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September 28, 2015

## **GWBAA Networking Lunch, Golf Tournament Wrap-Up, IAD Runway Closure, and More**

### **GWBAA Networking Lunch at Dulles Jet Center**



Please join us for a free informal networking lunch at Dulles Jet Center (23800 Wind Sock Drive, Dulles, VA 20166) on Wednesday, September 30, 11:30am-1pm. Meet colleagues from the area and win a few prizes! (Many thanks to our sponsors for the event - Welsch Aviation and Jet Linx.)

### **Eleventh Annual GWBAA Golf Tournament Benefits Aviation Charities**



On September 10, GWBAA hosted its eleventh annual golf tournament at the 1757 Golf Club. Sponsors and golfers came out to support GWBAA, the Aero Club Foundation of Washington, and the Corporate Angel Network. GWBAA raised \$2,500 for the Aero Club and \$3,000 for Corporate Angel Network. Rain came in quickly at the end. Some golfers headed in to avoid getting soaked while others were committed to finishing the course. A compilation of photos can be found on our [Facebook](#) page. We thank all the volunteers, sponsors, and golfers who made the day possible, and we look forward to next year. If you have any suggestions, recommendations, or



- Optimal North Operation: Arrive Runway 1L and 1C; depart Runway 1C (arrival rate of 64). Note that a 4-mile final to Runway 1C will be needed to accommodate 1C departures. Runway 30 departures will be reduced due to the impact on Runway 1C arrivals.
- Optimal South Operation: Arrive Runway 19R and 19C. Depart Runway 30 (arrival rate 60).

Arrival delays in excess of 30 minutes are possible during heavy peak traffic periods. Departures may also experience delays due to increased taxi time requirements. During times of peak air traffic demand, ATC traffic management initiatives may be needed. These initiatives include mile-in-trail restrictions, possible ground stops, and short-term ground delay programs.

### FAA General Aviation News



The September-October edition of the FAA's newsletter for general aviation is now available at [https://www.faa.gov/news/safety\\_briefing/](https://www.faa.gov/news/safety_briefing/). The theme of the issue is "All Things IFR" - with articles about instrument flight training and currency/proficiency, as well as topics such as recognizing the causes of spatial disorientation, how steam gauge instruments work, and an interview with FAA Deputy Administrator (and private pilot) Michael Whitaker.

### Regional News Round-Up

The FAA has proposed to greatly expand restricted airspace along the Eastern Shore of Virginia, near the **Wallops Island Flight Facility** (for UAVs). This has potential consequences for business aviation, which is a frequent user of airspace in that vicinity. Comments are due on October 28; to review the FAA's proposal and to submit comments, please visit <http://www.regulations.gov/#!docketDetail:D=FAA-2015-2776>.



On September 12, **Culpeper Regional Airport** officially opened its renovated terminal, originally built in 1969. "When people fly into Culpeper, this is your front door," said Randy Burdette, executive director of the Virginia Department of Aviation after Saturday's ceremony. "This facility is your curb appeal. It's your first impression, and you only get one chance to make a first impression." The \$687,000 project was funded by government grants. Construction also is in progress on 32 new hangars.

AOPA is continuing to oppose the rezoning of Renn Farm near **Frederick Municipal Airport**, out of concern that residential development would be inconsistent with the airport.



The Hanover County, Virginia Board of Supervisors by a 5-0 vote has approved the expansion of **Hanover County Municipal Airport** by allowing 25 acres of land to be used for additional hangars and other development. The expansion is consistent with a master plan adopted by the airport in 2002; all 54 of the existing t-hangars are leased, and on average 96 flights operate daily, with 20-30 of them being corporate jets.

**Cambridge-Dorchester Regional Airport** has been awarded a \$2.2 million FAA grant to expand the main runway.



The Charles County Planning Commission approved recommendations from a land use study for **Maryland Airport**, which generally would authorize its growth, although with some limitations, including to only allow aviation businesses within a 3-mile zone around the airport.

A disaster drill will be held on October 1 at **Shenandoah Valley Regional Airport**, and the airport is seeking volunteers to play the role of casualties. For more information, please visit [https://www.csems.org/events/shd\\_drill/](https://www.csems.org/events/shd_drill/).



An article published by AIN Online discussed the restrictions that continue to limit business aviation at **Ronald Reagan Washington National Airport**; there are an average of 7 flights per day, down from 122 per day pre-9/11. TSA recently missed a deadline to respond to a proposal that armed security officers no longer be required for flights at DCA. To read more (including from Mary Miller, Signature/BBA

Aviation's Vice President of Industry and Government Affairs and a former GWBAA board member), please visit <https://www.ainonline.com/aviation-news/business-aviation/2015-09-16/dca-still-quiet-after-10-years>.

For GWBAA members that are also NBAA members, the most recent issue of NBAA's recent **Business Aviation Insider** includes a short profile of GWBAA, as part of a regional update. Please visit <https://www.nbaa.org/member/news/insider/2015/09/business-aviation-insider-201509.pdf#page=10>.

A Cessna 150 that had departed **Clearview Airpark** bound for **Leesburg Executive Airport** landed in a field in Mount Airy, Maryland on September 18 after experiencing engine trouble. As always, fly safely!

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## Advocate for Business Aviation

A new FAA funding bill is expected to be under consideration by Congress soon, and it is important that the voice of business aviation - and not just airlines and other interests - be heard on Capitol Hill. NBAA makes available tools for contacting members about pending issues (see <http://capwiz.com/nbaa/home/>) and also information about the importance of airports and business aviation that can be used "in the field" (see <https://www.nbaa.org/business-aviation/fact-book> and <https://www.nbaa.org/ops/airports/handbook>).

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## Upcoming Events

**September 30:** Please join GWBAA for a free informal networking lunch at Dulles Jet Center (23800 Wind Sock Drive, Dulles, VA 20166) on Wednesday, September 30, 11:30am-1pm. Meet colleagues from the area and win a few prizes!

**October 9:** International Aviation Club luncheon featuring Robin Hayes, president and CEO of JetBlue Airways. For more information, please visit <http://www.iacwashington.org/Events.aspx>.

**October 21:** Aero Club luncheon featuring FAA Administrator Michael Huerta at the Capital Hilton. For more information, please visit <http://www.aeroclub.org/events/>.

**November 6:** Committee for Dulles 49th anniversary black tie gala. For more information, please visit <http://www.committeefordulles.org/events/annual-gala/celebrate-dulles-2015/>.

## **About GWBAA**

GWBAA President Greg Kinsella of Jet Linx ([info@gwbaa.com](mailto:info@gwbaa.com)) and GWBAA Secretary Jol Silversmith of Zuckert, Scoutt & Rasenberger, LLP ([jasilversmith@zsrlaw.com](mailto: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 Greg or Jol.

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