

November 24, 2010

Please RSVP to Attend the Annual GWBAA Holiday Reception (and Annual Meeting)

GWBAA Annual Holiday Party – Thursday, December 9th



YOUR OFFICIAL INVITATION TO GWBAA'S HOLIDAY RECEPTION (AND ANNUAL MEETING)

WHEN? Thursday, December 9th starting at 5:30pm.

WHERE? Signature Flight Support @ DCA (note the new location this year!).

WHAT? Come and enjoy heavy hors d'oeuvres and wash them down with a glass of holiday cheer with your fellow GWBAA members. (This will also serve as the annual general meeting for GWBAA, with some quick updates on the past year's activities and the road ahead.)

DOOR PRIZES? Sure! We have a few things in GWBAA's closet to give away, but let us know (via email at info@gwbaa.com) if you or your company want to provide a door prize. We will give you all the credit!

Please RSVP to info@gwbaa.com.

Regional News Round-Up

The Potomac Consolidated TRACON has issued a notice, effective November 5, that changes procedures for pilots flying in traffic patterns of non-towered airports within the Washington, DC **Special Flight Rules Area (SFRA)**. Pilots must now inform the TRACON of their flights' completion by telephone; a radio call will not be sufficient, despite the fact that a clearance code may be obtained radio. AOPA has made a copy of the notice available on its website, and has encouraged pilots to voice concerns about the new procedure. For more information, please visit <http://www.aopa.org/advocacy/articles/2010/101013potomacsfra.html>.

If you're aware of any news of interest to business aviation occurring around the greater Washington area, please let us know at info@gwbaa.com.

GWBAA Golfers Brave the Weather and Enjoy the Day



This year's golf tournament had been delayed for the tropical depression that rolled up the east coast on September 30th. It was worth the wait. On October 13th, 47 golfers came out to support GWBAA and enjoy a day on the links at the 1757 Golf Club. Despite a slight drizzle in the middle, the weather held off for a cool day on the course. The 1757 Golf Club opened this spring to 18 holes and was in fine shape despite the dry summer. The course offered a new venue for GWBAA and a new set of challenges for the golfers. Plans are in motion for next year's event. We hope to see everyone again.

GWBAA would like to thank all our sponsors who made the day possible: Bombardier, Gulfstream, Embraer Executive Jets, Hawker Beechcraft, Landmark Aviation, Chantilly Air, Signature Flight Support, NBAA, AIRINC Direct, AVCARD/World Fuel Services, Rudy's Inflight Catering, FlightWorks, and US Sedan. A special thanks to all our volunteers who helped make this day happen. GWBAA will contribute a portion of the funds generously raised to the Aero Club of Washington Fund.



GUEST VIEWPOINT: *Rest Still the Best Cure for Fighting Fatigue*

GWBAA is pleased to present the following discussion from Paul Koscak.

Fatigue dulls even the sharpest flying skills and the demand on today's business aviator ensures there's plenty of opportunity to become tired. When you consider that a lot of business flying isn't predictable—with pop-up or last-minute trips not uncommon—there's even more opportunity for mental fog, especially after crossing a few time zones.

Fortunately, most flight departments do a good job juggling crews with aircraft and calendars to make the best of a tough situation so crews can have a life

"Fatigue even in a healthy person is problematic," said Dr. Quay Snyder of Virtual Flight Systems, an Aurora, Colo. firm specializing in aero medical medicine and certification assistance. "Add medical issues and it complicates things further."

Pilots may be unaware of ailments contributing to fatigue, such as sleep apnea, anemia and low thyroid. Snyder understands aviators are reluctant to seek medical help if they suspect there's more to their fatigue than a tough schedule. "Many pilots fear they'll lose their medical, but most things can be waived," he said.

Caffeine and over-the-counter sleep aids can have the opposite result if the timing is wrong. "Some pilots flying the redeye drink coffee just before landing," to stay alert for the approach, said Snyder. But caffeine kicks last a few hours, well after the crew has arrived at the hotel to get some sleep. "It's better to have coffee a few hours before landing."

And those drug store sleep potions contain antihistamines, giving users a hangover sensation, he said, that can last up to 16 hours. For those who think taking a drink before taking a wink will help, think again: Alcohol inhibits REM or rapid eye movement sleep, a phase of slumber that provides mental rejuvenation.

Ambien is the only prescribed drug approved so far by the FAA. But there are restrictions. The

drug can't be used 24 hours before a flight, more than twice per week or to cure jet lag or circadian desynchronizing as the FAA calls it. There are no foods that inhibit or induce sleep, according to Snyder. "There's no science to support that and only anecdotal evidence that pilots are less tolerant of fatigue with age."

A Flight Safety Foundation report suggests it's possible to predict a crewmember's proficiency by comparing how much sleep a person gets 48 hours before starting work and how long that person was up until the end of the shift. If the wake-up time exceeds the sleep obtained in the 48 hours before beginning work, a significant increase in fatigue-induced errors is likely.

Part 135 rules protect pilots by requiring 10 hours of consecutive rest during the 24 hours preceding a potential trip. Part 91.1059 offers flight time guidelines only for fractional operations requiring 10 hours of rest immediately before a flight and restricts flying to eight hours per day for single pilot operations and 10 hours for two-pilot crews. The majority of business flying under Part 91 doesn't operate under this provision and relies on the judgment of flight departments and aircrews to remain rested.

There are no regulations limiting work hours for aircraft maintenance crews, however. In Canada, provincial governments limit hours for workers of all types and the National Transportation Safety Board has for years urged the FAA to limit work hours for maintenance workers "based on fatigue research, circadian rhythms and sleep and rest requirements," according to another Flight Safety Foundation report.

Mark Rosekind of Alertness Solutions, a California scientific consulting firm that uses sleep and productivity research to improve workplace safety, contends light is critical in figuring rest periods. Light sets the body's internal clock, driving the circadian cycles and making night work difficult. "There's a 30 percent drop in performance at night, even if you get

eight hours of sleep," he said. "That's one of the myths—that you can adjust."

Still, he concedes, there's need for change." The current regulations were written in the 1930s and don't reflect the capabilities of today's jets," said Rosekind.

Paul Koscak is a 2,200-hour ATP pilot with turbine experience exploring first officer positions—contract, temporary, part time or full time. A former military officer with a background in corporate communications, he holds a current security clearance. Contact him at raydiopk@aim.com or (703) 743-5198.

FAA General Aviation News



The current issue of FAA's bi-monthly publication for general aviation – now titled "FAA Safety Briefing" – is now available from the FAA website, at http://www.faa.gov/news/safety_briefing/. The theme of the issue is "Handling Abnormal and Emergency Situations," and the issue includes articles on such topics as survival skills that pilots should have in the event of an accident; handling a partial power take-off; and the advantages of 406 MHz emergency locator transmitters. The issue also includes its regular selection of articles and columns of interest to GA pilots, including a reminder about the new FAA aircraft registration procedures that are now being phased-in.

Upcoming Aviation Events

- **December 8:** FAA Safety Team seminar on "Real World IFR" at the Crowne Plaza Baltimore at 7pm. For more information, please visit http://www.faasafety.gov/SPANS/event_details.aspx?eid=33260.
- **December 9:** GWBAA holiday reception and annual meeting at Signature Flight Support – DCA at 5:30pm. Please visit <http://www.gwbba.com> for more information.
- **December 10:** Workshop on legal aspects of aircraft lease agreements, hosted by Cozen O'Connor, at the Army and Navy Building. For more information, please visit <http://www.aeropodium.com/law/aircraftlease.html>.
- **December 17:** Aero Club of Washington Wright Memorial Dinner, featuring Harrison Ford, at the Hilton Washington. For more information, please visit <http://www.aeroclub.org/awards/wright.htm>.
- **February 1-2:** ACI-NA/AAAE Washington Legislative Conference at the Hyatt Regency Capitol Hill. For more information, visit <http://events.aaae.org/sites/110304/index.cfm>.
- **February 15-16:** 36th annual FAA aviation forecast conference. For more information, please visit http://www.faa.gov/news/conferences_events/aviation_forecast_2011/.
- **February 23:** American Bar Association Forum on Air & Space law update conference at the Mandarin Oriental Hotel. For more information, please visit <http://new.abanet.org/Forums/Airspace/Pages/default.aspx>.



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 Jol Silversmith (jasilversmith@zsrlaw.com) if you want to post your company's information.

GWBAA Contacts

GWBAA President Paige Kroner of Chantilly Air (paigekroner@chantillyair.com) and GWBAA Secretary Jol Silversmith of Zuckert, Scoutt & Rasenberger, LLP (jasilversmith@zsrlaw.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 Paige or Jol.

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