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September 29, 2014

GWBAA Supports Aviation Charities

GWBAA's Tenth Annual Charity Golf Tournament A Success

 GWBAA hosted its 10th annual golf tournament at the 1757 Golf Club in Ashburn, Virginia earlier this month. Over 75 members participated in the event, which benefited both the Aero Club of Washington's charitable foundation and the Corporate Angel Network (CAN). Thanks to the support from our membership and sponsors, Dan Walker and Paige Kroner of GWBAA presented the Aero Club Foundation with \$1,500 and the Corporate Angel Network with \$3,520 to help each organization support their mission. Additionally, Sharp Details graciously donated an extra \$500 to CAN while at the tournament.

GWBAA would like to thank all our sponsors for their generous support. We look forward to seeing everyone again next year for another round!



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GWBAAs Supports the Flying Classroom



GWBAAs is honored to support the Flying Classroom, an organization dedicated to advancing Science, Technology, Engineering, and Math (STEM) education through an online, interactive digital curriculum. Captain Barrington Irving, the youngest pilot to fly around the world at age 23 in 2007, and his crew launched their 9-week exploration from Signature Flight Support's DCA hangar on September 23. The 16-city expedition across North America, Asia, and the South Pacific is an educational reality show that will allow students to participate in the STEM missions in near-real time via online portals. As part of the launch event (at which Hunter Weiss, pictured, spoke to participating students), GWBAAs and other aviation associations and businesses engaged with over 700 junior high and senior high school students from Washington and Baltimore about the numerous career opportunities in aviation and aerospace sciences.

Scheduler and Dispatchers Committee Updates

Schedulers and dispatchers gathered earlier this month for a tour of the AirCulinaire kitchen in Ashburn, Virginia, organized by D.J. Skinner of BNT International. GWBAA would like to thank the AirCulinaire Worldwide team and give special thanks to John Detloff, Saverio Mongelli and Brandon Snow for hosting and providing a wonderful event for the committee. The event was an absolute success and they presented the S&D group with valuable catering information along with a tour of the facility. Thanks to everyone who was able to attend and we look forward to seeing everyone at the next event! (If you missed this event, plans are for the group to continue to have bimonthly social gatherings that will concentrate on topics and subjects as it pertains to the world of scheduling and dispatching. The next event will be in early November - an email with all the details will be sent out very soon.)

DC Pilot's Perspective



Greetings fellow DC aviators. I hope you had a wonderful and relaxing summer. I personally have been quite busy flying, with a good bit of it in Europe. All that time in the EU combined with a recent in-depth discussion with the DC Metroplex, management and controllers from Potomac Consolidated TRACON (PCT) helped me to derive the topic for this edition of the DC Pilot, CLIMB VIA and DESCEND VIA clearances.

As most of you may know, these type of clearances are somewhat new to the US NAS system. They have been around a bit longer in Europe and other ICAO nations, but there is a significant difference with how they are handled. *I don't claim to be a technical expert on the intricacies of pilot and controller communications (though I play one on TV), so please research this yourself and don't take my word for it!* That being said, it seems to me that the way we do things here compared to the way other ICAO nations do things is exactly opposite, which is certainly a huge potential cause for confusion. In the macro view CLIMB VIA and DESCEND VIA clearances in Europe are *inferred* if you are cleared for a SID or STAR. In the US, the controller has to specifically tell you to CLIMB VIA a SID or DESCEND VIA a STAR. Why must we be different when we are a signatory to ICAO and we are the ones late to this party? In my opinion it should be one way or the other, not both. I don't really care which way, but from a safety perspective I know this can cause problems, and I know it *is* causing problems.

I had a really fantastic discussion with personnel with the DC Metroplex team, PCT, and IAD Tower during our monthly ATC user group meeting that I regularly attend and we ended up hijacking the meeting with this topic. This group really wants to get this word out to us with all the recent changes within the Washington Metropolitan area, especially with CLIMB VIA and DESCEND VIA clearances and the importance to read the clearances back. With all changes, there are rough spots as we get use to the new way of doing business and they are working very hard on their end to make sure that all the controllers are issuing and using these clearances correctly. We need to do our part by understanding what these clearances mean as well as how we are supposed to fly them.

To me, these clearances are fairly straight forward. If I receive one, I just comply with what is on the chart, both laterally as I always have, and now vertically and occasionally adding a speed component. For most of you with coupled VNAV and auto-throttles and the latest FMS systems this shouldn't be a big deal right? Wrong, apparently. PCT recommends that those flying within the Washington Metropolitan area be alert to the *type* of clearance you're receiving and if you not sure what to do, ask. I may have a handy excuse flying my old steam gauge airplane, but I work in the same airspace as the rest of you and we all need to get along and make this happen correctly as we are only as strong as our weakest link.

PCT says, as an example, in the last month alone there have been a few altitude deviations flying a CLIMB VIA SID at a DC reliever airport that goes by the identifier HEF. This airport has had the same basic SID for the last 8 years or more, so why are the pilots there not getting it right all of a sudden? Confusion has been interjected by the new clearance "CLIMB VIA the ARSNL 4", but in reality the only thing that changed was the instruction "CLIMB VIA" replaced "MAINTAIN". When receiving a CLIMB VIA clearance you need to read the entire SID to make sure you see and understand the altitude restrictions as well as the TOP ALTITUDE (TA).

An addition potential source of confusion is the use of iPads instead of paper charts. ATC believes that the ability to "pinch" or "expand" the view of the chart is occasionally obscuring altitude restrictions on the plate due to the level of zoom that the user has selected. I can totally see how that could happen! Zooming in really helps my old eyes to read those notes, especially at night, but I have to remember to zoom back out so I don't forget a critical restriction on the plate because it is out of view.

PCT has researched these events thoroughly and this is what they have found so far: Some errors happen due to poor clearance delivery phraseology, and some due to improper understanding of the clearance or incorrect read back, but the *most significant* errors associated with climb via appears to be a misunderstanding of the procedure.

Now let's talk about DESCEND VIA. Consider this, suppose you are flying the HYPER 5 STAR into IAD and you receive *DESCEND VIA HYPER5 RUNWAY 1R*. As you approach MULRR you have just reached your 10000 foot altitude and 250 knot restriction. The FMS is about to make the turn towards SIGBE and descend you to 7000, but the controller issues you a heading of 230 for spacing, maintain 9000, and expect direct MOWAT. OK, this happens occasionally (maybe not here, but this is just my example for illustration). We all know that we are now *OFF* the STAR. The controller is probably trying to get some spacing to properly align us with other aircraft, so no big deal. Now you get cleared direct to MOWAT and DESCEND VIA HYPER5 RUNWAY 1R. So we can go direct to MOWAT, that is clear, but do we descend at pilot discretion to 5000 feet which is the crossing restriction at MOWAT? I'm pretty sure we do, but we are laterally displaced from the STAR path, do we have obstacle clearance? Is that what the controller intended? In this case, PCT says that since there is a crossing restriction at MOWAT, they do not have to issue an altitude with the DESCEND VIA clearance, but if MOWAT did *not* have an altitude associated with it, then PCT would be required to state an altitude and *they* are responsible for terrain and obstacle clearance until reaching MOWAT; *PROCEED DIRECT MOWAT, CROSS MOWAT AT 5000 then DESCEND VIA HYPER5 RUNWAY 1R*. That is how they are trained and in accordance with FAA 7110.65V. They also need us to read back the clearance properly to eliminate confusion. Please don't abbreviate the read back.

Another situation that occurs frequently is with aircraft flying the GIBBZ2, FRDMM2, and TRUPS2 STARS where aircraft have been issued a DESCEND VIA clearance by Washington ARTCC and then switched to PCT. When we check-in, they are hearing us say "descending on the STAR or descending to 6000." This is not correct. We need to check in with the ATIS, followed by the altitude we are leaving along with DESCENDING VIA GIBBZ2, or FRDMM2, TRUPS2. With the use of DESCEND VIA, it should reduce communications, but at times it causes more transitions to be made because of incorrect phraseology. We can do our part by using correct phraseology when checking on with PCT as well as any other communication transfers along the way to the airport.

It will take some time before we are all comfortable with these new types of clearances, but the bottom line during any new process is to make sure you understand what you are supposed to do. If there is any doubt in your mind, please ask for clarification. Sometimes that can be difficult at busy times, but you are going to make a lot more work for yourself and the controller if you do something that they didn't intend because you didn't clarify. We are all in this together, and the personnel making our trip into the Washington Metropolitan area as safe and smooth as possible are working hard to help.

Safe flying everyone!

John Kelley
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Regional News Round-Up



GWBA will be participating in the Ninth Annual Aviation Education and Career Expo on Friday, October 24 at ProJet Aviation at **Leesburg Executive Airport**. At this event GWBA, along with other aviation schools, companies and organizations, will be distributing scholarships to high school and college level students interested in advancing their aviation education. If you know of any qualifying students who may be interested in applying for the available scholarships, please contact Julie O'Brien at (703) 889-8558; a copy of the application is available via this [link](#). Submissions must be completed

by October 3.

The *Central Virginian* reported that the Louisa County Board of Supervisors has proposed transferring responsibility for **Louisa County Airport** from the Louisa County Industrial Development Authority to the county government.

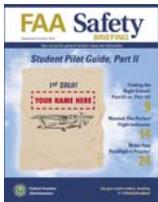


Officials representing Stafford County and **Stafford Regional Airport** are continuing to discuss development guidelines for land near the airport. Recommendations in draft would establish zones and compatible land uses within each zone. In a related development, the Stafford County Board of Supervisors by a 5-1 vote rejected plans for the Oakenwold development near the airport. The Stafford Regional Airport and the Virginia Department of Aviation voiced disapproval of the development's proximity to the airport. The airport authority also recently voted to approve the construction of an aviation-themed playground, in coordination with the local chapter of the Experimental Aircraft Association; no public or airport funds would be used.

Leesburg Executive Airport will be testing a new remote air-traffic control system in partnership with SAAB Sensis Corporation. The project is expected to take place starting in June 2015. Leesburg is the second-busiest general aviation airport in Virginia but lacks a control tower. The remote air traffic control tower system has been certified for use in Europe and tested in Australia but not in the United States. The only cost to the town during the three-month testing period will be two phone lines and electrical power estimated at \$2000.

On August 30, two F-16s were dispatched to intercept a Cirrus SR22 that was scheduled to land at **Manassas Regional Airport** but had entered restricted airspace; the pilot was found to be unconscious, and the aircraft subsequently crashed in the Atlantic. Additionally, a Piper PA-28 crashed at **Montgomery County Airpark** on August 23, critically injuring the pilot, and a small plane flipped over while landing at the airport on September 13. As always, fly safely!

FAA General Aviation News



The latest issue of the FAA's publication for general aviation, FAA Safety Briefing, is available at http://www.faa.gov/news/safety_briefing/2014/media/SepOct2014.pdf. The theme of the issue is further guidance for student pilots, and includes articles on topics such as choosing between Part 161 and Part 141 flight schools, selecting a certificated flight instructor, making the most of ground school, and understanding the airman medical process. The issue also includes article on topics of general interests, such as the importance of postflight procedures.

Upcoming Events

September 29: International Aviation Club luncheon featuring Fred Hochberg, Chair of the Export-Import Bank. For more information, please visit <http://www.iacwashington.org/event-1750982>.

September 30: FAA Safety Team seminar "Real World Weather" at the Virginia Aviation Museum in Richmond, Virginia. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=56770.

October 3-6: Wings of Freedom historical aircraft at Carroll County Regional Airport. For more information, please visit <http://www.carrollcountyairport.com/events.htm>.

October 4: Wings and wheels festival at Sussex County Airport in Georgetown, Delaware. For more information, please visit <http://www.wings-wheels.com>.

October 4: FAA Safety Team seminar "Say Again? Radio Communication Done Right" at AOPA headquarters in Frederick, Maryland. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=57893.

October 4: FAA Safety Team seminar "Accident Case Study: Live" at AOPA headquarters in Frederick, Maryland. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=57892.

October 8: Battle of Britain gala banquet at the Willard Hotel, sponsored by the Royal Air Force Museum American Foundation. For more information, please visit http://www.raeswashington.org/2014_08_12_BofB_Flyer.pdf.

October 9: International Aviation Club luncheon, featuring Nick Calio, President and CEO of Airlines for America, at the City Club of Washington. For more information, please visit <http://www.iacwashington.org/event-1760110>.

October 9: The Royal Aeronautical Society of Washington panel on UAVs at the British Embassy. For more information, please visit <http://raeswashingtondcbbranch.cloverpad.org/event-1748713>.

October 11: Culpeper Air Fest at Culpeper Regional Airport. For more information, please visit <http://www.culpeperairfest.com>.

October 18: Stafford wings and wheels festival at the Stafford Regional Airport. For more information, please visit <http://www.stafford350.com/index.aspx?NID=130>.

November 5: National Aeronautic Association fall awards dinner at the Crystal Gateway Marriott. For more [information](#), please visit <http://naa.aero/events/upcoming-events>.

November 7: Committee for Dulles black tie gala at the Lansdowne Resort. For more information, please visit <http://www.committeefordulles.org/CelebrateDulles/index.html>.

November 10: Legal aspects of aircraft mishaps and disasters conference at American University. For more information, please visit <http://www.wcl.american.edu/secle/fall/2014/20141110.cfm>.

December 12: Aero Club of Washington Wright Memorial Dinner. For more information, please visit <http://www.aeroclub.org/events/>.

About GWBAA

GWBAA President Harry Houckes (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 Harry or Jol.

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