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GWBAA Celebrates the Holidays

Annual Holiday Gathering Held at Landmark Aviation IAD



Thank you everyone who joined us at our annual holiday party on December 3rd, held at Landmark's Dulles FBO! We had a great crowd to mingle with and delicious food and drinks to go around. (Even bigger thanks to the companies that provided prizes for the raffle drawing.) We look forward to seeing members, new and old, at events in 2016.

DC Pilot's Perspective



Fellow DC area aviators,

This month's topic is JYO IFR operations as they relate to IAD operations and Potomac TRACON.

History

In the recent past Potomac Consolidated TRACON (PCT) would stop IFR departures at IAD (RWYs 1L, 1C, 1R and 30) for 6 minutes when they needed to accommodate an IFR departure from RWY 17 at JYO. This was due to the fact that IFR departures from RWY 17 at JYO are basically pointing directly at IAD and would be flying right into the face of their north departures. All aircraft perform differently and occasionally this traffic conflict caused problems, so they implemented this procedure. I believe that even through the most parochial of glasses, it is obvious that this was not a reasonable or efficient procedure as somebody always had to take a delay.

Corrective Action

The FAA set out to address this shortcoming in their Letter of Agreement between PCT and IAD tower. This LOA nullifies the requirement to always stop north departures from IAD to accommodate an IFR departure from JYO RWY 17 (RWY 35 is not an issue). This is good news for everyone as departure holds are never popular. The LOA delineates 4 steps to be followed by PCT and IAD when an aircraft wants to depart IFR from RWY 17 at JYO:

- a. PCT must advise IAD of a release request off JYO RWY 17.
- b. PCT and IAD will coordinate the last unrestricted IAD departure and its heading to be used prior to the release of the JYO RWY 17 departure.
- c. IAD will restrict RWY 30 departure headings to no further north than heading 280.
- d. PCT will notify IAD when to resume normal departure headings.

Current Situation

This is a straightforward alternative to stopping departures at either field and therefore minimizes the impact to the customer. This procedure is in place now. That being said, departures at either airport could still be stopped if the situation dictates, as integrating JYO operations into the multiple traffic flows in and around IAD and the Washington Metroplex as a whole is still very challenging. Each operation is governed by multiple variables which may appear to make operations inconsistent. The simple truth is that they *are* inconsistent. This is not due to fault by any individual or entity, but generally due to the varying nature of circumstances involved in dense and highly controlled airspace with widely disparate aircraft types and performance that has inconsistent traffic saturation. Add in some weather and things can get really complicated.

What Can We Do

I spent a couple of hours at Potomac recently speaking with controllers there to see what their thoughts were about JYO operations. They were very supportive and were legitimately interested in the dialog to try and help increase awareness. Their suggestions for us to help streamline our operations follow:

- No one will be surprised to hear that they strongly encourage us to use RWY 35 whenever possible. It minimizes separation issues for them and thereby gets us off the ground faster.
- Departing or arriving JYO at times other than the major bank times at IAD is also a really good idea if you have any input to the time of your operation. Afternoons and early evenings are heavy at IAD and should be avoided if possible.
- Make sure your flight plan contains accurate RNAV / PBN capabilities and or equipment codes. This is a common problem and when present, one that doesn't play nicely with the FAA's ERAM computer system which decides what routing to give you. The routing calculations happen within ERAM and it is not immediately apparent to controllers why it may be giving you a certain routing or causing a delay. Improper or missing codes end up being

responsible for a number of route problems and delays when investigated after the fact. This happens more often than it should which is why I encourage everyone to get with your flight planning service provider and verify that they have the correct codes in your profile. This could save you many headaches and possible delays if you catch an error.

Summary

JYO is a great airport in an unfortunate location. It is very busy and will soon (hopefully) increase its capabilities with the introduction of the first automated tower in the U.S. Operations from this airport will always be tricky, but continued cooperation and engagement from GWBAA, NBAA, AOPA, PCT, IAD, and the Virginia Department of Aviation has the potential to make significant improvements to operations at JYO. One thing everyone agrees upon is that safe and efficient operations at JYO are critical. We will continue to be actively engaged and promote those priorities and the interests of our membership.

Happy Holidays.

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Congressional Hill Update



Congress has passed a short-term FAA funding bill, which funds the agency through May 31, 2016 - but this only delays debate over long-term questions. It is important that the voice of business aviation - and not just airlines and other interests - be heard on Capitol Hill. NBAA offers 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 both <https://www.nbaa.org/business-aviation/factbook> and <https://www.nbaa.org/ops/airports/handbook>).

Regional News Round-Up

In November, GWBAA sent a letter to Montgomery County, in regard to recent discussion about the safety of **Montgomery County Airpark**, reminding the county of its obligations to continue to operate the airport and make it accessible on reasonable terms, based on the federal grants that it has accepted for the airport.

A renovated runway has opened at **Salisbury-Ocean City Wicomico Regional Airport**.



GWBAA members attended the 68th Wright Memorial Dinner hosted by the **Aero Club of Washington**. The National Aeronautical Association's Wright Brothers Memorial Trophy is awarded annually at the event to a living American for "significant public service of enduring value to aviation in the United States." The 2015 trophy was awarded to aerospace innovator and designer, **Burt Rutan**. Rutan is a world-renown aerospace engineer noted for his originality in designing light, strong, and energy-efficient aircraft. He designed the record-breaking Voyager, which was the first plane to fly around the world without stopping or refueling, and the sub-orbital

spaceplane Spaceship One, which became the first privately funded spacecraft to enter the realm of space twice within a two-week period.

GWBAA members also attended the holiday luncheon hosted by the **Committee for Dulles**. The guest speaker was the Manager of **Washington Dulles International Airport**, Christopher Browne. Browne provided an update on the progress made with the customer service at the airport, significant improvements in concession options and a detailed update on the Metrorail project. The good news is cost per passenger at the airport is coming down and revenues are increasing reversing the opposite trend of prior years. Of the approximately 21 million passenger enplanements per year at IAD, more than a third are for international traffic, which continues to grow.

Emergency landings without injuries occurred at both **Tipton Airport** and **Salisbury-Ocean City Wicomico Regional Airport** on November 21, and two men were injured in an accident at **Kentmorr Airport** on November 28. As always, fly safely - and best wishes for the new year!

Upcoming Events

January 11: Aero Club luncheon, featuring Dave Voos, Project Wing Lead, Google, at the Capital Hilton. For more information, please visit <http://www.aeroclub.org/events/>.

January 19: National Aeronautic Association luncheon featuring Richard Aboulafia, speaking on the "Aviation State of the Union," at the Crystal Gateway Marriott. For more information, please visit <https://naa.aero>.

February 3: Aero Club luncheon, featuring Peter Neffenger, TSA Administrator, at the Capital Hilton. For more information, please visit <http://www.aeroclub.org/events/>.

May 5: Save the date for GWBAA's safety standdown. For more information, please visit <http://www.eventbrite.com/e/2016-gwbaa-safety-standdown-tickets-18685697424>.

September 8: Save the date for GWBAA's golf tournament. For more information, please visit <http://www.planmygolfevent.com/28435-GWBAAGolf/>.

About GWBAA

GWBAA President Greg Kinsella of Jet Linx (info@gwbaa.com) and GWBAA Secretary Jol Silversmith of Zuckert, Scutt & Rasenberger, LLP (jasilversmith@zsrllaw.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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