

April 15, 2008

## April 8th Safety Standdown a Success

### All Positive Feedback for Last Week's 2nd Annual Safety Standdown

From the start of NBAA's President Ed Bolen's opening remarks to the final wrap-up, all attendees' feedback was very positive for GWBAA's 2nd Annual Safety Standdown. A full 99% of those present rated all the presenters as "excellent."

Our thanks go out to all the volunteers and presenters who made it happen.

Our sponsors – Bombardier, Bristol Associates, Chantilly Air, Dassault, Gulfstream, Landmark Aviation, Sharp Details, Signature Flight Support, Sky Group Associates, and Welsch Aviation – also played a very large role in the success of the event and we thank them also!



Bob Agostino, "father" of the national safety standdown, makes one of many good points during his presentation to the GWBAA attendees



Greg Feith, formerly with the NTSB and now an aviation safety consultant, challenged attendees to "not just learn something here for your individual benefit, but to take what you have learned and share it with others in your flight department"

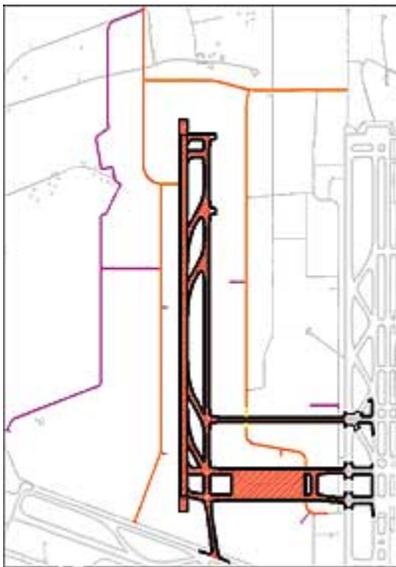


Jim Lumley (GWBAA's Operations, Safety, and Security Chair), center, with Greg Feith, left, and Bob Agostino, right, during the 2nd Annual GWBAA Safety Standdown

## Comments Filed on FAA Congestion Pricing Proposal

NBAA was among the many organizations that filed comments with FAA, opposing its proposal to allow airports to engage in a limited form of congestion pricing (such as by imposing landing fees based in part of aircraft weight). Although the proposals found a few supporters – mostly large airports – most of the industry lined up to oppose the proposal, and to urge the FAA to upgrade its facilities and technology rather than to try to damper demand. Notably, the Air Transport Association – the interests of which often run counter to those of business aviation – in this case not only joined NBAA in arguing that the FAA's proposals were ill-advised, but took the further step of explicitly arguing that they exceeded FAA's statutory mandate and were thus illegal. Other organizations that filed comments opposing FAA's proposals included AOPA, IATA, NATA, and NACA, in addition to dozens of airlines, airports, and other entities.

## Regional News Roundup



NBAA reports that starting on or about April 1, extensive taxiway construction will start at **Dulles International Airport**. Operators should check notices to airmen (NOTAMS) for the most current construction activity information. In addition, operators inbound to IAD should contact their FBO of choice prior to landing in order to obtain a parking location assignment. Operators also should notify Dulles Ground Control of their FBO assigned parking area upon initial contact.

In other Dulles news from NBAA, the Tower continues to reports incidents in which pilots have lined up for what will be the new fourth runway at the airport, usually under VFR conditions. The airport has installed "X" markings on the new runway, which are lighted for night operations, but caution should be exercised until the new runway is activated and the north/south runways are re-designated.

Additionally, effective April 1, Dulles controllers started using Airport Surface Detection Equipment, Model X (ASDE-X), making it the twelfth U.S. airport to use the system to monitor ground movements.

Encore FBO has acquired the airport services division of Landmark Aviation from Dubai Aerospace Enterprise; the combined company will use the name Landmark Aviation, which will affect the FBO at **Frederick Municipal Airport**, among other facilities. In other Frederick news, the City's proposed construction budget for 2009 includes \$3 million from the city's airport fund for a perimeter road to improve emergency access to Frederick Municipal Airport.

FAA recently made a \$5.8 million installment payment to Washington County as a part of its agreement to fund the runway extension project at **Hagerstown Regional Airport**. The FAA agreed to pay \$48.5 million toward the \$61.8-million project, which extended the runway from 5,461 feet to 7,000 feet and also added 1,000-foot safety areas at each end. The project was largely completed in 2007.

The Department of Engineering and Aviation Sciences at the University of Maryland Eastern Shore is installing a weather station at **Crisfield-Somerset County Airport**. The station, which comes at no cost to the county, will be linked to a computer in the terminal building. Currently the only source of weather information at the airport is a windsock. Although the County Commissioners recently voted against expanding the airport, they agreed to allow the installation of the weather station



In what had become all too common an occurrence, on March 12 a small aircraft violated the Washington **Air Defense Identification Zone (ADIZ)**, raising alarm at the U.S. Capitol. The Cessna 177 traveled within six miles of the Capitol before intercepted by F-16s and forced to land at Leesburg Executive Airport. The aircraft, which has been based at Carroll County Regional Airport, had just been sold to a new owner, a lawyer from Tennessee named David Couch.



Residents of Westminster, Maryland have dropped their efforts to stop the clearance of 330 trees near **Carroll County Regional Airport**. The county has stated that the trees need to be cleared to enable the installation of a lighting system that would let pilots see the runway more clearly, and that the clearance has no relationship with a pending proposal to expand the airport's runway from 5,100 feet to 6,400 feet. The study is being performed by Delta Airport Consultants, and is expected to be completed in about 18 months.

AOPA reports that the FAA will correct instrument approach charts for **Frederick Municipal Airport** that do not accurately depict the ADIZ. As reported last month, a waypoint on the missed approach procedure for the Runway 23 instrument approach procedure now lies within the ADIZ, but the ADIZ has not been depicted on the approach plate.

County Administrator Frank Bossio has stated that plans for a new terminal at **Culpeper Regional Airport** probably will not come to fruition this year, due to a lack of funds on both the county and state level. The proposed \$2.2 million terminal would replace the existing 39-year old terminal, which although currently safe and functional is also fully-utilized and offers no room for new services. At the same meeting, the Airport Advisory Committee also voted to delay at least a month a decision on whether to hold AirFest 2008.



The **Virginia Department of Aviation** reports that the Commonwealth is on pace to be the first U.S. state certified as complying with the International Standard for Business Aircraft Operations (IS-BAO). IS-BAO is a code of best practices, with an emphasis on safety, that was introduced in 2002 and is overseen by the International Business Aviation Council (IBAC).



The **Winchester Regional Airport** Authority has voted to deny a request that the storage of cars, boats, and other non-aviation-related items be allowed in hangars at the airport. The authority stated that the storage of such items would be a fire hazard, and also would violate its agreements with the FAA, which prohibit the use of facilities at the airport for non-aviation purposes. Airport Executive Director Serena R. “Renny” Manuel also reminded aircraft owners to lock and secure their aircraft, in light of reports of increased aircraft thefts.

In other Winchester news, in March the airport hosted a drug-and-explosives search training exercise for working dogs from U.S. Customs and Border Protection, but missed out on a visit from a Douglas C-54 Skymaster, which was due to stop at the airport for refueling on its way to an air show but was diverted on account of high winds.

**Leesburg Executive Airport’s** Director, Tim Deike, and Airport Commission Chairman Dennis Boykin informed the Leesburg Town Council that the airport no longer is in need of money from the town’s General Fund. In FY2007, the airport received nearly \$275,000, and the airport also owes \$700,000 on a loan provided by the town. Overall, for the current year the airport is anticipated to have a 11% increase in capital expenditures and a 16% decrease in debt service. The airport will need to generate approximately \$1 million in revenues in FY2009 in order to break even.



In other Leesburg news, the airport has broken ground for additional tie-downs and hangar space, with work on the South Apron expected to be completed in about three months.

On April 7, a 1976 Piper crashed on landing at **Bay Bridge Airport**; fortunately, the pilot was not injured. As always, fly safely!

## **Guest Commentary: Think Safety: Runway Incursions**

*GWBA is pleased to present the following commentary by Andreas Bentz, Safety Coordinator for Chantilly Air, courtesy of Paige Kroner, a member of GWBA’s board of directors as well as the Sales Manager of Chantilly Air, <http://www.chantillyair.com>, (800) 720-5387.*

### **Teterboro, June 17, 2007**

A Piaggio Avanti, operated by fractional provider Avantair as flight VRN152, blew its two main gear tires during a runway incursion at Teterboro Airport.

The Avanti, an IFR departure, advised the

tower controller that they were ready to depart from runway 24. The tower controller responded, “Avantair one five two, runway 24, cleared for takeoff.”

Forty seconds later, a Cirrus SR22, registered as N6026K, a VFR departure, advised the tower controller that they were

“ready to go [on runway 19] at [taxiway] bravo.” The tower controller responded, “Cirrus two six kilo left turn northeast bound maintain at or below one thousand runway 19 at bravo cleared for takeoff.”

The Avanti pilot saw the approaching aircraft, applied maximum braking, experienced two blown main gear tires, and missed hitting the SR22 by 50 feet.

The incident occurred during VMC conditions (10 miles visibility, sky clear).

### **Fort Lauderdale, July 13, 2007**

The FLL ground controller instructed United Airlines flight 1544, an Airbus 320, to taxi to runway 9L via taxiway T7. As the flight was taxiing on taxiway D near runway 9L, the tower controller noticed the airplane was going too fast to hold short of the runway. The tower controller told the ground controller to tell UAL to stop. The ground controller said “UAL 1544 stop, stop, stop”. The crew stopped on runway 9L, 30 feet from the centerline.

Delta Airlines flight 1489, a Boeing 757, was inbound for landing on runway 9L when the tower controller determined that United 1544 was not going to hold short of the runway. The tower controller instructed Delta 1489 to go around. When the crew received the instruction, the main landing gear was on the ground. According to the crew statement, they noted the urgency in the controller's voice so they knew they had to get the aircraft airborne.

Delta 1489 missed United 1544 by less than 100 feet. According to the FAA, the United crew stated they missed the turn onto taxiway B.

The incident occurred during VMC conditions (visibility 10 miles, scattered clouds at 4,800 feet).

### **Los Angeles, August 16, 2007**

West Jet flight 900, a Boeing 737, landed on runway 24R and exited at taxiway Y, then changed to ground control frequency, without authorization, while the airplane was holding between the parallel runways. The tower controller cleared Northwest Airlines flight 180, an Airbus 320, for takeoff from runway 24L.

Meanwhile, West Jet 900 contacted ground control and said, “Ground, West Jet 900 with you on reverse [taxiway] yankee for gate 35.” The ground controller assumed that the tower controller had instructed the flight to cross runway 24L and responded, “West Jet 900, Los Angeles tower, taxi [via taxiway] echo to the gate.”

Ten seconds later, West Jet 900 asked for confirmation of crossing runway 24L. The ground controller then realized they had not been instructed to cross runway 24L and told them to stop. The airplane crossed the hold short line but did not enter the runway. According to the FAA, the two aircraft missed colliding by 37 feet (wingtip of the Airbus 320 to the nose of the Boeing 737) as Northwest 180 departed runway 24L.

### **Discussion**

There are (at least) four things you can do to help avoid a runway incursion: know where you are and where you are going, visual scanning, communication, and increasing your own visibility.

#### **1. Know where you are and where you are going**

Brief the airport diagram, both for the departure and the arrival airport. Some examples of items to include are: NOTAMS, runway incursion “hot spots,” ramp control procedures, holding spots (like those at Dulles), holding short of taxiways without markings, Please deem the airport diagram and anticipated taxi route as essential! If

you get lost and don't know where you are: if you're on a runway, get off the runway – then stop and ask.

## 2. Visual scanning

Be vigilant during low visibility taxiing and try to keep both sets of eyes outside the cockpit. Delay checklist completion until the aircraft is stopped, even if this causes a short departure delay.

Consider discontinuing all other cockpit tasks (including running checklists) whenever you approach a runway – active or not. Visually verify it is clear, and verbally confirm with the other crewmember that the runway is clear. Remember also the “sterile cockpit” concept,

“Crewmembers are prohibited from engaging in any activity not essential to safe operation of the aircraft during all critical phases of flight. “Critical Phase of Flight” includes all ground operations, all flight operations conducted below 10,000 feet MSL (except for cruise flight).”

## 3. Communication

*Monitoring Air Traffic Control Communications for Potential Traffic Conflicts:*

“When operating in the vicinity of an airport, during takeoffs and landings, and while conducting ground operations, the crew will continuously monitor ATC communications for potential traffic conflicts. Some accidents have indicated a cockpit lack of “situational awareness” wherein the crew, although on the proper ATC frequency, failed to recognize that conflicts with other aircraft were developing, or if they did know of them failed to take aggressive action, including querying the controllers for clarification of intention or advising ATC that they think something is not safe. ... These problems are shared by ATC and flightcrew alike, but very often you are in a better position to

have recognized that a landing aircraft has been cleared to land on a runway that you have just been cleared onto, that you are perhaps crossing an active runway in low visibility conditions while another aircraft is landing or departing and other related problems. ... Avoid common cockpit distractions, such as communications with passengers ... immediately prior to takeoff or while taxiing in low visibility or on or near very congested airports.”

## 4. Increasing your own visibility

It is often difficult to see aircraft on takeoff/landing roll or on approach. The aim is therefore to make yourself as visible as possible by using all available aircraft lighting.

*A Good Practice is:*

“To the extent practical, all available exterior lights will be on for takeoffs, climbs, descents, and landings. When practical, landing and recognition lights will be on for takeoffs and landings. ... landing and strobe lights will be used when checklist calls for them, low visibility taxi operations, taxiing or crossing an active runway, or at the discretion of the PIC. ... Strobe lights will be used during all flight

operations below FL180 except when their use may cause cockpit visual distractions.”

The accident at LAX brings up yet another point, after clearing the runway do not switch to ground frequency without instruction from the tower.

As the *Aeronautical Information Manual* says (Chapter 4-3-20, “Exiting the Runway After Landing”):

“Immediately change to ground control frequency *when advised by the tower* and obtain a taxi clearance.” (emphasis added)

This is particularly important between

parallel runways, or where different runways are controlled by separate tower controllers (think BOS).

### FAA recommendations

Occasionally, the FAA issues safety recommendations to operators. Although not regulatory in nature, these safety recommendations contain good guidance on operational issues.

In InFO (Information for Operators) 07018 from 08/08/2007, the FAA reminds operators that a clearance to “taxi to” an assigned runway is not clearance to cross, or taxi onto, any part of that runway. (But it does allow you to cross any other runways.) The InFO says:

“Taxi clearances issued by ground control reflect the regulations. For example: [Any airline] 567, taxi runway 9L; depart the ramp via taxiway Alpha 1.

“This taxi clearance gives the pilot discretion to taxi to runway 9L by any route with two restrictions: (1) to depart the ramp only via taxiway Alpha 1; and (2) *not* to cross runway 9L in the process of taxiing to the hold-short position (14 CFR § 91.129(i)).”

In SAFO (Safety Alert for Operators) 06013 from 09/01/2006, the FAA gives the following reminders of FAA operational guidance:

- As part of preflight planning review airport layouts and know airport signage.
- Review Notices to Airmen (NOTAMs) for information on runway/taxiway closures and construction areas.
- During taxi operations have a current airport diagram readily available for reference and check the assigned taxi route against the diagram, paying special attention to any unique or complex intersections.
- Write down complex taxi instructions.

When unsure of the taxi route request progressive taxi instructions from ATC.

- If the flight has more than one crewmember, it is important that both fully understand taxi clearances and runway assignments.
- During taxi operations the pilots’ maximum attention should be placed upon maintaining situational awareness. The pilot taxiing should have his attention focused outside the aircraft at all times while the other pilot should monitor the taxi progress by reference with the airport diagram and give guidance to the taxiing pilot.
- Apply crew resource management procedures to:
  - Identify and resolve conflicting perceptions of ATC instructions
  - Confirm, by using the challenge and response technique, proper execution of ATC instructions
  - Confirm, using the challenge and response technique, that the aircraft is actually positioned on the assigned runway by reference to the heading indicator.
- Use all available resources to ensure the aircraft is positioned on the proper runway. One technique for airplanes that are FMS-equipped is to verbally announce that the proper runway and departure procedure are selected in the FMS and that the aircraft heading agrees with the assigned runway for takeoff.

### A final thought

Finally, during all taxi operations, be aware of your assigned takeoff runway.

In SAFO 07003 from 04/16/2007 – a result of the Lexington Comair accident – the FAA recommends selecting the HSI “to the most expanded scale available on the HSI to confirm that the airplane is where the crew intends it to be,” and when in takeoff position, one pilot should verbally announce

that the correct runway and departure procedure are selected in the FMS and that the airplane's heading agrees with the assigned runway for takeoff."

In addition, you might consider selecting heading mode on the flight director – that way, flight director bars that command a

turn as you taxi onto, and line up on, a runway are a powerful visual indication that you are on the wrong runway.

Fly safely!

## Upcoming Aviation Events

- **April 16:** The FAA Safety Team will host a seminar on "Weather – and What to Do About It!" at 7pm in Falls Church, Virginia. For more details, please visit [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=18808](http://www.faasafety.gov/SPANS/event_details.aspx?eid=18808).
- **April 17:** International Aviation Club luncheon, featuring Dermot Manion, CEO of Aer Lingus. For more details, visit <http://www.iacwashington.org>.
- **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 22:** Aero Club of Washington luncheon, featuring Allan McArtor, Chairman, Airbus Americas, Inc. For more details, visit <http://www.aeroclub.org/luncheons.htm>.
- **April 23:** The FAA Safety Team will host "ADIZ Operations Training & Education Workshop" at 8am in Herndon, Virginia. For information, please visit [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=18810](http://www.faasafety.gov/SPANS/event_details.aspx?eid=18810).
- **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 25-26:** The Civil Air Patrol, Middle-East Region, will hold its annual conference, "Getting Connected," in Richmond, Virginia. For more information, please contact Kay Joslin Walling, [kwalling@goeaston.net](mailto:kwalling@goeaston.net).
- **April 26:** The FAA Safety Team will host "Potomac TRACON – Operation Raincheck ADIZ Seminar and TRACON Tour" at 10am in Warrenton, Virginia. For information, please visit [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=18810](http://www.faasafety.gov/SPANS/event_details.aspx?eid=18810).
- **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](http://www.faasafety.gov/SPANS/event_details.aspx?eid=17740).
- **May 8:** Committee for Dulles luncheon, featuring Clark Tyler, Chairman, Tysons Land Use Task Force. For details, visit [http://www.committeefordulles.org/current\\_lunch.html](http://www.committeefordulles.org/current_lunch.html).
- **May 12-22:** GWU Spring 2008 Aviation Safety and Security Certificate Program. For information, visit <http://www.gwu.edu/~aviation/safetyandsecurity/safetyandsecurity.html>.

- **May 15-16:** NTSB Bar Association 2008 annual meeting in Alexandria, Virginia. For information, visit <http://www.ntsbbbar.org/events.asp?order=upcoming&menuID=22~22>.
- **May 16-18:** DOD Joint Services Open House at Andrews AFB. For more information, please visit <http://www.iso.org/show.html>.
- **May 20-22:** Regional Air Cargo Carriers Association conference in Chantilly, Virginia. For more information, please visit <http://www.raccaonline.org/html/conference.html>.
- **May 22:** Aero Club of Washington luncheon, featuring Michael W. Wynne, Secretary of the U.S. Air Force. For more details, visit <http://www.aeroclub.org/luncheons.htm>.
- **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 14:** 14th Wings and Wheels Fly-in at Essex SkyPark. For more information, please visit <http://www.essexskyparkassn.org/essex/index.jsp>.
- **June 18:** Aero Club of Washington luncheon, featuring Ed Iacobucci, President of DayJet. For more details, please visit <http://www.aeroclub.org/luncheons.htm>.
- **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>.
- **July 22:** Aero Club of Washington luncheon, featuring Kip Hawley, TSA Administrator. For more details, visit <http://www.aeroclub.org/luncheons.htm>.
- **September 6:** 17th Annual Louisa County Air Show. For more information, call (540) 967-0050 or email [dawnp@firstva.com](mailto:dawnp@firstva.com).
- **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.gwbba.com/directory.html>. This service is available to GWBAA members at no cost. Please contact Bob Blouin ([bob\\_blouin@hawkerbeechcraft.com](mailto:bob_blouin@hawkerbeechcraft.com)) if you want to post your company's information.



## GWBAA Contacts

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