

# GWBA A News

Greater Washington Business Aviation Association, Inc.

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## Local Issues Loom Large for GWBAA

Friday, April 15, 2005

Welcome to the first issue of the GWBAA News, which will update members on issues of interest to the business aviation community in the Greater Washington area. Additional resources are available at <http://www.gwbaa.com>.

### **Manassas Airport:**

The Manassas City Council is considering a budget proposal to increase the tax on based aircraft from the current rate at 1 cent per \$100 of aircraft value, to 30 cents.

The increase, if approved, would generate an estimated \$290,000 for the city coffers during fiscal 2006. The extra money generated by the aircraft tax could allow the council to lower the real estate tax rate.

The council said it plans to consult with airport director Juan Rivera about the feasibility of the plans, but for now, the money generated from the airport tax is built into its budget proposal.

Del Denny, FlightWorks, and Harry Houckes, NBAA, have met with Juan Rivera, the Manassas Airport Manager (and GWBAA Member) to discuss the negative impact of the proposed tax increase. Del and Harry will be attending the 18 April Council meeting to represent GWBAA members with aircraft based at Manassas.

More information can be found via the news links section of the GWBAA website at <http://www.gwbaa.com/links.html>.

### **Dulles Airport:**

A significant number of airfield improvements have been completed or are underway. Plans for a fourth runway at Dulles are currently undergoing an Environmental Impact Study and Dulles' new Airport Traffic Control Tower is under construction.

If you haven't seen what's planned for Dulles you should visit the MWA website at <http://www.mwaa.com/d2/projects/index.htm>.

### **Leesburg Airport:**

Leesburg Airport is planning extensive runway improvements over the summer months. For information on upcoming runway closures, carefully consult NOTAMs or call Leesburg Airport at (703) 737-7125.

### **Reagan National Airport:**

With the upcoming departure of Admiral Stone from TSA there has been a concerted effort by NBAA to firm up relationships with other key officials in DHS.

NORAD controls the airspace around Washington, DC (ADIZ), and is now testing a new system of warning aircraft that enter the ADIZ without proper clearance. Bob Blouin

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attended a briefing and took part in a flight demonstration of the proposed Visual Warning System (VWS) on April 13th. For more information and a video, visit <http://www.gwbaa.com>.

### **BWI, Martin State, and Other Airports:**

If you have a business or aircraft based at BWI, Martin State, or another airport in the Greater Washington area, please let us know what issues are important to business aviation.

### **NBAA Survey on Business Aviation Security Fees:**

The National Business Aviation Association has asked the business aviation community to help it assess the current security fee situation. If you have experience with an airport or FBO charging a security fee to business aircraft, or their crews or passengers, please email Mike Nichols at NBAA, [mnichols@nbaa.org](mailto:mnichols@nbaa.org), identifying the airport and the amount of the fee. Please note that this is not intended to be a scientific survey, and the information is for NBAA's internal use only.

### **Plans for New Virginia Skyscrapers Raise FAA concerns:**

Plans to increase the height limit for buildings in Rosslyn, Virginia, are raising concerns about airline safety, the Washington Post reports (<http://www.washingtonpost.com/wp-dyn/articles/A47814-2005Apr12.html>; free registration required). Arlington County officials want to build a 39-story office tower, but the Federal Aviation Administration is raising questions about the project. It wants to learn whether the 484-foot structure would interfere with air traffic.

### **SATS 2005:**

Want to see your tax dollars at work in aviation? Attend SATS 2005: A Transformation in Air Travel scheduled for June 5 to 7 at Danville Airport, Virginia. The event will showcase technologies from the Small Aircraft Transportation System (SATS), a \$69 million project launched in 1990 to help develop light aircraft to serve small airports economically. Visit [http://www.nasa.gov/vision/earth/improvingflight/sats\\_2005\\_demo.html](http://www.nasa.gov/vision/earth/improvingflight/sats_2005_demo.html) for information.

### **Committee Contacts:**

Should you have any ideas or comments for the Committee leadership please don't hesitate to contact the following people:

Cassandra Bosco, Communications Chair, [cbosco@tailwindscomm.com](mailto:cbosco@tailwindscomm.com)

Greg Cirillo, Events Chair, [gcirillo@wrf.com](mailto:gcirillo@wrf.com)

Bob Rockwood, Membership Chair, [racersblue@earthlink.net](mailto:racersblue@earthlink.net)

Fred Anderson, Operations Chair, [kanderso2@generaldynamics.com](mailto:kanderso2@generaldynamics.com)

If there are other topics of concern not listed above that you feel should be raised, please don't hesitate to contact Bob Blouin, President, at [info@gwbaa.com](mailto:info@gwbaa.com) or (202) 415-1512.

Finally, I encourage every one of you to get involved with issues in your area or at your airport. The success of GWBAA lies in your ability to be involved and make a difference.