

February 12, 2008

Congestion Pricing Added to Federal Agenda

DOT Proposes Congestion Pricing

In January, DOT invited comments on a revised policy statement on airport rates and charges, which would allow airports to engage in congestion pricing. First, DOT proposed to clarify that it already allows airports to collect a two-part landing fee, including both an operation-based charge and a weight-based charge. Second, DOT proposed for the first time to allow airports to base their fees on the costs of projects under construction, as well as to include in the fees at a congested airport a portion of the costs of underutilized airports under the same ownership.

The new policy is primarily directed at air carriers, but it will have effects on business aviation. Some may be positive and some may be negative; i.e., it potentially would make operations at congested airports more expensive, but could lower the costs of operations at secondary airports which are under the same ownership (such as Stewart Airport in New York and Ellington Field in Houston). NBAA currently is analyzing the proposal, and GWBAA expects to coordinate with NBAA.

Comments are currently due on April 3, 2008. To download a copy of the proposal, please visit <http://www.regulations.gov/fdmspublic/ContentViewer?objectId=090000648039c67c&disposition=attachment&contentType=pdf>.

FAA Washington Update

There is growing consensus that reauthorization of FAA will not take place in 2008. Senator Daniel Inouye (D-HI), chairman of the commerce committee (which has jurisdiction over the bill) recently was heard to say that the Senate will take up the bill during February. But he seems to be alone in that forecast. FAA reauthorization was not on the Senate majority leader's list of priorities for 2008, and the chairmen of both aviation subcommittee and finance committee are making plans for a lengthy extension. It is important that taxes collected to fund the agency and its activities are also extended to avoid a lapse in payments into the aviation trust fund. Some action will need to be taken by February 29, when the current temporary extension will lapse.

In other Washington news, on February 7, Acting FAA Administrator Bobby Sturgell testified before the Senate aviation subcommittee on a range of issues, including recent airline delays and the handling of the agency's recently renewed contract with controllers. There was some hope the subcommittee would be willing to consider the confirmation of Sturgell, but it is now clear Congress will wait for a new president to name a permanent replacement to recently-retired Marion Blakely. Two Democratic senators from New Jersey (Robert Menendez and Frank Lautenberg) have put a hold on the nomination, asserting concerns ranging from the exodus of air traffic controllers to the redesign of New York airspace.

Safety Standdown Planning Continues

Planning continues for GWBAA's 2008 Safety Standdown. A date for the event will shortly be finalized, with an excellent location, speakers, sponsorships, and giveaways. Please watch the newsletter and <http://www.gwbaa.com/standdown.html> – and send a note to info@gwbaa.com or call (202) 415-1512 if you are interested in assisting Jim Lumley (GWBAA's Operations, Safety and Security Chair) during this important planning stage.

Guest Commentary: The Outlook for Sales of New and Used Business Aircraft

GWBA is pleased to present the following commentary by Bob Rockwood, a member of GWBAA's board of directors as well as the Managing Director of Bristol Associates, <http://www.bristolassociates.com>, (202) 682-4000.

The market for sales of new and late-model used business aircraft has been hyper-active over the past year, with prices rising 20% to 40% from their low points four years ago. Aircraft in the 10-15 year-old category have also seen upward price pressure, although not as dramatic. And, even older planes saw their values at least stabilize, if not increase slightly.

We have experienced four periods of sales and pricing booms over the past 30-35 years and three periods of bust. Make no mistake that, despite the cries of "it is a new paradigm", we will see another bust. When? By historical standards it should not be for a couple of years. However, given the severity of current economic distress, the bust could be starting as you are reading this.

I'm not referring to just the current stock market bouncing ball. Rather I am referring

to the overseas reaction to our current circumstances, along with the unknown depth of sub-prime mortgage problems. We may think we know the severity of the sub-prime market fiasco, but what is still open to question is the depth of all side bets (such as credit default swaps) financial markets made.

Corporate aircraft sales are driven by earnings, both here and abroad. Further, sales activity in the U.S. dictates the overall state of the market and will continue to do so, at least for a few more years. The U.S. economy faces significant problems, and corporate earnings are going to fall due to cutbacks by consumers. The recent increase in overseas corporate aircraft buying activity might help soften the blow a bit, but sales and prices of this commodity are going to retract -- if not now, soon.

FAA Recalls Approach Information Card

The FAA Runway Safety Program recently made available an approach information card for pilots' approach plate books (Notice Number: NOTC1099); it has now been withdrawn due to an error. The FAA Safety Team has stated that a revised chart will be available shortly, and has in the interim posted a chart regarding light gun signals for aircraft in its place. Please visit https://www.faa.gov/files/notices/2008/Jan/FAA_Runway_Safety_Program_Chart_for_Pilots.pdf for more information.

CBO Radiation Scans for Aircraft Entering U.S.

On December 30, 2007, Customs and Border Protection implemented a security program to scan aircraft entering the U.S. – including general aviation planes – to check for potential nuclear hazards. The program requires aircraft entering the U.S. to shut down their engines, auxiliary power units and certain avionics shut down. Passengers and crewmembers may be asked to deplane while CBP agents use radiation detectors to scan the inside and outside of the aircraft. According to CBP, the scanning process shouldn't cause more than a 15-minute delay.

Regional News Roundup

Manassas Regional Airport has announced that construction has started on 46 new t-hangars at the southeast of the field; the project is expected to be completed by summer 2008. Further, the airport has announced that Phase II of the east apron rehab/expansion has been completed.

Charlottesville-Albemarle Airport is developing a strategic plan to extend its runway by 800 feet. The extension would be necessary to allow 70-seat regional jets to operate without payload restrictions. Barbara Hutchinson, the airport's executive director, stated that the extension is projected to cost \$50 million or more, and that the airport already has received environmental approval for an extension.



In other Charlottesville-Albemarle news, the governing board of the airport will retain the same directors. Kurt Goodwin, who works for Crutchfield Corp., will remain as chairman. Albemarle County Executive Robert W. Tucker Jr. and Charlottesville City Manager Gary O'Connell will also remain on the board. Continuing members of the Joint Airport Commission, an advisory panel, are its chair, Greg Edwards, an attorney with the local Nature Conservancy, and Frank Robinson, a general aviation pilot. Joining them are William Schrader, a retired Unilever executive, and Salvatore Innaimi, an IT specialist in Charlottesville's police department.

Stafford Regional Airport reported at a meeting of its Airport Authority Board that sales of jet and airplane fuel are at their lowest point in two years -- down nearly 10,300 gallons over this time last year. Airport Manager Ed Wallis attributed the decline to bad weather for flying in early December and the state of the economy. The airport also reported that Virginia had put \$250,000 of funding for the installation of new security lights on hold, pending a meeting to discuss trees that currently obstruct approaching pilots' view of the runway. Additionally, the construction of three new t-hangars with capacity for 27 aircraft is expected to be completed by late February.

NBAA reports that operators are now requested to use a transponder at **Washington Dulles International Airport**, which recently added airport surface detection equipment, Model X (ASDE-X). Operators are requested to have transponder on with Mode C while on all runways and taxiways.

The Virginia Department of Aviation has established the **Virginia Aviation Ambassadors Program** to encourage visitors to the Commonwealth's 66 public-use airports. Pilots as well as

passengers may participate, and by collecting stamps in a “passport” may earn rewards up to a leather flight jacket. For more information, please visit <http://www.doav.virginia.gov/vaap.htm>.



Steve Southworth, the former operations manager of Frederick Aviation, has been named the general manager of the Encore FBO at **Frederick Municipal Airport**. In an interview with the Frederick News-Post, Southworth stated he was pleased by the opportunity to return: "I like the people here and it has always been a friendly environment," he said. According to Encore's website, the company has entered into an agreement to acquire Landmark's FBOs and plans to create a network of 42 FBOs in North America and Western Europe.

Guest Commentary: Think Safety: How to Recognize and Treat Hypoxia

GWBAA is pleased to present the following commentary by *Andreas Bentz, Safety Coordinator for Chantilly Air (based on a presentation by Dr. Donna Murdoch at the 2007 Bombardier Safety Standdown), courtesy of Paige Kroner, a member of GWBAA's board of directors as well as the Sales Manager of Chantilly Air, <http://www.chantillyair.com>, (800) 720-5387.*



Tail section of Helios Airways flight 522

Helios Airways, Greece, August 14, 2005

Helios Airways flight 522, a Boeing 737-300 aircraft, departed Larnaca, Cyprus for Prague, Czech Republic, via Athens, Greece. As the aircraft climbed through 16,000 ft, the Captain contacted the company Operations Centre and reported a Take-off Configuration Warning and an Equipment Cooling system problem. Several communications between the Captain and the Operations Centre took

place in the next eight minutes concerning the above problems and ended as the aircraft climbed through 28,900 ft. Thereafter, there was no response to radio calls to the aircraft.

The aircraft leveled off at FL340 and continued on its programmed route. The aircraft flew over the Athens International Airport, and entered the holding pattern.

Two intercepting F-16s reported that the Captain's seat was vacant, the First Officer's seat was occupied by someone who was slumped over the controls, the passenger oxygen masks were seen dangling and three motionless passengers were seen seated wearing oxygen masks in the cabin. Later, a person not wearing an oxygen mask was seen entering the cockpit and occupying the Captain's seat.

Due to fuel exhaustion, the left engine flamed out, followed shortly by the right engine. The aircraft descended rapidly and impacted hilly terrain in the vicinity of Grammatiko.

The Greek Air Accident Investigation and Aviation Safety Board determined as the probable cause:

- Non-recognition that the cabin pressurization mode selector was in the MAN (manual) position during preflight, and during Before Start and After Takeoff checklists.
- Non-identification of warnings and the reasons for the activation of the warnings (Cabin Altitude Warning Horn, Passenger Oxygen Masks Deployment indication, Master Caution).
- Flight crew incapacitation due to hypoxia.

Hypoxia

Hypoxia is the inability to supply the cells in the body with enough oxygen, either because of a reduction in oxygen partial pressure (for instance, at high altitudes), reduction in oxygen-carrying capacity of the blood (for instance, from smoking or carbon monoxide poisoning), inadequate blood flow (for instance, from high-G maneuvers), or the inability of cells to use oxygen (for instance, because of the use of certain drugs).

Hypoxia first leads to performance degradation. The time of useful consciousness is the time an individual is able to perform flying duties (not the time to unconsciousness). The accompanying table shows time of useful consciousness at various cabin altitudes. Eventually, hypoxia results in unconsciousness and death.

Symptoms of hypoxia

Symptoms of hypoxia vary greatly between individuals, and for the same person can be different for each exposure to hypoxia. The following are some of the symptoms you might experience.

- loss of color vision
- loss of peripheral vision (tunnel vision)
- blurred vision
- headache
- fatigue
- mental confusion
- dizziness
- tingling
- numbness
- nausea
- increase in rate and depth of breathing
- apprehension
- euphoria
- anger
- hot and cold flashes
- loss of muscle coordination
- cyanosis (blue finger nails)
- poor judgment

These symptoms become more severe with altitude, the time spent at altitude, physical exertion, the rate of climb of the cabin (time of useful consciousness is halved in the case of rapid decompression), stress, use of tobacco products, or certain medications.

More importantly, individuals who are hypoxic often fail to recognize the symptoms of hypoxia in themselves. So, keep an eye open for the symptoms of hypoxia in your fellow crew members.

Treatment

If recognized early, the treatment of hypoxia is simple:

**PUT ON YOUR OXYGEN MASK
ENSURE FLOW IS ON "EMER"
DESCEND IF POSSIBLE**

Discussion

In general, if you are flight-planning above FL250, according to 14 C.F.R. § 135.157, "adequate oxygen" means a 10-minute supply for each passenger, and continuous supply for the pilots, provided you can

descend the aircraft below 10,000 feet cabin altitude.

When you have to fly the aircraft above a cabin altitude of 10,000 feet, but below 15,000 feet (for instance, because of fuel considerations), "adequate oxygen" means at least a 2-hour supply for the pilots (more if you have to stay high for longer), and enough for continuous use by 10% of the passengers (after 30 minutes at those altitudes).

When you have to fly the aircraft above a cabin altitude of 15,000 feet, "adequate oxygen" means at least a 2-hour supply for the pilots (more if you have to stay high for longer), and a 1-hour supply for all passengers (½-hour supply if you can descend to 15,000 feet in less than 4 minutes).

Because of this, many operators ask their pilots to consider:

The route of flight and the lowest altitude you may have to fly at in case of an emergency. This may be a lower altitude due to loss of an engine or loss, or danger of, pressurization or vessel integrity.

Extended overwater operations often require additional oxygen requirements to accommodate emergencies that may require depressurization of the aircraft.

Also, be aware of the legal requirement (14 C.F.R. § 135.89) to wear your oxygen mask anytime the other pilot leaves the cockpit above FL250; and for one pilot to wear an oxygen mask all the time above FL350.

Fly safely!!

Upcoming Aviation Events

- **February 20:** The International Aviation Club will host a panel of aviation journalists for its monthly luncheon, at the Hotel Monaco. For more information, please visit <http://www.iacwashington.org>.
- **February 21:** The FAA Safety Team in association with the National Capital Wing of the Civil Air Patrol will host a seminar on "GPS Basics and Predictive RAIM" at 7pm in Fort Belvoir, Virginia. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=17882.
- **February 26-28:** Satcom Direct will hold its 4th annual "Connecting With Customers" conference in Melbourne, Florida, focusing on aeronautical Inmarsat and Iridium avionics and services. For details, visit <http://www.satcomdirect.com/connect/invite.html>.
- **March 10-11:** Thirty-third Annual FAA Aviation Forecast Conference. For details, visit <http://www.faa.gov/news/conferences%5Fevents/aviation%5Fforecast%5F2008>.
- **March 11:** The International Aviation Club will host Bobby Sturgell; FAA's Acting Administrator, for its monthly luncheon, at the Marriott Metro Center. For more information, please visit <http://www.iacwashington.org>.
- **March 20:** The FAA Safety Team will host a seminar on ""Stabilized Approaches; RNAV(GPS) Approaches" at 7pm in Fort Belvoir, Virginia. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=17778.

- **April 2:** The FAA Safety Team in association with AOPA will host a seminar on the "Top 5 Mistakes Pilots Make" at 7pm in Gaithersburg, Maryland. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=17743.
- **April 18-19:** Turbine Aircraft Services, Inc. will host the biennial P.R.O.P. (Pilot's Review of Proficiency) safety seminar for the Mitsubishi MU-2 at the Hilton McLean-Tyson's Corner. For more information, please visit <http://www.turbineair.com/prop.html>.
- **April 23-26:** Aircraft Electronics Association's 51st annual convention and trade show at the Gaylord National Resort and Convention Center in Washington, DC. For details, please visit <http://www.aea.net/Convention/DC2008/DC2008default.asp?Category=6>.
- **April 30:** The FAA Safety Team in association with AOPA will host a seminar on the "Top 5 Mistakes Pilots Make" at 7pm in Towson, Maryland. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=17740.
- **June 7:** Airline Owners and Pilots Association's 18th annual fly-in and open house at Frederick Municipal Airport. For details, please visit <http://www.aopa.org/special/fly-in>.
- **June 10-11:** First Annual Ocean City Air Show, headlined by the U.S. Army Golden Knights Parachute Team. For more information, please visit <http://www.ocairshow.com>.
- **June 18-20:** Air Transport World's "Eco-Aviation" conference at the Capitol Hilton. For more information, visit <http://www.atwonline.com/events/ecoAviationConference08.html>.
- **October 6-8:** NBAA's Sixty-first annual meeting and convention in Orlando, Florida. For details, please visit <http://web.nbaa.org/public/cs/amc/2008>.
- **October 20:** Please hold the date for GWBAA's fourth annual golf tournament; details will appear in a future newsletter.

GWBAA Offers Online Benefits

We continue 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 (bob_blouin@hawkerbeechcraft.com) if you want to post your company's information.

GWBAA Contacts

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