situation. We’ve entered another economic phase where, at least for a few years, monetary efficiency is going to be the by word. Couple this to the fact that the airlines (and airports) have completely lost their way, add in the availability of sophisticated dispatching software, and we are faced with an opportunity for change. Business is going to move forward and it will continue to be necessary to get employees of every level from one place to another. As flight departments, let’s fight for the right to do so

using our equipment, our skills, and our people. If the basic cost to fly a plane 425 hours per year is \$2,100,000 including book depreciation, but the cost is \$2,900,000 per year to fly 850 hours, it is obvious we’ve better utilized the plane. If we then subtract the travel costs we have replaced by using our equipment to move people, then our efficiency as an organization has improved even more. Now, if we add in the value of greater morale and more efficient use of our employee’s time, we have made our existence vital to the productivity of the organization and a smaller target for derision.

Within your organization, find out where the plane is going and fill it up. Then, find out where all your people are going and see what trips can be off loaded from airline travel to your plane. I’ve done the research. The software exists to do this effectively.

I know it’s not the way things have been done and I know there will be a million arguments against it. Here’s one for it. It may be the way to save a flight department.

FAA General Aviation News

The current issue of FAA's bi-monthly publication for general aviation – simply titled “Aviation News” – focuses on medical issues relevant to the GA community. Topics covered include: getting a special issuance medical certificate; medical honesty; in-light medical emergencies; and the use of prescription and non-prescription drugs. The issue is available online at http://www.faa.gov/news/aviation_news/2009/media/janfeb2009.pdf.

Upcoming Aviation Events

- **February 17:** ATW 2009 Airline Industry Achievement Awards. For more information, please visit http://www.atwonline.com/events/awards_washington09.html.
- **February 19:** The Aero Club will host a luncheon on “Challenges Facing the Industry in 2009 Under a New Administration” at the Capitol Hilton. For more information, please visit <http://www.aeroclub.org/luncheons.htm>.
- **February 21:** The FAA Safety Team will present "CFI Workshop: Module 1" at Dulles Aviation in Manassas at 10am. For more information, please visit https://www.faasafety.gov/SPANS/event_details.aspx?eid=23016.

- **February 21-22:** Adventures in Travel Expo at the Washington Convention Center. For more information, please visit <http://www.adventureexpo.com>.
 - **February 24:** International Standards for Business Aircraft Operations (IS-BAO) workshop hosted by Chantilly Air in Manassas. For more information, please visit http://ibac.org/isbao_workshop.php or call Kathy Perfetti at (540) 785-6415.
 - **February 24-25:** Air Charter Safety Foundation Symposium, at the NTSB Training Center in Ashburn, Virginia. For more information, please visit <http://www.acsf.aero>.
 - **February 27:** Joint Committee for Dulles and Washington Airports Task Force luncheon "Saluting Customs and Border Protection" at the Hyatt Dulles. For more information, please visit http://www.committeefordulles.org/current_lunch.html.
 - **March 3:** Aviation Week's Laureate Awards, at the Mellon Auditorium at 6:30pm. The Philip J. Klass Award for Lifetime Achievement will be given to Alan S. Boyd, who among other positions was the first Secretary of Transportation and the President of Airbus Industries. For information, visit <http://www.aviationweek.com/conferences/laumain.htm>.
- **March 19:** GWBAA luncheon and tour at ARINC. See above for more details.
- **March 25-27:** American Association of Airport Executives and Airports Council International-North America spring Washington conference at the Renaissance Hotel. For more information, please visit <http://events.aaae.org/sites/090304/>.
 - **March 26:** The National Aeronautic Association will hold its spring awards luncheon and announce the 2008 Collier Trophy winner at the Crystal Gateway Marriott. For more information, please visit <http://www.naa.aero/html/events/index.cfm?cmsid=259>.
 - **March 26-27:** Aviation Week's ADS-B Management Forum in Washington, DC. For more information, please visit <http://www.aviationweek.com/forums/adsbmain.htm>.
 - **March 31-April 1:** 34th Annual FAA aviation forecast conference at the Walter E. Washington Convention Center, with a keynote address by Scott E. Carson, President and Chief Executive Officer, Boeing Commercial Airplanes. For more information, please visit http://www.faa.gov/news/conferences_events/aviation_forecast_2009/.
 - **May 4:** Greater Washington Aviation Open at the Lansdowne Resort. For more information, please visit <http://www.gwao.org>.
- **May 7:** Please hold this date for the Third Annual GWBAA Safety Standdown.
- **May 26-28:** ATW Eco-Aviation Conference at the Marriott Metro Center. For more information, visit <http://www.atwonline.com/events/ecoAviationConference09.html>.
 - **June 13-14:** Ocean City air show, featuring the USAF Thunderbirds. For more information, please visit <http://www.ocairshow.com>.

- **August 24-26:** Airport Council International-North America public safety and security conference at the Ritz Carlton Pentagon City. For more information, please visit <http://www.aci-na.org/conferences/detail?eventId=149>.
- **September 9-11:** Sixth Annual FAA International Safety Forum at the Omni Shoreham. For information, visit http://www.faa.gov/news/conferences_events/2009safetyforum.
- **October 3:** Wings, Wheels and Ducks at the Stafford Regional Airport, from 10am until 4pm. For more information, please visit <http://www.staffordrotary.org>.
- **October 10:** 10th annual Culpeper Air Fest, from 10am until 4pm. For information, visit <http://web.culpepercounty.gov/CountyGovernment/Airport/tabid/108/ModuleID/800/ItemID/7/mctl/EventDetails/Default.aspx?selecteddate=10/10/2009>.
- **October 20-22:** NBAA's 62nd annual meeting and convention in Orlando, Florida.
- **November 1:** 32nd Gaithersburg Transportation Show at the Montgomery County Fairgrounds. For more information, please visit <http://www.gserr.com/shows.htm>.
- **November 2-5:** Air Traffic Control Association 53rd annual conference at the Marriott Wardman Park. For information, visit <http://www.atca.org/annualconference.aspx>.
- **December 3:** Airport Council International-North America international aviation issues seminar at the Fairfax Embassy Row. For more information, please visit <http://www.aci-na.org/conferences/detail?eventId=153>.

GWBAA Offers Online Benefits

We continue to add member information for GWBAA's electronic membership directory – <http://www.gwbaa.com/directory.html>. This service is available to GWBAA members at no cost. Please contact Jol Silversmith (jasilversmith@zsrlaw.com) if you want to post your company's information.

GWBAA Contacts

GWBAA President Paige Kroner of Chantilly Air (paigekroner@chantillyair.com) and GWBAA Secretary Jol Silversmith of Zuckert, Scutt & Rasenberger, LLP (jasilversmith@zsrlaw.com) write and edit GWBAA News. GWBAA's success and ability to make a difference depends on the breadth of its support and your participation – so please send any ideas or comments for future newsletters, or for GWBAA, in general, to Paige or Jol, or any of the following people:

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