

September 10, 2007

Register Now for GWBAA Golf Outing **TO BENEFIT THE AERO CLUB FOUNDATION OF WASHINGTON'S EDUCATION PROGRAM**

Third Annual GWBAA Golf Tournament to Be Held on October 15



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!

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
- Hole-In-One – Key Equipment Finance
- 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!

Newspapers Publish NBAA Letters Highlighting GA Support for Aviation System Modernization

The Washington Post and *USA Today* last month published letters from NBAA President and CEO Ed Bolen highlighting the critical role businesses using general aviation aircraft play in rural economies, and the fact that the industry strongly supports legislation (H.R. 2881) to modernize the aviation system while preserving the ultra-efficient “pay-at-the-pump” mechanism for aviation system transformation.

NBAA Letter to *The Washington Post*:

“A Fairer Way to Modernize Aviation,” August 30, 2007:

The Aug. 22 editorial “Late, Again,” about airline flight delays, correctly pointed out the need to modernize the nation’s aviation system but omitted some key points.

First, businesses using general aviation aircraft (those other than commercial airliners or military aircraft) are vital to small and rural communities across the country. These areas usually have little or no airline service, so small aircraft are an essential tool for conducting business. The Post didn’t provide a full picture of this diverse community of businesses and the uses of these aircraft.

Second, the Post didn’t mention that, like the rest of the general aviation community, the people in business aviation are prepared to pay more for system modernization. That’s why the 8,000 member companies in the National Business Aviation Association support H.R. 2881, which preserves the efficient, “pay at the pump” fuel tax while fully funding the Federal Aviation Administration and supporting aviation system modernization.

What H.R. 2881 does not do is provide a tax break for the big airlines.

Not surprisingly, the airlines have been outspoken in their opposition to the bill, instead favoring other proposals that would give the airlines a billion-dollar windfall by unfairly shifting airline costs for aviation system use onto general aviation.

Ed Bolen
President and CEO
National Business Aviation Association

NBAA Letter to *USA TODAY*:

“Airlines ‘Playing’ on Frustrations,” August 30, 2007:

USA TODAY’s article “Airlines recruit frequent fliers to lobby Congress” failed to mention critical points that readers should know (USATODAY.com, Aug. 22).

First, businesses using general aviation aircraft – the targets of airlines’ attempt to get another huge tax break – are mostly small to midsize companies that represent the lifeblood of small communities nationwide and provide vital services such as medical evacuation flights. *USA TODAY*’s article didn’t describe this diverse community or the economic harm the airlines’ plan would cause.

Second, the article didn’t point out that airlines are cynically playing on the frustrations of thousands of passengers by trying to garner support for another tax break. If history is a guide, this will not benefit consumers. Experts, including air traffic controllers, report that this season’s unprecedented delays result from

the weather and the airlines' own practices: increased use of smaller jets, too few employees and more peak time schedules at hub airports.

Ed Bolen
President and CEO
National Business Aviation Association



There is still time for your opinion on user fees to be heard on Capitol Hill; please use NBAA's online "Contact Congress" tool at <http://web.nbaa.org/public/action/>. Additionally, at the NBAA's Online Advocacy Center (<http://web.nbaa.org/public/govt/userfees/>), you can access a variety of resources that can be used to respond to the airline industry's claims in the media and other forums. Although some members of Congress appear to have heard and understood the GA community's message, much work remains to be done to ensure that the necessary air transportation system upgrades are made but are based on a fair payment system.

Regional News Roundup

Modifications to the perimeter of the Washington, DC **Air Defense Identification Zone (ADIZ)** took effect on August 30; the reduction of the ADIZ to a 30-mile circle means that airports such as Martin State Airport, Bay Bridge Airport, Essex Skypark, and Kentmorr Airpark will no longer be within the Washington ADIZ. Maryland Aviation Administration officials noted that the ADIZ had a major economic impact on airports; between 2002 and 2005, the 11 Maryland public-use airports inside the zone collectively added just 1 job, while the 13 airports outside added 210. Revenue fell by \$29 million to \$231.6 million for those inside, while it grew by \$19 million to \$215 million for outside airports. Similarly, Paul Kosubinski, vice president of Projet Aircraft Services, noted that one reason his company had chosen to locate itself in Winchester, Virginia was that it is located outside of the ADIZ.



Ocean City has cancelled its annual Fly In, typically held in October at **Ocean City Municipal Airport**. According to John Sullivan of the Recreation and Parks Department, the cancellation was due to a loss of planes to be exhibited at the show (including a B-17 Flying Fortress and B-24 Liberator which had appeared in prior years), a lack of volunteers, and safety concerns.

Landmark Aviation, which operates FBOs at **Washington Dulles Airport**, **Leesburg Executive Airport**, and **Charlottesville-Albemarle Airport**, was acquired by Dubai Aerospace Enterprise, effective August 1. Leesburg Airport Commission Dennis Boykin described the acquisition as "no big deal." DAE is expected to sell Landmark's FBOs to a third party while retaining control of Landmark's maintenance, repair, and overhaul operations.

The Carroll County Board of Commissioners has delayed a decision on hiring a consulting firm to perform the environmental assessment that will be required before work can begin to extend the runway at **Carroll County Regional Airport**. The commissioners expressed concern that the public would be skeptical if the contract was awarded to URS Corp., which had conducted the study which had recommended the expansion. County Chief of Staff Steven Powell stated that a meeting would be held with the commissioners, FAA and legal counsel to discuss the available options.



In other Carroll County news, the Maryland Department of the Environment reported there was no evidence that stains on roofs and sidewalks in neighborhoods near the airport had been caused by jet fuel. Additionally, the County Comptroller, Robert M. Burk, informed the Board of Commissioners that the leases for only two of the seven corporate hangars at the airport had been drafted so as to require the tenants to pay county and state property taxes, but that the leases would be updated as they expired, mostly in 2008-09.



Wicomico County is developing plans to construct a new Runway Safety Area at **Salisbury-Ocean City Wicomico Regional Airport**. FAA has granted a waiver to the airport which expires in 2012, and will require the safety area to be expanded by that date, according to the airport manager, Robert Bryant. The project is expected to require the diversion of nearby Fooks School Road as well as wetlands mitigation and the removal of trees.

Headed to NBAA This Month? Help NBAA Build A Playground!

To commemorate its 60th anniversary and Georgia's centennial of flight, NBAA is partnering with several organizations to build an aviation-themed playground for the children of Atlanta, the host city of NBAA2007. KaBOOM!, a national non-profit organization that envisions a great place to play within walking distance of every child in America, will design and orchestrate the build. The Home Depot and members of the local community also will lend their support to construct the playground. The primary site is at Margaret Fain Elementary School (two miles east of Fulton County Airport), a 500-student school with plenty of green space but currently no playground equipment. The second site is at the Fulton County Airport, where NBAA will enlarge and refurbish the existing park and creating a playground. The project will take place on Sunday, September 23 from 8:30am to 4pm and will need 500+ volunteers; many more are still needed. NBAA is calling on members, their coworkers and customers for help. Register online at <http://registration.expoexchange.com/shownba071/Default.aspx>.



Upcoming Aviation Events

- **September 14-15:** Leadership Conference on Aviation and Space Education (LCASE) in Arlington, Virginia. For more information, please visit <http://www.lcase.info>.
- **September 15:** Montgomery County Airpark fall picnic, 11am-2pm. For more details, please visit <http://www.montgomerycountyairpark.com/news/item.asp?ID=30> or <http://www.mcaa-md.org>.
- **September 20:** AOPA, in coordination with FAA, is sponsoring a seminar on "Regulations: What Every Pilot Should Know" in Gaithersburg at 7pm. For more information, visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=16085.
- **September 20:** FAA is sponsoring a seminar on "Preventive Maintenance - An Airworthiness Education Process" at Carroll County Regional Airport at 6:30pm. For more information, visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=15923.
- **September 25-27: NBAA's 60th Annual Meeting and Convention** will be held in Atlanta; for details, please visit <http://web.nbaa.org/public/cs/amc/2007>.
- **September 27:** Committee for Dulles luncheon, featuring Jim Wilder (Former MWWA President and CEO) and Monte Belger (Lockheed Martin), 11:30am. For more details, please visit http://www.committeefordulles.org/events/current_lunch.htm.
- **September 27:** Operation Raincheck – Tour of the TRACON and ADIZ Seminar. FAA is sponsoring a Q&A session about the ADIZ for pilots with controllers and management at the Potomac Consolidated TRACON. For more information, please visit http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/pct/Raincheck.htm.
- **September 27:** BWI Cargo Expo, 9am-3pm. For more details, please visit http://www.bwiairport.com/cargo_services/cargo_expo_2007.
- **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 information, see above.

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, Scoutt & 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:

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