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May 29, 2014

Greg Feith Addresses GWBAA Safety Standdown

May 1 Safety Event A Success



With over 80 attendees GWBAA's May 1st Safety Standdown was, by all measures, a big success.

The event started the night before with over half of the attendees enjoying a networking reception at the Lansdowne Resort. Excellent food and drink facilitated a collegial atmosphere and ability to get to know and be reacquainted with business aviation professionals from the area.

The next morning started with registration and breakfast sponsored by Gulfstream. Following opening remarks by GWBAA President Paige Kroner and Steve Brown of NBAA, Kyle Herbig took over the duties as MC and did an excellent job of keeping us on schedule. Dr. Paulo Alves of Medaire had two presentations, one focused on Hangar Safety and the other on Sleep Apnea and Fatigue. The main "take-away" from the Hangar Safety presentation is to have maintenance and hangar safety full integrated in your flight department's Safety Management System (SMS). The principal take-away from the Sleep Apnea/Fatigue presentation is to include your individual Body Mass Index (BMI) as one additional factor in your personal safety checklist.

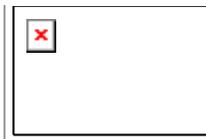
A mid-morning energy break was sponsored by ICG and was followed by Jim Cannon, representing the International Business Aviation Council (IBAC), presenting an outline of the International Standards for Business Aircraft Operations (IS-BAO). Over 700 operators have been evaluated through the IS-BAO program and registered with IBAC. Whilst there are many ways to incorporate an SMS into your operation, IS-BAO is the only way recognized by the International Civil Aviation

Organization (ICAO) in Montreal. Operators have used there IS-BAO registration to demonstrate SMS compliance when ramp-checked on international flights.

Following Jim’s excellent presentation, a full hot lunch sponsored by Bombardier was provided, followed by Greg Feith’s keynote address. Greg focused on what can be learned from analyzing the numerous accidents he has examined while a lead NTSB investigator. In addition to the many “lessons learned” Greg emphasized how important senior company leadership “buy in” is to safety. Without President/CEO support for the flight department safety program, you may be attempting to manage an unacceptable level of risk. Greg described it as a “major weak link in the start of an accident chain”.

Following the distribution of door prizes, 30 attendees remained to take part in the TWA 800 safety briefing, provided by NTSB.

If you have any ideas for topics or speakers for next year’s Standdown please contact Bob Blouin at boblouin@msn.com.



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Tenth Annual GWBAA Golf Tournament Scheduled

1757 GWBAA’s tenth annual golf tournament, benefiting the Aero Club of Washington’s charitable foundation, will return to the 1757 Golf Club in Ashburn, Virginia on September 11th. Sponsorship and golfer registration is available at <http://2014gwbaagolf.eventbrite.com>. (A networking session also will be held the **GOLF ★ CLUB**)

evening of September 10th. Details on this pre-event tradition will be coming soon.) We look forward to another great day on the course for a great cause.

FAA General Aviation News



The latest issue of the FAA's bimonthly newsletter for GA can be found at http://www.faa.gov/news/safety_briefing/2014/media/MayJun2014.pdf. The theme of the issue is avoiding maintenance mistakes, and it includes articles on topics ranging from the care of older aircraft to the hidden dangers of "layering" STCs to advice on how to select a provider for maintenance services. Also included are the regular features and columns, including Q&A on medical issues and news updates from the FAA, such as its new website for NOTAMs/LTAs (<http://notams.aim.faa.gov/notamSearch/>).

DC Pilot's Perspective

Welcome to the inaugural edition of "DC Pilot's Perspective", the section dedicated to issues in our area that pilots do and don't want to talk about. OK, let's hope we DO want to talk about them, because discussion is healthy right? I have been flying around here for 20 years, and I will be trying to keep your interest by keeping things light hearted, so, while I will occasionally be talking about very serious items, please holster your flame throwers and keep in mind that I am trying to help people to enjoy reading this. If you want just the facts with dates and times, please read NOTAMs. (I personally dislike reading NOTAMs, mostly because there are no colorful pictures, but I may be alone on this?). Please send any and all complaints to Paige Kroner. Compliments and ideas for future topics can come to me.

Sooooooooo, here we go. Two issues that are somewhat pressing in this issue are both at KIAD. READ NOTAMs. I sort of promised better content than this, but it is good advice, and in this case you will find good data there about all the construction projects/taxiway closures at KIAD. I have been to a number of meetings lately with the FAA and MWAA folks that have highlighted how many different things the airfield has going on for the next 12 months and more. Currently there are projects underway that have parts of taxiway "Z" closed. There are other projects in progress that will close some of the high speed taxiway / runway exits temporarily for painting and signage projects. This got my attention, because the last thing a pilot wants is to roll up on a high speed exit at 80 kts, possibly at night after a long flight, only to find out that it is closed and have to correct that turnoff that's already initiated. I never want to spill the coffee in the back, or worse yet, the wine.

The other issue is that Dulles tower reports that they have been having a few issues with aircraft going lost comm temporarily as they approach the hold short area of RWY 30 at "Y11" / "Q". This has actually happened to me at that point before, so I know what they mean (Hey Frank, have you heard anybody talking for a while? No, have you? Uh Oh!). The discussion amongst those present seemed to indicate that it is most likely antenna blanking when using the belly antenna for comms to the tower. They ask that we use the upper antenna in that area if at all possible. They have critical timing issues with arriving aircraft when in a North operation, and even momentary lost comms with an airplane getting ready to depart on 30 requires a slowdown of the operation for them. They plan to start including this information on the ATIS to help foster awareness.

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Regional News Round-Up



The FAA has proposed to eliminate its subsidy for passenger services at **Hagerstown Regional Airport**; the Essential Air Service program requires that the airport maintain an average of 10 passengers per day. Sun Air currently operates flights between Hagerstown and Baltimore Washington International Airport. Airport Director Phil Ridenour told the Herald-Mail that the loss of the subsidy and Sun Air's services would reduce airport income by about \$30,000. In other Hagerstown news, the airport will receive a \$1 million FAA grant to fund improvements to its taxiways and other infrastructure projects, and the \$6 million Rider Jet Center FBO facility is expected to be completed in the fa

the City of Frederick is seeking applicants to fill a vacancy on the Airport Commission that oversees **Frederick Municipal Airport**; the deadline for applications is May 30. See <http://www.cityoffrederick.com/index.aspx?NID=726> for more information.

A Prince George's paramedic, Anthony Taylor, was honored during the county's 37th annual Public Safety Valor Awards for his response to an accident at **Bowie Freeway Airport** in September 2013, which is credited with saving the life of one of the aircraft's occupants.



ProJet Aviation – a GWBAA member and FBO at **Leesburg Executive Airport** – recently earned the #2 ranking for FBOs in the eastern region in the fifth annual FltPlan.com Pilots' Choice Awards. In a statement, Julie O'Brien – ProJet's Director of FBO Operations – said that: "This huge honor is a direct reflection of the confidence placed on us by pilots and passengers flying to and from the DC Metro Region. We look forward to continuing the trend of earning our clients' trust and exceeding their expectations."

A Robinson R22 helicopter crashed at **Frederick Municipal Airport** on May 1; no injuries were reported. Additionally, the pilot and two passengers aboard a balloon were killed as a result of an accident at the Mid-Atlantic Balloon Festival in Virginia on May 2, and a Beechcraft Bonanza crashed upon landing at **Shenandoah Valley Regional Airport** on May 24, without injuries. As always, fly safely!

Upcoming Events

May 29: National Aeronautic Association Robert J. Collier Trophy dinner at Reagan Washington National Airport. For more information, please visit <https://naa.aero/events/upcoming-events>.

May 30: Aero Club luncheon featuring Michael Toscano, President and CEO of the Association for Unmanned Vehicle Systems International at the Capital Hilton. For more information, please visit <http://www.aeroclub.org/events/>.

May 31-June 1: Virginia Regional Festival of Flight at Suffolk Executive Airport. For more information, please visit <http://virginiaflyin.org>.

June 4-7: Maryland Regional Aviation Conference in Frederick, Maryland. For more information, please visit <http://www.marylandairportmanagers.org/conference>.

June 11: National Aeronautic Association luncheon featuring Major General Charles Bolden, Jr., the NASA Administrator, and the presentation of the 2014 Henderson Trophy, at the Crystal Gateway Marriott. For more information, please visit <http://naa.aero/events/upcoming-events>.

June 17-18: MedAire will offer “Management of In-Flight Illness and Injury” courses at Dulles Jet Center. The instructors are active flight nurses and paramedics who will address how to respond to the most serious, as well as the most likely, in-flight medical events. The courses include AED/CPR certification. For more information, please contact Gerri Kania, gerri.kania@medaire.com, (860) 620-9295).

June 17-19: FAA-EASA international aviation safety conference. For information, please visit http://www.faa.gov/news/conferences_events/2014_us_eu/.

June 24: Aero Club luncheon featuring Richard Anderson, CEO of Delta Air Lines at the Capital Hilton. For more information, please visit <http://www.aeroclub.org/events/>.

June 24: Royal Aeronautical Society presentation on Global Flight Tracking at the O'Melveny & Myers Conference Center. For more information, please visit <http://www.raeswashington.org>.

June 26: International Aviation Club and Aviation Week annual L. Welch Pogue award dinner, honoring Peggy Gilligan, the FAA's Associate Administrator for Safety. For more information, please visit <http://www.iacwashington.org>.

September 11: Please hold this date for GWBAA's annual golf tournament at the 1757 Golf Club - details are now available at <http://2014gwbaagolf.eventbrite.com>.

About GWBAA

GWBAA President Paige Kroner of Signature Flight Support (paige.kroner@signatureflight.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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