

GWBA A News

Greater Washington Business Aviation Association, Inc.

2450 Crystal Drive, Suite 860, Arlington, VA 22202, (202) 415-1512, www.gwbaa.com

A Permanent ADIZ for DC?

August 22, 2005

Welcome to the August issue of the GWBAA News.

DCA Access Rules Now in Effect:

Rules that will enable qualified general aviation operators to resume operations at Ronald Reagan Washington National Airport (DCA) went into effect on August 18. Interested operators can start the application and approval process immediately. This includes adoption of a new DCA Access Standard Security Program; arrival at DCA only from a TSA-approved gateway airport; TSA screening of aircraft, crew, passengers and baggage; and reimbursement of costs to the TSA. NBAA has posted the five relevant documents at <http://web.nbaa.org/public/ops/airports/dca/>.

FAA Proposes to Make Washington, DC ADIZ Permanent:

FAA has proposed to codify flight restrictions in the Washington, D.C. area. The current air defense identification zone (ADIZ) would be designated "national defense airspace," covering nearly 2,000 square miles and extending to an altitude of 18,000 feet. The FAA proposal also reiterates the agency's statutory authority to, with the appropriate evidence, pursue criminal prosecution against anyone who "knowingly or willfully violates" national defense airspace. Current law provides for fines or imprisonment for up to one year.

"We all recognize the requirement to guard national assets in and around our nation's capital. The 15-nautical-mile-radius no-fly zone known as the flight-restricted zone (FRZ) achieves that," said GWBAA President Bob Blouin. "However, we take exception to the FAA's proposal to make the temporary outer ring of Washington's defensive airspace — the ADIZ — permanent."

Since September 11th, the government has made numerous upgrades to security systems around the nation's capital, including a new visual warning system (VWS) that uses lasers to warn pilots away from restricted airspace, anti-aircraft missile batteries, and greatly improved radar coverage (see <http://www.gwbaa.com/news050413.html>). Such measures significantly enhance the protection offered by the FRZ, making the ADIZ unnecessary.

The Washington, DC, ADIZ and another over New York City were established during a weekend in February 2003, as temporary security measures imposed in preparation for the then-pending Iraq war. The New York ADIZ was eliminated after President Bush declared the end of major hostilities. However, two and a half years later, the Washington-area ADIZ still exists.

"Our government has unsuccessfully assessed the impact of what were once proposed as temporary security measures on airports, pilots, air traffic operations or on aviation businesses in the region," Blouin continued. "NBAA and other aviation associations have confirmed the fact that no general aviation aircraft has ever been used in a terrorist attack.

Additionally, the government has determined that not a single ADIZ violation was terrorist-related."

The proposal is available online at http://dmses.dot.gov/docimages/pdf92/341297_web.pdf. Please take the time to submit your comments on the proposal before **November 2** in FAA docket 2004-17005, either through the DOT's docket website (<http://dms.dot.gov/submit>) or by mail to: Docket Management Facility, U.S. Department of Transportation, 400 Seventh St., SW, Nassif Building, Room PL-401, Washington, DC 20590.

Congress Passes Amendment Directing GA Security Review:

Our industry ducked another legislative assault last month when Congress tentatively approved a Homeland Security appropriations bill without an amendment that would have imposed severe penalties for those violating the Washington flight restricted zone. Under the amendment, pilots violating the zone could have faced large fines, certificate suspensions and confiscation of their aircraft.

The amendment was pulled, but the sentiments that got it that far continue to echo through Capitol Hill, which has been evacuated several times in the past couple of years due to errant pilots. NBAA, NATA and other associations lobbied hard to kill the amendment but another one, by Sen. Hilary Clinton (D-N.Y.) to study GA security and the threat posed by GA aircraft, passed unanimously. Hopefully the outcome of the study will reflect the reality that general aviation isn't a major security risk. If, however, these studies lead to regulations, there will be costs. Clinton said that all pilots, airport officials and communities must band together to watch out for potential threats. GWBAA will report on the details of the study as they become available.

Leesburg Airport Update:

On August 17, Cindi Martin, Director of Leesburg Executive Airport since 2004 (and an employee of the airport since 2001) has announced her resignation. She will be assuming the position of Airport Manager at Natrona County International Airport in Wyoming in mid-September. In other Leesburg news, on August 9 the Town Council rejected the nomination of Jim Haynes – who operated the Leesburg FBO in the early '90s - to fill the vacant seat on its Airport Commission by a 4-3 vote.

Frederick Airport Update:

Frederick Municipal Airport has announced that its request for FAA funding to construct a third paved runway, parallel to runway 5/23, has been unsuccessful. The airport stated that an option to obtain funding in the future without the stumbling block of adding a third paved runway may be at the same time to convert runway 12/30 to turf. In other Frederick news, a group of glider pilots has filed a complaint against the airport in federal court, alleging that its closure of a turf runway in 2004 violated the terms of an agreement that Frederick entered into with the FAA in 1983 to obtain funding to build the turf runway, which in an apparent coincidence, paralleled runway 12/30.

U2 Concert Tickets To Be Auctioned:

Thanks to the generosity of Peter Leonard-Morgan and Susan Kopacz of Loudoun Aviation, GWBAA will offer, for auction to the highest bidder, two tickets to the U2 concert at MCI Center on Thursday, October 20, 2005. The successful bidder will be hosted in skybox

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seating with Peter, Susan, and some of their team. Proceeds from the auction will be included in GWBAA's contribution to the Aero Club of Washington Foundation. The Foundation funds aviation related educational work including in-school projects and internships in the Greater Washington area. If you would like to bid on the tickets please send your bid and contact information to bid@gwbaa.com. All bids must be in \$25.00 increments, starting at \$200. GWBAA will post the highest bids received to date in the August and September newsletters. Bidding will close on October 3, 2005, and the successful bidder will be contacted thereafter. If you have any questions, please call Bob Blouin at (202) 415-1512.

Upcoming Events:

On **October 10**, GWBAA will hold its **first annual golf tournament** at the International Country Club in Fairfax. Registration details, charitable benefactors, and sponsorship opportunities will be posted on the GWBAA website soon.

GWBAA Contacts:

Should you have any ideas or comments for future newsletters or for GWBAA in general, please don't hesitate to contact the following people:

Cassandra Bosco, Communications Chair, cbosco@tailwindscomm.com

Greg Cirillo, Events Chair, gcirillo@wrf.com

Bob Rockwood, Membership Chair, racersblue@earthlink.net

Fred Anderson, Operations Chair, kanderso2@generaldynamics.com

In addition, for general issues, please contact Bob Blouin, President, at info@gwbaa.com or (202) 415-1512. GWBAA's success and ability to make a difference depends on the breadth of its support and participation.