

October 3, 2007

Still Time To Register for GWBAA Golf Outing TO BENEFIT THE AERO CLUB FOUNDATION OF WASHINGTON'S EDUCATION PROGRAM

Third Annual Tournament to Be Held on Oct. 15; 54 Golfers Already Signed Up to Play!



GWBAA's Third Annual Golf Classic will return to the Herndon Centennial golf course in Herndon, Virginia on Monday, October 15. Breakfast will be at 7am & tee off at 8am. Lunch (don't forget to stay for the bar-b-cue!), and prizes will follow. The registration form and program for the tournament have been posted on the GWBAA website – <http://www.gwbaa.com/GWBAA2007GolfFlyer.pdf> – so please download the form and sign up today!

Directions and more information on the Herndon Centennial golf course can be found online at <http://www.herndon-va.gov/HCGolf.html>.

Sponsors for Golf Tournament Announced

GWBAA thanks the following for their generosity and sponsorship:

- Breakfast – Dassault Falcon
- Beverage Cart – Bombardier Aerospace
- Lunch – Gulfstream Aerospace
- Longest Drive – Welsh Aviation
- Closest to the Zig-Zag – Signature Flight Support
- Closest-To-The-Pin – Air Routing International
- Hole Sponsors Include:
 - Chantilly Air
 - MartinAir
 - Banc America
 - Arcadia Aviation
 - Sky Group Associates

There's still time for you to sponsor a hole or a foursome!

FAA Reauthorization Update

Congressional tax-writing committees in both the House and Senate put down markers during September. These tax provisions must be re-authorized by Congress, in addition to the pending general reauthorization of FAA, in order to keep money moving into the aviation trust fund and paying for FAA's regular expenses.

The House Ways and Means Committee's work was included in a full FAA reauthorization bill passed in late September. The committee principally proposed to increase the tax on general aviation's jet fuel (now "Aviation Grade Kerosene") to 36 cents and on avgas to 24.2 cents; there were no new fees. The recommendations of the Senatorial committee were more complicated and included the following: (1) an increase in GA's jet fuel tax to 36 cents but with avgas unchanged; (2) a new \$58 per flight departure tax on fractional operations plus including them in the scope of the 36 cents per gallon tax, in lieu of the present set of fees and charges (a net increase, overall); and (3) a slew of revisions to taxes and fees for commercial airlines.

The Senate is well behind the House with respect to passing a bill and must reconcile different tax and fee language included in recommendations from the aviation subcommittee and the finance committee. Eventually, agreement between House and Senate members regarding conflicting provisions in their two bills must be reached before a conference bill is sent to the White House for signature. A six week extension for work to be finished on FAA reauthorization was included in the general bill to continue government funding past September 30. It will be a pleasant surprise if that deadline (November 16) is met.

NBAA's Brown Tells Congress: Airline Delays Are a "Self-Inflicted Wound"

In testimony before Congress, Steve Brown – Senior Vice President, Operations for NBAA and a former associate administrator for FAA Air Traffic Services – stated that the nation's airlines continue to try to shift blame for their recent record-setting delays, but their scheduling practices are in fact a leading cause of flight delays, second only to adverse weather.

"The U.S. Department of Transportation's [DOT's] own reports contradict the numerous, erroneous allegations from the nation's big airlines over the past several months attempting to blame record delays and increasing congestion on the business aviation community," said Brown as part of his testimony to the House of Representatives' Aviation Subcommittee.

"In fact, DOT's data shows that at the nation's 10 busiest airports, general aviation accounts for less than 4 percent of all aircraft operations," Brown added. "Based on my years managing the airspace, when there are capacity issues in the air, it's usually because of the problems being caused by airline hub operations on the ground at congested airports," Brown said.

Brown noted that, in spite of the airlines' inaccurate claims about the causes of their delays, the general aviation community remains focused on the real issue: expanding system capacity because "when capacity becomes constrained, general aviation is usually the first segment to be pushed out." Brown explained, "[o]ur Association represents businesses across the country that use general aviation aircraft to make their business model work. This community clearly has a record of supporting technologies, initiatives and legislation for modernizing the aviation system. In the midst of this debate, the committee should not lose sight of one central point that airline delays are basically a self-inflicted wound that is a by-product of their business practices at major hub airports."

Brown's testimony is available online at <http://web.nbaa.org/public/govt/testimony/20070926.pdf>.

DHS Proposes New Rules for International Arrivals and Departures

DHS has published a Notice of Proposed Rulemaking (NPRM) which proposes to require more detailed information about arriving and departing private aircraft and persons onboard within a timeframe necessary to assess risks that certain flights may pose to national security.

“This rule is designed to further protect the nation by improving our ability to identify threats on flights to and from the United States,” said Homeland Security Secretary Michael Chertoff. “We have a similar rule in place that allows us to assess the risk of commercial aircraft passengers on these flights and we are now taking steps to expand that capability to include passengers on international flights by private aircraft.”

Specifically, the rules would expand existing regulations by requiring pilots of private aircraft to provide electronic manifest data for all persons traveling onboard to the United States Government one hour prior to departure to and from the United States by filing manifest data via CBP’s eAPIS system or an approved alternate system. No less than 60 minutes prior to departure from or to a foreign port or place, operators would be required to provide complete passenger and crew manifest data and aircraft information.

A list of frequently asked questions about the proposed rule can be found on the DHS website at http://www.dhs.gov/xlibrary/assets/eAPIS_Externa_FAQs_091007.pdf. The deadline for comments is **November 19th**. A copy of the NPRM can be found on the DHS website at http://www.dhs.gov/xlibrary/assets/eAPIS_NPRM_091107.pdf.

Regional News Roundup

The **Winchester Regional Airport** Authority's Building and Lease Committee has voted to recommend a land swap with the neighboring Frederick County Public Safety Building. In return for making the easement over the access road to the building permanent, the airport would be assigned land from elsewhere within the former Carpers Valley Golf Course site.



Manassas Regional Airport is conducting a study that considers its option for expansion, including over the border into neighboring Prince William County. Manassas Airport Commission Vice-Chair G.H. Dimon stated, “[w]e have filled up just about every usable acre on that airfield that you can imagine, and we need more.” In the past year, the airport completed site work for 42 new hangars; there are currently 27 tenants and 431 aircraft based at Manassas.

The Leesburg Town Council voted to intervene in a lawsuit that the Peterson companies had filed against the Loudoun County Board of Supervisors. Peterson filed the suit in August, after the county rejected its proposal to rezone and develop a 491-acre property, to be called Crosstrail, near **Leesburg Executive Airport**. Both the county and the town had expressed concerns about the development’s impact on the future viability of the airport.

County and city officials met in a closed session to discuss proposals for the expansion of **Crisfield-Somerset County Airport**. Houses currently fall in the Runway Protection Zones (RPZ) of the airport's two runways, and certain runway options would impact additional homes. According to FAA engineer Wayne Switzer, who spoke before the meeting was closed to the public, relocating a house "is a whole lot cheaper than moving a runway."



The Ocean City Aviation Association and the Town of Ocean City are considering new options for an aerial festival, after the recent cancellation of the annual Fly In at **Ocean City Municipal Airport**. Scott Collins, president of OCAA, stated that "[w]e're certainly hopeful that it will come back next year."

Upcoming Aviation Events

- **October 7:** Wings, Wheels, and Ducks at Stafford Regional Airport, 10am-4pm. For more information, visit <http://www.staffordrotary.org/WingsWheelsandDucks.cfm>.
- **October 13:** 8th Annual Airfest, Culpeper Regional Airport, 10am-4pm. For more information, please call Tanya Woodward at (540) 825-8280 or email twoodward@culpepercounty.gov.
- **October 15:** **GWBAA's Third Annual Golf Classic** at Herndon Centennial golf course in Herndon, Virginia. For more details, see above.
- **October 26:** Scott Carson, President of Boeing Commercial Airplanes, will address the Aero Club of Washington. For details, visit <http://www.aeroclub.org/luncheons.htm>.
- **December 3-13:** Bi-annual Safety and Security Certificate Program at the Aviation Institute at George Washington University. For more details, please visit <http://www.gwu.edu/~aviation/safetyandsecurity/safetyandsecurity.html>.

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 Bob Blouin (info@gwbaa.com) if you want to post your company's information.

GWBAA Contacts

GWBAA President Bob Blouin (info@gwbaa.com) and GWBAA Secretary Jol Silversmith of Zuckert, Scouff & Rasenberger, LLP (jasilversmith@zsrllaw.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 Bob or Jol, or any of the following people:

Mary Miller, Treasurer: mary.miller@signatureflight.com



Cassandra Bosco, Communications Chair: cbosco@tailwindscomm.com

Greg Cirillo, Events Chair: gcirillo@wrf.com

Bob Rockwood, Membership Chair: racersblue@earthlink.net

Jim Lumley, Operations, Safety and Security Chair: jpilot3@aol.com

Under the terms of the Federal CAN-SPAM Act, this e-mail may be considered to be an "advertisement" or "solicitation." If you do not wish to receive any further emails from GWBAA. So please send an email to: info@gwbaa.com, with the words "OPT-OUT" in the subject line. The postal address for GWBAA is c/o Sky Group Associates, Inc., Ronald Reagan Washington National Airport, Hangar 7, Washington, DC 20001.