

Virginia Helicopter Association

2006 July

The meeting was called to order at 2:30 pm by Bob Reid at the upstairs conference room of Williamsburg Airport (KJGG).

Bob welcomed everyone and opened the meeting with a discussion of the VHA logo. A sheet of four logo designs was circulated and the group voted on them with a check mark. The red and blue design was a clear favorite.

Dave Hynes of Hampton Roads Helicopters then presented a class on the Washington DC Air Defense Identification Zone (ADIZ). The key points of the lesson were as follows:

- Review the Terminal Area Chart and keep it with you if you'll be operating in the area.
- Even if cleared, be especially careful of the Flight Restricted Zone (FRZ) or 'freeze'. NO FLY, even with a clearance.
- Use the Leesburg FSS as a resource. They are the experts on getting in and out of the ADIZ. Direct phone is 866-225-7410.
- A "DC ADIZ Flight Plan" is required for operations within the ADIZ. It has similarities to, but is not the same as a regular flight plan.
- Entry and destination are the main concerns versus a normal flight plan.
- Entry into the ADIZ from the south is the Brooks VOR (SW) or the WHINO intersection (SE).
- An ADIZ flight plan DOES NOT clear you into the Washington Class B airspace. That requires a separate clearance.
- Programming ADIZ entry points into your GPS as named waypoints for entry areas is a great help in navigating.
- Once filed, activate your ADIZ flight plan by calling Potomac Approach. If unreachable, try Quantico Approach or Patuxent Approach and request "activate ADIZ flight plan on file". DO NOT ENTER UNTIL THEY GIVE YOU CLEARANCE.
- The controller will assign a frequency and squawk code. KEEP THESE ALL THE WAY TO THE GROUND AND UNTIL YOU SHUT DOWN. If you have a second comm. radio, tune it to 121.5 during your time in the ADIZ and monitor in case a controller is attempting to reach you before intercept aircraft are dispatched.
- If you stray out of the ADIZ, you may not re-enter without a new clearance.
- Your ADIZ flight plan is closed automatically upon your arrival at your destination.
- When leaving the ADIZ, get your clearance before taking off via radio or direct phone line. It's a good practice to ask for the direct phone line before completing the flight so you can speak directly to a controller before you leave.
- Make a radio call when clear of the ADIZ. Don't change frequencies or squawk code until the controller instructs you to do so.
- Ask Leesburg FSS regarding details about your destination airports, especially fringe airports. Some have special codes or blanket clearances with limitations, ie (Bay Bridge, SQ 1227; Kentmore SQ 1233).
- If your destination is an off airport site, make it clear to the briefer and controller. Get an exact address and plot it using lat/longs to ensure it is not within the FRZ.

--Some TFRs remain uncharted. CHECK EVERY TIME (ie VP residence at St Michaels). If you do have a mishap, at least you'll be on record as having made the effort to gain all available information before the flight.

Bob then introduced the guest speaker, Dave York of HAI in Alexandria, Virginia. Mr. York gave an overview of HAI's history and charter and said that he thought organizations such as VHA were an excellent idea. Dave explained that part of HAI's mission was to act as an aggressive advocate for helicopter operators for keeping airports and heliports open, keeping off site landing locations available, and opposing regulations that limit the use and enjoyment of helicopters. As part of this, HAI has developed an initiative to pre-vet helicopters and pilots for the Department of Homeland Security to have a ready pool of aircraft and operators in time of a national emergency as first responders. Additionally, HAI has worked aggressively to provide weather, radar, and communications facilities for helicopter operators in the Gulf of Mexico. Finally, HAI is also working on an International Operator safety initiative to reduce the number of helicopter accidents. The program is still in the data collection phase, but much productive information is expected from the analysis and recommendations.

Bob then opened the floor to questions and comments regarding the bylaws of VHA. Bob suggested incorporating for liability reasons and volunteered to begin the work on the project. There was some discussion of the need to incorporate, get legal advice, have a tiered membership system, or a dues structure. The outcome was that the VHA would be left organizationally loose for now, but that Bob would contact other state helicopter associations to request information on their bylaws and structure and for advice. A suggested dues rate of \$100 per year met with general agreement by those present, but a more firm decision was left for a future meeting. The next meeting was set for 6 August 2006 from 2-4 pm at the upstairs conference room at Williamsburg Airport (KJGG).

There being no further business, the meeting was adjourned by Bob at 4:00 pm.