

June 25, 2008

Guest Commentary – Think Safety and FAA Safety Team News

New DCA Gateway Airport

The Transportation Security Administration (TSA) has named Long Island MacArthur Airport (ISP) in Islip, NY as the newest gateway airport for Ronald Reagan Washington National Airport (DCA). The designation allows certain pre-cleared general aviation (GA) operations to fly directly from ISP to DCA. ExcelAire is the approved fixed base operator for this location. Currently, the TSA allows GA flights that meet criteria of the DCA Access Standard Security Program to land at DCA. Aircraft must arrive from one of 23 gateway airports, including ISP, after flightcrews have been vetted and passengers screened. For more information, visit <http://web.nbaa.org/public/ops/security/dassp>.

FAA Safety Team News

The FAA Safety Team publishes a monthly newsletter that may be of interest to GWBAA members. The most recent issue includes updates on Airworthiness Directives for Cessna aircraft, plans to repeal the “polished frost” regulations, Helicopter Emergency Medical Service operations, and new requirements for taxi instructions. For the June 2008 newsletter, please visit <https://www.faasafety.gov/files/notices/2008/Jun/AVNewsUpdateJune2008.pdf>, and for more information about the FAA Safety Team generally, please visit <http://www.faasafety.gov>.

Regional News Roundup



American Pilot Services, a FBO at **Carroll County Regional Airport**, ceased operations on May 30. In an interview with the Carroll County Times, Randy McDole, co-owner of APS, stated that: “The relationship that exists at the airport didn’t allow us to continue.” According to Joe McKelvey, airport manager, interviews for a fixed base operator are expected to take place in June with plans to have a team in place by July 1.

In other Carroll County news, an environmental assessment is under way at the airport to measure the effects of a proposed runway expansion. “At this stage, we have looked at all the alternatives. Now we are looking at the environment,” Colleen Angstadt, project manager for

Delta Airport Consultants, told the Carroll County Times. The next public open house on the assessment is expected to take place in October.

The Wicomico County Council expressed concern that a provision of the FAA reauthorization bill, currently stalled in the Senate, which updates airport firefighting standards would require a staffing increase of 18 firefighters at **Salisbury-Ocean City: Wicomico Regional Airport**. Gary Comegys, an Airport Commission member and Salisbury councilman, told the Daily Times. County Council President John Cannon said that an extra cost of \$900,000 would nearly equal the airport's operating budget.



A new flight school, Hagerstown Aviation Academy, has opened at **Hagerstown Regional Airport**.

On May 31, a storm - which possibly may have been a tornado - flipped over five airplanes and damaged the roof of a building at **Potomac Airfield**. "The roof was getting pulled back like a banana peel," said David Wartofsky, the airport's owner, told the Gazette.



Leesburg Executive Airport has posted various news updates on its website, including that a Ritz Camera hangar on pad site A is due to be completed by early summer, and that a solicitation for pad site B is expected shortly. The airport also expects to seal the main aircraft parking ramp and parallel taxiway in August, and to complete reconstruction work on the south apron by late August or early September.

In other Leesburg news, the Loudoun County Board of Supervisors voted to rezone property near the airport that had been the proposed location for a mixed-use project called Crosstrail so as to prohibit residential development. Crosstrail's developer, Peterson Cos., has filed suit contesting the Supervisors' decision to reject the project in July 2007, which is expected to go to trial in October.

The terminal at **Stafford Regional Airport**, which was damaged by debris and gutter failure due to a tornado on May 8, will need to be replaced. The airport's manager, Ed Wallis, told the Stafford County Sun that a dangerous black mold had formed in the structure, and the airport's insurers deemed the damage too expensive to repair. Replacing the trailer will cost about \$12,000.



Winchester Regional Airport is soliciting bids on a contract to rehabilitate its t-hangar aprons, including taxi lanes and aircraft ramp parking areas, at an estimated cost of \$750,000. "Nothing will be done to the hangar buildings, just the asphalt," Winchester Regional Airport Executive Director Serena "Renny" Manuel told the Winchester Star. "The surfaces are 16 to 18 years old, and it is time to replace them." Construction is scheduled to begin in October.

Bolen to Participate in Washington Forum on Rising Fuel Costs

NBAA President and CEO Ed Bolen will provide his perspective on the challenges facing the business aviation community over spiking fuel costs at a one-day summit of aviation industry leaders focusing on the issue. Bolen will be joined by panelists from other aviation organizations, including the American Association of Airport Executives, Air Transport Association, International Air Transport Association, and Regional Airline Association. The event, scheduled for July 10 in Washington, DC, also will include leaders from Congress, the Department of Transportation (DOT) and Federal Aviation Administration (FAA). For more information, please visit: <http://events.aaae.org/sites/080714>.

Guest Commentary: Think Safety – Fatigue

GWBAA is pleased to present the following commentary by Andreas Bentz, Safety Coordinator for Chantilly Air, 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.

"Fatigue Key to Air Crew Errors" was the headline from a USA Today front page report (November 8, 2007): "Frontier Airlines acknowledged ... that two of its pilots fell asleep on a 2004 red-eye flight from Baltimore to Denver. One pilot awoke to 'frantic calls' from a controller."

And since 1990 "Reducing accidents and incidents caused by human fatigue" has been on the NTSB's "most wanted" list of aviation safety improvements.

This material - based on a presentation by Dr. Mark Rosekind at the 2007 Bombardier Safety Standdown - addresses fatigue, and some possible countermeasures

Guantanamo Bay, Cuba, August 18, 1993

American International Airways flight 808, a DC-8, stalled and collided with level terrain approximately 1/4 mile from the approach end of runway 10, after the captain lost control of the airplane while on a visual approach to the U.S. Naval Air Station. Visual meteorological conditions prevailed, and an instrument flight rules plan had been filed.

The flight crew had experienced a disruption of circadian rhythms and sleep loss; had been on duty about 18 hrs and had flown approx. 9 hrs. The captain initiated the turn from base leg to final at an airspeed below calculated V_{ref} ... and he allowed bank angles in excess of 50 degrees to develop. There was no evidence to indicate the captain attempted to take proper corrective action at the onset of stick shaker.

For the first time in its history, the NTSB determined the probable cause to be "the impaired judgement, decision-making, and flying abilities of the captain and flightcrew due to the effects of fatigue."

Sleep loss and sleep debt

The overwhelming majority of people needs 8 hours of sleep per night. Getting less than the required amount of sleep results in *sleep loss*. And sleep loss has effects similar to those from drinking alcohol.

The accompanying table shows the sedative effects of sleep loss, in "beer" equivalents: For instance, 2 hours of sleep loss are equivalent to having 2–3 drinks (12 ounces) of beer; 8 hours have the same effect as 10–11 drinks of beer.

sleep (hours)	loss equivalent in 12oz beer
2	2-3
4	5-6
6	7-8
8	10-11

Source: Roehrs et al, *Sleep* 26(8), 2003

Sleep loss over time leads to *sleep debt*: each hour of sleep that you lose adds one hour to your cumulative sleep debt.

For example: you need 8 hours of sleep each night, but have only had 7 hours of sleep for each of the last five nights. That means you have incurred sleep loss of 1 hour for each of the last five nights. Your sleep debt therefore is 5 hours.

And there is only one way to reset sleep debt: getting sleep. However, the good news is that you don't have to sleep off each hour of sleep debt. You can reset your sleep debt with 2 consecutive nights of sleep – 2 nights of your regular 8-hour sleep.

Circadian rhythm

We all have an internal clock that dictates regular periods of sleepiness – the *circadian rhythm*. Humans are programmed to experience maximum sleepiness between 3–5 am, and between 3–5 pm. So be especially vigilant when flying during those periods. If you have to fly, consider using some of the “strategies for alertness” described below.

Sleep tips

The following tips will help you get to sleep more easily.

- Keep regular bed and wake times. If you

go to bed later than your usual time, *get up at the regular time*. Getting up late will make it harder to get to sleep the following night.

- Use a regular pre-sleep routine, and in particular a routine that you can replicate in a hotel room. The idea is to do something that you do every night before going to bed – it signals to your body that it's time to sleep.
- Avoid working in your bedroom.
- Use relaxation techniques.
- Have a *light* snack or drink if needed. At all costs, avoid alcohol. Alcohol may help you get to sleep more easily, but it destroys the body's ability to get restful sleep.
- Do not toss and turn more than 30 minutes. If you do, get up, do something (watch TV, read a book), and try sleeping again later.
- Try always to get 8 hours of sleep. If you cannot get 8 consecutive hours, research has shown that you can split up your 8 hours and get the same benefit; for instance: 6 hours of sleep at night and a 2-hour nap.

Strategies for alertness

If you are not getting enough sleep, but have to perform regardless, here are some short-term strategies to help you stay alert. (“Short term” because they cannot eliminate your sleep debt; they will only help you stay alert, they cannot substitute for sleep.)

- Take a short nap; but no more than 40 minutes. (If you nap for more than 40 minutes, on waking you will experience *sleep inertia* – you will feel “groggy.”)
- If you have time for a longer nap, take a

2-hour nap (this will get you through one entire sleep cycle) but afterwards, allow yourself at least 15 minutes of wake-up time.

- Use caffeine, but plan your caffeine intake: Caffeine takes 15–30 minutes to take effect, and its effect lasts for 3–4 hours. So during a long late-night flight, drink coffee or a (diet) coke at least 1 hour from landing. This will give you the best benefit for the approach and landing phase, and the effect will wear off in time to get to sleep at home or at the hotel.

Sleep loss is insidious

With all this, keep in mind that sleep loss is insidious: even though you are fatigued, you may not know that you are. Look for signs of fatigue both in you and other crewmembers: forgetfulness, poor decision making, moodiness, or bad communication are all signs of fatigue.

Discussion: A typical Part 135 operator might recommend:

Day trips: The pilots are expected to exercise good judgment in ensuring a proper level of rest during an extended layover. ... For air carrier operations, if the layover is going to cause an extended duty day ... the schedulers and crew shall ensure that there is a minimum of 10 hours of uninterrupted and continuous rest made available at the layover point.

RON trips: As soon as practical after arrival at the final destination for the day the crew shall enter a REST period of not less than 10 hours.

Although it might be legal to exceed the time limits (i.e., arriving home without finding a continuous 10-hour rest in the past 24-hours) that authority to exceed is still bound by FAR 91.13 Careless or Reckless operations. So while a 1-hour extension might be okay, or a 4-hour extension legal, it might still be violation material if the physical and mental condition of the flight crew left open the possibility of careless or reckless action.

Stay awake – and fly safely!

Upcoming Aviation Events

For updates on upcoming aviation events, please visit <http://www.gwbaa.com/upcoming.html>.

- **July 10:** American Association of Airport Executives' "Energy/Air Service Summit," at the Embassy Suites – Convention Center, with speakers including NBAA's Ed Bolen. For more information, please visit <http://events.aaae.org/sites/080714>.
- **July 22:** Aero Club of Washington luncheon, featuring Kip Hawley, TSA Administrator. For more information, 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.
- **October 6-8:** NBAA's 61st annual meeting and convention in Orlando, Florida. For more information, 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.

- **November 2:** Air Traffic Control Association 53rd annual conference at the Marriott Wardman Park in Washington, DC. For more information, please visit http://www.atca.org/activities/event_items.asp?month=11&year=2008&item_id=1088.
- **December 1-3:** FAA 5th annual international aviation safety forum at the Omni Shoreham Hotel in Washington, DC. For more information, visit http://www.faa.gov/news/conferences_events/2008safetyforum/.

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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