



UBAA UPDATE

UTAH BUSINESS
AVIATION ASSOCIATION

MARCH 2021

UBAA SCHOLARSHIP GOLF EVENT RESCHEDULED

NEW DATE: SEPTEMBER 22, 2021

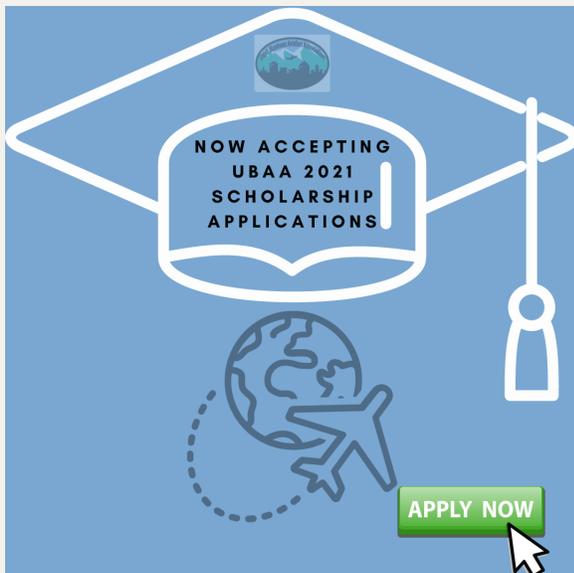
Due to COVID-19 restrictions, we have elected to move the annual scholarship golf event to September 22.

Online registration will open at 8am on April 1 at ubaagolf2021.eventbrite.com.

Proceeds from this event will provide funding for our 2021 scholarships for students pursuing aviation careers at colleges and universities in the state of Utah.



CLICK HERE



UBAA NOW ACCEPTING 2021 COLLEGE SCHOLARSHIP APPLICATIONS

APPLICATIONS DUE APRIL 30

PLEASE HELP US SPREAD THE WORD!



YOUR UBAA LEADERSHIP AT WORK

LOCAL ADVOCACY



The Utah Business Aviation is working with the Utah General Aviation Association, the Utah Airport Operators Association and the Utah Backcountry Pilots Association to further protect Utah state funds for our airports. Currently, the annual aircraft registration fees we pay go into a restricted account for airport improvements and other aviation needs within the state. These groups are collectively trying to further restrict these funds to exclude the state's expenses for state owned aircraft operations.

The State of Utah owns two Beechcraft King Airs (a B200 and a C90). Due to lower use levels by state agencies and officials, and the University of Utah using other means of uplift, the state flight department is running in the red. When funds from the restricted account are used to fill the deficit in the aircraft operations/use, they become unavailable for airport projects in the state.

With FAA matching federal funds to Utah's airport projects of up to 9 to 1, the multiplier on monies lost is a big hit to Utah's airports. Salt Lake International is funded by airline fuel fees, but for the rest of the state, these funds are the only source of funds for repair, maintenance, upgrades and improvements. Our airport system relies on the restricted account and the matching program with the FAA.

Our Utah volunteer groups are lobbying for changes to the tax code where our annual aircraft registration fees cannot be robbed by the state's aircraft fleet shortfall and we can capitalize on the much relied upon funds to the airports. For more information on our efforts and things you can do to assist with this action, contact ubaainfo@gmail.com





UBAA PROFESSIONAL GRANT PROGRAM

2020 RECIPIENTS



The UBAA awarded two professional grants in November 2020.

Sarah Long is a field service manager at Delta Airlines in Salt Lake. Although working for Delta Air Lines currently, her dream is a career in business aviation. She is using the grant to get back into flight training and finish her commercial license this spring. Then onto a CFI and building hours to become a corporate pilot.

Sean Hareland is a line supervisor at TAC Air in Salt Lake and has seen business aviation from the ramp for 4 years now. Since graduating from Westminster, continuing flying in the COVID-19 landscape has been difficult. He will use the grant to finish the CFI and continue his quest to the right seat of a Citation as soon as possible.

Applications for the 2nd annual UBAA Professional Grant will be released in July 2021 and we will award 2021's winners in September. Check utahbaa.org for more information.





AIRCRAFT REGISTRATION IN UTAH

THE INSIDER SCOOP BY JARED ESSELMAN, UT DIRECTOR OF AERONAUTICS



Two years ago the Division of Aeronautics confiscated... hijacked... procured... acquired... (whatever you want to call it) the aircraft registration program from the Tax Commission and it was brought in-house to Aeronautics for fellow aviators to manage. Since then, we have been working to automate as much of the registration process as we can. Our goal is to make it as simple as possible.

Prior to Aeronautics taking over the registration process, the tax commission sent about \$1M dollars each year to the Aeronautics Restricted Account. Now, with the process online Aeronautics has received \$1.15M in fiscal year 2019, \$1.4M in fiscal year 2020, and we are projecting over \$1.5M in fiscal year 2021. The trend continues to grow, not because we are charging more, but because more aircraft owners are doing their part to register and help maintain and upgrade our aviation system.

While it is our personal goal is to simplify the process for you, there are broader goals to achieve with the use of registration fees.

Registration fees are primarily intended to be used to improve airports around the state. Not only the airport pavements, but the entire airport experience. The airport is often the first impression visitors and business clients receive when arriving in Utah and we want the airport experience to be a positive one. A positive experience for your passengers and pilots benefits your business.



When we all pool together, the aviation experience improves for all of us. If you have questions on how to register your aircraft, we are happy to help. Registration can be a few simple clicks away. You can simply search for 'Utah Aeronautics' on Google. Scroll down and under 'Quick Links' you will see "Aircraft Registration". Click there.

Or you can go straight to <https://www.udot.utah.gov/connect/public/aircraft-registration/> Please don't hesitate to contact Martin Shupe or myself at mwshupe@utah.gov or jesselman@utah.gov

