

May 27, 2008

## **Senate Considers, But Fails to Approve, FAA Reauthorization Bill**

### **FAA Washington Update**

There was a surprise blip in early May when open time appeared on the Senate floor calendar, and the majority leader scheduled consideration of the long-stalled FAA reauthorization bill. Two weeks of wrangling produced a very good outcome with respect to aviation issues, but the Senate ultimately failed to pass the bill for non-aviation reasons. One of the most important parts of the bill related to new money to be raised for NextGen air traffic control: Senator Rockefeller agreed to drop his proposal for a \$25 per departure fee and, in its place, the fuel tax on Jet-A fuel for general aviation was slated to rise from 21.9 cents per gallon to 36 cents (what the inflation-adjusted level would have been with a 1991 base). There would have been no new taxes for GA aviation gas and no new taxes or fees for commercial airlines. The package was expected to raise \$290 million per year for NextGen. It is expected that an extension to FAA's current authority to collect present fees and taxes will be passed before the expiration of the most recent extension, on June 30.

### **Developments at DCA**

The Transportation Security Administration ("TSA") has added St. Paul Downtown Airport-Holman Field (STP) in St. Paul, MN to the list of gateway airports for general aviation flights to Ronald Reagan Washington National Airport (DCA). Signature Flight Support is the approved fixed base operator for STP. As readers of GWBAA News may recall, the TSA allows only GA flights that meet criteria of the DCA Access Standard Security Program to land at DCA. Aircraft must arrive from one of now 22 gateway airports, including STP and Minneapolis-St. Paul International (MSP), after flightcrews have been vetted and passengers screened. For more information, visit: <http://web.nbaa.org/public/ops/security/dassp/>.

In other DCA news, Chantilly Air – an aircraft charter operator and aircraft services company (and GWBAA member) based in Manassas – has received initial approval from the TSA to conduct charter flights at DCA. Chantilly Air expects to start offering charter flights at DCA in the next 60 days.

### **Developments at IAD**

Due to extensive airport taxiway construction at Dulles International Airport ("IAD"), operators should check notices to airmen for the most current construction activity, and inbound operators should contact their fixed base operator ("FBO") of choice prior to landing for a parking location assignment, and notify Dulles Ground Control on initial contact on arrival of their FBO-assigned parking area. On departure, operators should hold in their assigned parking spot until advised by Dulles Ground Control that they are cleared to leave that position. For more information,

contact Landmark Aviation, Signature Flight Support or Dulles Jet Center at IAD, or NBAA's Harry Houckes at [hhouckes@nbaa.org](mailto:hhouckes@nbaa.org).

## FAA Dispatch Licensing

If you are a scheduler or dispatcher, and are interesting in getting your FAA dispatch license this year, Jenni Green of General Dynamics is looking for you. General Dynamics is planning to coordinate with FlightSafety to teach the FAA approved Dispatch License Course at its hangar at IAD, but needs additional participants. For more information on pricing and course content, please contact Green at [jgreen@gd.com](mailto:jgreen@gd.com) or (703) 876-3145.

## Regional News Roundup



Bog turtles, a federally-identified threatened species, live in wetlands near **Carroll County Regional Airport** that may be affected by plans to expand the airport's runway from 5100 to 6400 feet. Delta Airport Consultants Inc. is conducting the environmental assessment for the expansion, and has contracted Rettew Associates Inc. to study the wetlands. Rettew reportedly has hired a qualified bog turtle surveyor to assess the issue; its evaluation is expected to be completed in mid-June.

In other Carroll County news, American Pilot Services suspended fuel sales on May 16; on its website, the FBO stated that it had been unable to reach a new agreement with the county after six months of negotiations. In an interview with the Carroll County Times, APS co-owner Randy McDole stated that the company was operating at a loss. As a temporary measure, the county is providing fuel from two leased trucks; it expects to review proposals for a new vendor in June and have a new vendor in place by July 1.

An employee of **Ocean City Municipal Airport** reportedly was suspended without pay after she was charged with pocketing money an airport hangar tenant gave her for rent. A city auditor discovered the discrepancy after reviewing the airport's books and contacting the customer. Joy Babcock faces felony theft and felony theft scheme charges.

Charlie Abell, the long-serving director of **Frederick Municipal Airport**, has indicated that he expects to accept a buy-out being offered to certain City of Frederick employees. Abell was the airport's first full-time manager, and has served in the position since 1992. after a thirty-year career in airport fixed-base operation.



On April 22, the Culpeper County Board of Supervisors approved a 10 percent increase in hangar rental fees at **Culpeper Regional Airport**.



The Frederick County Board of Supervisors has approved a **Winchester Regional Airport** request to rezone a total of 37.4 acres of airport property, including the parcel where the terminal stands. The rezoning allows an airport as a permitted use without the need for special-use or conditional-use permits, which in turn means that the airport can more easily expand its services. Airport Executive Director Serena "Renny" Manuel told the Winchester Star that the airport will now look to make boundary line adjustments

to make the patchwork of several plots of land into one plot that encompasses all 475 acres. In other Winchester news, the airport recently reached a lease agreement for a 5,000-gallon-capacity fuel truck.

On May 5, the 20th Annual **Greater Washington Aviation Open (GWAO)**, raised \$140,000 for Corporate Angel Network (CAN), a non-profit organization that arranges free flights to treatment for cancer patients using empty seats on business flights. Since it was established in 1989, the GWAO tournament has raised more than \$1.25 million for CAN. For more information, please visit: <http://www.gwao.org>.

**Stafford Regional Airport** suffered minor damage from a tornado that struck the vicinity on May 8. Airport Manager Ed Wallis told the Stafford County Sun that the tornado lifted up just 300 yards from the airport's fence, missing the airport. However, the storm did dump leaves and debris into the downspouts of the hangars and terminal. With the spouts clogged, water seeped in to the air vents and throughout much of the terminal, causing minor damage. No aircraft sustained any damage from the storm. In other Stafford news, the airport is continuing to look at installing new security lighting in the terminal's gravel parking lot. The lighting would come at an estimated cost of \$250,000, with the federal government offsetting some of that cost with grants and other funds.



Hoppy's Skytop Restaurant and Lounge is now open at **Manassas Regional Airport**, located on the second floor of the Volo Aviation FBO building. For more information, please visit <http://www.hoppysrestaurant.com> or call (703) 330-5536.



Members of the commission which oversees **Leesburg Executive Airport** recently met with the Loudon County Board of Supervisors. Commissioner Tom Toth reported on the economic import of the airport, which is estimated to be \$43 million; in a one-month period, 138 different businesses had flight operations at the airport. Toth also stressed that in order to ensure the airport's vitality, as well as protect the safety and welfare of county businesses and residents, the best uses of land surrounding the airport are office and industrial, not residential.

The **Front Royal-Warren County Airport** announced that it will host a "Balloon and Airstravaganza" air show on September 11-14.

## **Guest Commentary: Pre-Purchase Inspections**

*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.*

Whether you are buying a pre-owned Cherokee 140 or Gulfstream 450, having a pre-purchase inspection performed is a whale of a good idea. However, these inspections constitute the most contentious portion of any used airplane transaction. With apologies to Lane Clapsaddle from Landmark Aviation, from whom I have blatantly plagiarized the following, here are some tips on how to minimize the agony.

First, as early as possible in the transaction, pick a facility and set a date for the pre-purchase inspection. Given that you haven't concluded a purchase agreement at this time, be certain that there is some flexibility as to input date and that both buyer and seller agree as to the facility and timing.

Next, define the work scope in writing. It is critical that all of buyer, seller and pre-purchase provider agree to this in as much detail as possible. And be certain that everyone understands the disposition of discrepancies. In general, the concept that a discrepancy is "airworthy" or not isn't valid. As my good friends at Gulfstream are wont to say, a plane stops being airworthy, as defined by the FAR's, once the C of A is issued. Once something has been written down during a pre-purchase of other inspection, it has to be cleared in some fashion. Since anyone holding an A&P license that has an ounce of common sense isn't going to say "don't worry about it", a discrepancy that is written down on a work order or other official document typically has to be repaired. How does this fit into the

concepts laid out in the purchase agreement?

Make sure to arrange for a debrief session at each critical juncture. At the minimum, get everyone together when the plane is submitted for pre-buy and again when the pre-buy is completed. A representative from the buyer, the seller and the pre-purchase facility should sit and share their respective ideas about what is going to happen (and who is going to pay for what and who will fix what). These can be dicey meetings since the buyer and seller have somewhat conflicting objectives, and the pre-purchase facility is "pickle in the middle" and the bearer of bad news for somebody. However, if the discussions and documents preceding start of the pre-purchase inspection were detailed enough and everyone understands the final objective is to accommodate the transaction, the heat of the moment can be minimized.

At this point, let me point out two things that are CRITICAL to the exercise, and need to be done at or before the time the plane starts the pre-purchase. One, make sure everyone is on the distribution list for information coming from the pre-purchase facility, and gets it at the same time. Second, be certain that the pre-purchase provider works up costs and solutions as they go along. There is nothing more frustrating than for everyone at the concluding debrief to say "I don't know (how much or how long), we will have to get back to you on that". The final debrief is the time to wrap up the process, decide who is going

to do what, and, for all intents and purposes, conclude the deal. This can't be accomplished if information is missing.

One final word. A pre-purchase inspection is not a contest to see who can best whom.

The over-riding purpose is to determine that a fundamentally sound USED plane is being traded. All of the parties involved will be best served if each will recognize this and enter into the pre-buy with an attitude of "give and take".

## Upcoming Aviation Events

- **June 5:** Baltimore Washington Air Cargo Association golf outing. For information, visit <http://www.bwicargo.com/2008/Golf/2008%20BWACA%20Golf%20Outing%20Flyer%20&%20Reg.pdf>.
- **June 7:** Airline Owners and Pilots Association's 18th annual fly-in and open house at Frederick Municipal Airport. For details, please visit <http://www.aopa.org/special/fly-in>.
- **June 9-11:** NATA "2008 Air Charter Summit" at the Westfields Conference Center. For more information, visit [http://www.nata.aero/events/event\\_detail.jsp?EVENT\\_ID=1561](http://www.nata.aero/events/event_detail.jsp?EVENT_ID=1561).
- **June 10-11:** First Annual Ocean City Air Show, headlined by the U.S. Army Golden Knights Parachute Team. For more information, visit <http://www.ocairshow.com>.
- **June 14:** 14th Wings and Wheels Fly-in at Essex SkyPark. For more information, visit <http://www.essexskyparkassn.org/essex/index.jsp>.
- **June 14:** Become a Pilot Family Day and Aviation Display at the Steven F. Udvar-Hazy Center in Chantilly, Virginia. For more information, visit <http://www.nasm.si.edu/becomeapilot>.
- **June 14:** Tipton Airport open house. For more information, please visit <http://www.tiptonairport.org>.
- **June 18:** Aero Club of Washington luncheon, featuring Ed Iacobucci, President of DayJet. For more information, visit <http://www.aeroclub.org/luncheons.htm>.
- **June 18-20:** Air Transport World's "Eco-Aviation" conference at the Capitol Hilton. For more information, visit <http://www.atwonline.com/events/ecoAviationConference08.html>.
- **June 19:** Committee for Dulles luncheon featuring James E. Bennett, President & CEO, MWAA, at the Dulles Airport Marriott. For more information, please visit [http://www.committeefordulles.org/current\\_lunch.html](http://www.committeefordulles.org/current_lunch.html).
- **July 22:** Aero Club of Washington luncheon, featuring Kip Hawley, TSA Administrator. For more information, visit <http://www.aeroclub.org/luncheons.htm>.
- **September 6:** 17th Annual Louisa County Air Show. For more information, call (540) 967-0050 or email [dawnp@firstva.com](mailto:dawnp@firstva.com).
- **October 6-8:** NBAA's 61st annual meeting and convention in Orlando, Florida. For more information, please visit <http://web.nbaa.org/public/cs/amc/2008>.

- **October 20:** Please hold the date for GWBAA's fourth annual golf tournament; details will appear in a future newsletter.
- **November 2:** Air Traffic Control Association 53rd annual conference at the Marriott Wardman Park Washington, DC. For more information, visit [http://www.atca.org/activities/event\\_items.asp?month=11&year=2008&item\\_id=1088](http://www.atca.org/activities/event_items.asp?month=11&year=2008&item_id=1088).
- **December 1-3:** FAA 5th annual international aviation safety forum at the Omni Shoreham Hotel in Washington, DC. For more information, visit [http://www.faa.gov/news/conferences\\_events/2008safetyforum/](http://www.faa.gov/news/conferences_events/2008safetyforum/).

## 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 ([bob\\_blouin@hawkerbeechcraft.com](mailto:bob_blouin@hawkerbeechcraft.com)) if you want to post your company's information.

## GWBAA Contacts

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