



Aviation & Space Alert

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Hardy Law - helping people avoid really big mistakes with their aircraft & spacecraft.

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Joe Hardy
Hardy Law, LLC



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Hardy Law Welcomes Jason Kemp - Expands Aviation & Space Law Services



Jason Kemp, through his own practice of Kemp Legal Counsel, LLC, has teamed up with Hardy Law as Of Counsel.

Jason brings aviation law experience from the Federal Aviation Administration, the Jacksonville Aviation Authority (home of Cecil Spaceport and Jacksonville International Airport), and the law firm of Spohrer & Dodd. He recently completed the Master of Laws Program in Air & Space Law at the University of Mississippi. Before his legal career, Jason served in the U.S. Air Force as an aircraft maintenance technician.

Hardy Law will continue its mission of helping people avoid making really big mistakes with their aircraft and spacecraft. And by adding Jason's experience to Joe's 16 years as an aviation attorney and 24 years as a commercial pilot, we have more ways to do that. Our menu of aviation & space law services now includes:

- Aircraft & spacecraft purchase & sale, financing, regulatory compliance & liability

- planning;
- FAA Air Carrier M&A and certificate transfers;
- FAA enforcement actions;
- FAA Airport Improvement Program & Grant Assurance representation;
- FAA spaceport operator licensing, launch licensing & development;
- Aviation & space consulting, mediation & arbitration;
- Outer space & celestial body property rights.

Are You Ramp Check Ready?

Would you pay \$7 million for an airplane and then fly it uninsured? Kind of a trick question. Insurance usually tops the list of things to have in place before the first flight.

But if you're not in compliance with the Federal Aviation Regulations (FARs), your carrier may deny coverage. Plus, if you get ramp checked by the FAA and don't have your structure, documents and story lined up with the FARs, your organization could face fines of up to \$25,000 *per flight* (which we have seen add up into the millions) and your pilots could face certificate revocation.

So let's say you carefully set up your airplane operations to be FAR compliant. Have you checked recently to see if you are still in compliance and can safely pass an FAA ramp check or insurance audit?



Through client audits and simulated FAA ramp checks, we've noticed that even companies who diligently set up aircraft operations to comply initially with FAR Part 91 don't always plan for continuing compliance. Small document changes over time may appear harmless, but if done by someone without regular experience in the FARs, can have severe consequences.

And do your executives or other passengers know how to respond to an FAA inspector if ramp checked? If not, even the best documentation may not be enough.

Clients have been surprised with the issues that have crept into their systems for FAR compliance, but also with how easy it has been to remedy and to set up a system for ongoing compliance; that is, if done before an FAA ramp check or insurance claim. Waiting for that before checking compliance can be much more costly.



About Hardy Law

We believe in an aviation & space industry with all participants working together for safety, innovation, utility, economic security and fun. We combine our industry and legal experiences to help people avoid making really big mistakes with their aircraft and spacecraft.

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