



*The Leader In Recreational Aviation*

## Chapter 736 Newsletter for March 2009

### Maine Aviation Forum

Last month's Forum, held at the Owl's Head Transportation Museum, was very successful. Close to 60 people were in attendance. Wilkes was kind enough to provide some photos taken at the event.



### Here we go again

The U.S. House of Representatives' Transportation and Infrastructure (T&I) Committee last week approved the FAA Reauthorization Act of 2009 (H.R. 915), a funding bill that does not contemplate new user fees for general aviation.

Nonetheless, affordable participation in personal flight is once again in peril, as proponents of user fees present their case not only to a new Congress but also to a new administration, where they've evidently made some traction. The EAA community will have to rally once again to quash attempts to strap general aviation with a disproportionately heavy burden to pay for management of our nation's airspace.

In another testament to the often cyclical nature of lawmaking, the current status of the user fees issue bears an uncanny resemblance to where it was in the spring and summer of 2007. Now, like then, the T&I Committee has passed an FAA budget-reauthorization act without user fees, the Senate counterparts haven't yet committed, and the administration has proposed a budget that would include user fees.

The House Ways and Means Committee will consider the bill next. Committee officials indicate that they will wait for the detailed version of the President's budget proposal, anticipated for release in mid-April, before acting on the T&I Committee's recommendations.

In 2007, Ways and Means accepted a budget-reauthorization package that would have continued the use of aviation excise taxes to fund the FAA, the nation's air traffic control system, and

national airspace modernization initiatives. This bill passed the House, but efforts on a companion bill in the Senate ultimately stalled in 2008, leaving FAA funding to continue via an extension through the end of this month.

Throughout the period of debate on the previous House and Senate proposals, EAA members by the thousands expressed their opposition to user fees. They believed then, as they still do today, that user fees instituted for any segment of general aviation would eventually metastasize to affect all participants. The bureaucracy of a new revenue-collection system would not only have to collect funds for operations and modernization projects, but also have to pay for itself.

The EAA community and other general-aviation groups protested that user fees would shift a disproportionately larger revenue-collection burden on general-aviation operators, a conclusion evidenced by the major airlines' fervent advocacy of user fees.

The next steps entail attempting to make inroads with the administration. The goal is to get the "direct user charges" out of the President's proposed budget before it gets published this spring.

All EAAers, 160,000 strong, should stand ready to rally behind this cause as they did two years ago. Accordingly, EAA is ramping up its opposition in partnership with the rest of the general aviation community.

### **A Message from a local DAR**

To whom it may concern;

I am an FAA DAR (Designated Airworthiness Representative) located in Freeport, Maine. I am authorized to perform Amateur-Built Aircraft Certifications on behalf of the FAA, and recommend a qualified builder for repairman certification. I received my DAR in 2001 shortly after leaving the Portland FSDO where I was the Airworthiness Safety Program Manager and I have since been involved with many certification projects. As you know FAA Designee's provide valuable services for the aviation community at a cost. There is an unsubstantiated rumor spreading that I charge 1500.00 for an individual Amateur-Built certification. I can assure you that nothing could be further from the truth. My charge for the certification process is 500.00 which may include a "per mile" travel fee if outside a 50 mile radius of my office. The mileage fee is based on current IRS rates. Additional costs may be incurred if the certification consumes an inordinate amount of time and those additional charges are typically billed at 75.00 an hour, but these cases are rare. Logic would dictate that I wouldn't charge the same fee to export a Cessna Citation to the UK or issue a Standard Airworthiness Certificate to a Global Express since those functions involves varying degrees of complexity. I provide a host of DAR services and have a few links to Amateur-Built resources here:

<http://aeropro.org/Pages/DAR%20Services.html>

I have been an active supporter of the EAA Chapters in New England because I believe you all provide a wonderful value to our aviation community. Unfortunately the nature of my current business doesn't offer me the time I once had to accommodate requests to speak at various chapter meetings. With that being said I am always available for the EAA community to bounce things off from, so to speak; questions and discussions are free! If you would pass along this info to your members I would greatly appreciate it.

Thanks for your time; I thought it prudent to slay the dragon before it became too fantastic. Best regards, Susan Fournier  
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### **Lawmakers to TSA: Choose new flight plan for LASP**

Members of Congress have warned the Transportation Security Administration (TSA) to reconsider the proposed Large Aircraft Security Program (LASP) or face possible legal challenges and “congressional obstacles” to implementation.

In comments submitted Feb. 27, a group of seven members of Congress from four states chided the TSA for using inaccurate estimates of the direct and indirect costs of the LASP proposal and failing to allow adequate public input on the plan. The detailed comments also noted that the TSA had failed to demonstrate that the security benefits of implementing the program would exceed the costs.

The Transportation Security Administration’s Large Aircraft Security Program (LASP) is not suited to general aviation aircraft and should not go forward without industry input, said the chairman of the House Committee on Homeland Security, which has jurisdiction over the TSA.

### **Next meeting**

The March chapter meeting will be held at the Weathervane Restaurant in Waterville on Tuesday, Mar 17. The meeting will begin at 7:00 pm. If you plan to have dinner at the Weathervane, please arrive at 6:00 pm so that the meeting can start on time.