

January 19, 2007

Safety Standdown Agenda Finalized Registration Begins

- **[March 8th Safety Standdown Agenda Set / Registration Begins:](#)**

Attached to this newsletter and also located at <http://www.gwbaa.com> is the agenda and registration form for the upcoming Safety Standdown. Bob Agostino, Director, Flight Operations for Bombardier and “father” of their Annual Safety Standdown will be the opening speaker. Other speakers include Bob Francis and Greg Feith, both formerly with the NTSB; Jim Burin of Flight Safety Foundation; Ben Winfree of Fatigue Training; Jon Byrd of Coosa Valley Technical College; Susan Friedenbergh of Corporate F/A Training; and Rob Rottman of DHS.

GWBA's operations, safety, and security chairman, Jim Lumley, and his committee have put together an outstanding agenda for our event. Jim will be moderating the presentations, which will include: aeronautical decision-making, human factors in aviation maintenance, cabin safety and security, fatigue management and civil aviation safety and security for business aircraft operators.

Who Should Attend?

- Flight Department Managers and Pilots
- Safety Managers
- Schedulers and Dispatchers
- Maintenance Professionals
- Flight Attendants
- Security Managers

Space is limited, so please complete and submit your registration form today; an additional copy of the form is available online at <http://www.gwbaa.com/standdown.pdf>.

- **[FAA Issues Guidance on Operational Control:](#)**

NBAA President Ed Bolen issued a letter in December warning members of a recent FAA directive concerning "operational control" – i.e., the systems and procedures involved in the safe and legal operation of an aircraft. FAA's document outlines detailed specifications concerning what constitutes an appropriate, or inappropriate, operational control relationship. "One thing is for certain – it has never been clearer that charter operators must retain operational control of all charter flights at all times," Bolen's letter states. "FAA has been aggressively pursuing enforcement actions against charter operators who have relinquished, surrendered, or lost operational control. Don't let this happen to you." For more information, visit <http://web.nbaa.org/public/ops/part135/wetlease/>.

- **TSA Announces Additional DCA Gateway Airports:**

Readers of GWBAA News will recall that TSA has allowed business aviation operators to resume flights at Ronald Reagan Washington National Airport on a highly restricted basis, pursuant to the DCA Access Standard Security Program (DASSP). One of the requirements is that the flight must depart from a designated gateway airport. TSA has recently and quietly announced the designation of two additional airports as gateway airports: Bradley International Airport (BDL) and Washington Dulles Airport (IAD). For more information about DASSP and its requirements, please visit TSA at http://www.tsa.gov/what_we_do/ga/ga_dca_access.shtm or NBAA at <http://web.nbaa.org/public/ops/security/dassp/>.

- **New Passport Requirements Begin:**

Effective January 23, 2007, all persons (including children and infants) traveling by air to the United States from Canada, Mexico, Central and South America, the Caribbean (except Puerto Rico and the US Virgin Islands), and Bermuda will be required to present a valid passport, Air NEXUS card, or U.S. Coast Guard Merchant Mariner Document to enter the United States. This requirement – a part of the State Department's Western Hemisphere Travel Initiative (WHTI) – has been delayed several times, but the January 23 date appears to be for real. Information is available online at http://travel.state.gov/travel/cbpmc/cbpmc_2223.html.

- **Interested in Joining the New Schedulers and Dispatchers Committee?**

Some GWBAA members have shown early interest in volunteering to form a Schedulers and Dispatchers Committee. Please contact us via email at info@gwbaa.com if you want to play an active role forming the group.

- **Regional News Roundup:**

Virginia has agreed to sign over control of the Dulles Toll Road to the **Metropolitan Washington Airports Authority** for a 50-year term, making official a transfer that was agreed to in principle last spring. MWAA and Virginia have indicated they do not expect toll increases other than the 25-cent increase introduced in May 2006 and an additional 25-cent increase scheduled in 2010. In future months, Virginia is also expected to agree to terms to also transfer control of the planned Metrorail extension to **Washington Dulles Airport** to MWAA. However, the actual transfer of both the road and rail extension may be delayed due to a lawsuit filed by two North Virginia residents, who argue that the transfer first must be approved by the General Assembly.

Angel Flight of Virginia has received a \$50,000 grant from the U.S. Department of Health and Human Services to expand its outreach into rural communities in Virginia. Angel Flight of Virginia is part of Angel Flight Mid-Atlantic, which coordinates medical transportation flights for the needy in a 10-state region. Angel Flight of Virginia's volunteer pilots completed 565 medical transport missions serving 900 passengers in 2006.



The construction of a new terminal at **Culpeper Regional Airport** is expected to be delayed for a year, due to changes in design and the unavailability of funding from the Virginia Department of Aviation. The terminal is expected to cost \$1.4 million, and construction was scheduled to start in August or September 2007. The next opportunity for the airport to request state funding – which would only cover the portion of the terminal intended for public use – is expected to be in August 2007.

An article published in The Fredericksburg Free Lance-Star describes **Stafford Regional Airport** officials as being sharply critical of the Stafford County government's oversight of the airport. Officials asserted numerous lapses: (1) the county only recently agreed to fund sufficient electric and sewer services at the airport, and the upgrades still had not been completed; (2) the county planning office had failed to respond promptly to airport requests and imposed inappropriate requirements, such as landscaping that attracts birds; and (3) county tax rates discouraged basing of aircraft at Stafford, since they far exceeded the tax rates of Manassas and other competing jurisdictions.

At a meeting of the Ocean City Economic Development Committee, plans for the lengthening of two runways at **Ocean City Municipal Airport** were described as an "enhancement and improvement" rather than an "expansion" by Ocean City Aviation Association spokesman Andy Serrell. A FAA environmental assessment for the airport's plans continues to be in progress.



Montgomery County Airpark has adopted a voluntary procedure that calls for use of runway 14 instead of runway 32 in calm wind situations; for details, please visit <http://www.montgomerycountyairpark.com/news/item.asp?ID=24>. In other news, work on the relocation of the electrical vault at has been temporarily suspended; the project is expected to resume in March and be completed in April.



The first phase of the \$62 million runway improvement program at **Hagerstown Regional Airport** has been completed. A total of 200,000 dump truck loads of soil to fill the site now have been delivered. The entire project is expected to be completed by December 2007, while the relocation of U.S. 11 and the construction of runway and taxiway bridges that are currently under way are expected to be completed in May 2007.

The Virginia Department of Historic Resources has sent a letter to the FAA, stating that the federal agency failed to comply with the National Historic Preservation Act when it authorized the **Charlottesville-Albemarle Airport** to purchase and demolish a church near the airfield. The FAA asserts that the church sits in a runway safety zone, but VDHR has questioned whether the structure should be moved and preserved instead.

Changes have been made to the proposed Crosstrail development near **Leesburg Executive Airport** in response to concerns expressed by Leesburg Town Council. The developer – Peterson Cos. – has proposed to reduce the number of residential units and re-locate some of them farther from the airport. The Council reportedly continues to be concerned, however, that the plans would harm the economic viability of the airport, due to complaints from new residents.



- **Upcoming Aviation Events:**

- **March 8:** Mark your calendar for a half-day GWBAA Safety Stand Down; for additional details, see above.
- **April 14:** The 1st Semi-Annual National Capital Region Airline Collectible Expo will be held at Holiday Inn Washington Dulles Airport, from 8am-3pm. For more details, visit http://www.specialtyexpo.com/Washington_IAD_Airline_EXPO.html.

- **GWBAA Offers Online Benefits:**

We are continuing 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 (info@gwbaa.com) if you want to post your company's information.

- **GWBAA Contacts:**

GWBAA President Bob Blouin (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 Bob or Jol, or any of the following people:

Mary Miller, Treasurer: mary.miller@signatureflight.com

Cassandra Bosco, Communications Chair: cbosco@tailwindscomm.com

Greg Cirillo, Events Chair: gcirillo@wrf.com

Bob Rockwood, Membership Chair: racersblue@earthlink.net

Jim Lumley, Operations, Safety and Security Chair: jpilot3@aol.com

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GWBAA Safety Standdown March 8th, 2007

Signature Flight Support DCA
Ronald Reagan National Airport
Hangar 7
Washington, DC 20001

Registration Form

Please fax completed form to Mary Miller or Kyle Herbig at 703.417.3541

Company

Company Name: _____

Address: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Fees

\$50 per attendee

Note: Attendance fees need to be pre-paid via check. Please make all checks payable to "Greater Washington Business Aviation Association." GWBAA, Ronald Reagan National Airport, Hangar 7, Washington, DC 20001.

Attendees

#1 _____ Email: _____

#2 _____ Email: _____

#3 _____ Email: _____

#4 _____ Email: _____

Dress Code: Business appropriate



Safety Standdown Agenda

March 8th, 2007

Signature Flight Support DCA
Ronald Reagan National Airport
Hangar 7
Washington, DC 20001

Safety & Security:

“You Can’t Have One Without the Other”

Moderator: Jim Lumley, GWBAA Operations Chair

10:00 AM - Welcome	Bob Blouin, GWBAA
10:10 AM - Opening Remarks	Bob Agostino – Bombardier
11:00 AM - Fatigue Management	Ben Winfree - Fatigue Training Consultant
11:30 AM – Dirty Dozen: Human Factors in Aviation Maintenance	Jon Byrd – Coosa Valley Technical College
12:00 Noon – Lunch	
12:30 PM – There is Always Risk	Robert T. Francis – former NTSB Executive VP – Farragut International
1:00 PM – In-Flight Cabin Safety	Susan C. Friedenberg, Corporate F/A Training
1:30 PM – Civil Aviation Safety	Jim Burin, Flight Safety Foundation
2:00 PM – Energy Break	
2:15 PM – Security for Business Aviation	Rob Rottman, DHS
2:45 PM – Excellence in Aviation Safety	Greg Feith, former NTSB International Aviation Safety Consultant
3:30 PM – Door Prizes	
4:00 PM – Adjournment	

Registration: www.gwbaa.com
Information: info@gwbaa.com