



The FAA Funding Debate What it Means to GA?



They're back! The airlines are back at the feed trough of the American tax payer...again.

Following 9/11 the airlines were given a five billion dollar government grant. They don't have to pay it back. The tax payers gave it to them, a **five billion** dollar bail out. The taxpayers also gave them **ten billion** dollars in federal loan guarantees. That means that if they don't pay the loans back that we American citizens will take the financial blow. We are paying their war risk insurance and some airlines have defaulted on pension plans, shifting that burden onto the taxpayer.

Some are bankrupt, some have been bankrupt, and some have been bankrupt more than once. With only a couple of exceptions the airline industry is not the place to look for well managed companies. In spite of the record, they are back at the trough with no shame or humility.

They have a new plan for turning taxpayer money into red ink.

In alliance with the Air Transport Association (ATA) they are maneuvering to put themselves in control of the ATC system and to pass two billion dollars of the costs of running the system, from them, to us, business aviation.

What can we do about it?

SAABAA and NBAA joined forces recently in an effort to

influence congress to fund the FAA and the air traffic control system in a way that is fair and equitable for all users. Federal funding for FAA and for other federal entities is determined by congress in ten year cycles. Funding for the current FAA cycle will expire in October of this year, 2007.

Steve Brown, Senior Vice President Operations for NBAA, detailed ATA objectives at a recent dinner presentation sponsored by SAABAA. The event targeted San Antonio business and civic leaders. They are the folks who can be most effective in causing the point of view of business aviation to be seriously considered by congress.

According to Mr. Brown, the ATA agenda is to:

1. Transfer 2 billion dollars of the cost of maintaining the ATC system to business aviation in the form of user fees.
2. Transfer control of the ATC system from congress to the airlines.

In essence, they run it and we pay for it. Such a decision would significantly impact the costs of operating business aircraft. More ominous is the ATA initiative to remove the ATC system from the control of congress in favor of a governing board that would be dominated by airlines.

Targeting business and civic leaders is a new approach by NBAA in its effort to represent the interest of the busi-

ness aviation community. In light of the enthusiastic response to the meeting NBAA is considering the format for a broader campaign.

NBAA's position is grounded in the principal of abundance. Contrary to the ATA's position, the goal of business aviation is not to put the airlines out of business but to help create and fund a modern ATC system that can serve all segments of aviation, safely and equitably.

Business aviation believes that it needs the airlines. It would like to help that sector realize that it needs business aviation as well. Each sector is vital to the nation's economy and each sector will prosper most when both prosper.

Until airline management recognizes that truth, business aviation is in a battle. We urge you to contact your federal elected representatives. Visit the NBAA web site. NBAA has made it a very simple process to make an appropriate contact. Most important, educate your company's top management to this vital issue. Encourage them to involve your company's government affairs professionals.

We are enjoying a period of growth and prosperity in business aviation that is unprecedented. Let us not allow it to fly away, through clouds of complacency.

Special points of Interest:

- * Wright Flyers Welcomes Students from China
- * Speed restriction in London TMA
- * SAABAA Reaches Out
- * New Custom Info
- * Passport Requirements
- * Clarification on ADA driving requirements
- * Airspeed Aviation Television





Wright Flyers Academy Welcomes Students from China

San Antonio based Wright Flyers Academy will train 30 student pilots from the Peoples Republic of China during the first half of 2007. The English-speaking students will leave San Antonio with their FAA Commercial Certificates and Instrument Ratings. Once back in China, they will complete their advanced training under the auspices of their airline employers.

Recognizing that the demand for Chinese airline pilots far exceeds the capacity of Chinese flight schools, Wright Flyers applied for and received flight school certifi-

cation last year from the Civil Aviation Administration of China (CAAC). Wright Flyers Academy is the only flight school in Texas, and one of only five schools in the U.S. offering CAAC approved *ab initio* pilot training.

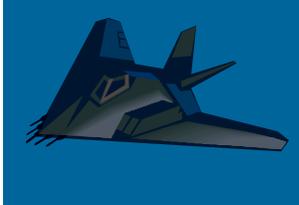
Rand Goldstein, President of Wright Flyers Academy, visited Chinese customers and prospects in early January. Although it takes an entire day to get to China, Continental Airlines offers one stop service to Beijing through Newark. "The people were welcoming, the sites incredible and the food

fantastic, although I wasn't always sure what I was eating," said Goldstein. While in China, he visited airline prospects, a major flight training academy south of Beijing and the U.S. Embassy. Goldstein added that "Even though China represents a major growth opportunity, Wright Flyers Academy remains a U.S. flight school dedicated to providing our U.S. customers the best professional and recreational pilot training available anywhere."



Permanent Introduction of the 250 Knot Departure Speed Restriction in the London TMA

January 16, 2007



Permanent Introduction of the 250 Knot Departure Speed Restriction in the London TMA

After a 9 month trial to assess the operational impact of adhering to the 250 knot departure speed restriction below FL100 on SIDs from Heathrow, Gatwick, Stansted, Luton, London City and Northolt airports, it has been decided to introduce the trial as a permanent procedure. All aircraft will be expected to maintain

250 knots on departure, but pilots may request a higher speed for operational or safety requirements only. For more information, contact NAT's Richard Schofield at rich-



SAABAA Reaches Out

Bobbie Scott (Holt Hangar) and Janet Allen (USAA Hangar) had the opportunity last December to speak on behalf of SAABAA to a group of high school seniors who are participating in the Aero Space Academy Program through St. Phillips College.

The physical address was on Pat Booker Road and neither of us being familiar with the area, goggled a map, left early and found the place right away. When we entered the classroom it was

like 35 expressionless faces staring at us. We were surprised to find that all the students in this classroom were taking courses for the A&P License. We rolled on.

We were supposed to speak for 20 minutes. Because of our early arrive, we were allowed a longer time frame. We spoke of aviation in general and then SAABAA specifically and finally our SAABAA scholarship. By the time, we left; we had made some new friends and found some common ground.

At the beginning of the pro-

gram, Bobbie Scott had stated that she had been in aviation for 40 years and had a passion for the industry. During the question and answer period, it was asked, "How OLD are you?" Well, kids, time is up.

We will have to get to that question at another time.

It was a most rewarding experience for both Bobbie Scott and Janet Allen.



Now this is a real pilot. After 22 years with USAA flight department, William J. (Bill) Hodde retired on January 19, 2007 as the Director of Flight Operations.



Bill started his flying career when he received his wings and commission through the Marine Aviation Cadet Program and was designated a Helicopter pilot in June 1966. Bill

served our United States of America as a Marine for six years and completed a combat tour in Vietnam from April 1967 to May 1968. If you have not encountered the loyalty of a Marine to his country and his friends, well you haven't met Bill Hodde. Bill completed his Military service as a flight instructor at the Naval Air Basic Training Command in Pensacola, Florida.

On March 5, 1980 while flying as a test pilot for Gulfstream Aerospace, Bill set several world records in general aviation flying which he holds to this day. Among those records are: Class C Aeroplanes: Sub-Class C-1k (Landplanes: take off weight 25,000 to 35,000 kg)

Turbo-jet, Course Geneva Switzerland to Boston Massachusetts. Record for Speed over a recognized course: 803.40 km/h; 801.99 km/h; Altitude in horizontal flight without payload: 15,850 m; and 788.02 km/h.

Bill's 31 years in corporate aviation has allowed him to accrue over 15,000 hours of flight time. He holds an Airline transport pilot license with type ratings in the Gulfstream II, III and IV, Citation 650 with Commercial privileges in the Boeing 107 and Sikorsky 58 helicopters. Bill gained vast international flight experience serving as PIC with American Express Company and Gannet News Company. Bill began his USAA career in 1984 when USAA purchased its first airplane: A Gulfstream III. Bill has been instrumental in the entire development of the USAA flight department.

Bill attended the University of Delaware at Newark, Delaware. He completed the University of Virginia Darden Graduate School of Business Administration and Developing Leadership

Capability in the Corporate Aviation Function. He also held the position of Chairman of the Airports/Heliports Committee for the NBAA and was a member of the San Antonio Airport Technical Advisory Committee. Bill was one of the founders of the San Antonio Area Business Aviation Alliance (SAABAA). In 2002, the NBAA awarded Bill the coveted Silk Scarf Award for his contribution to aviation.

We congratulate Bill on a remarkable career in Aviation but more than that we congratulate him on a remarkable life as a good guy. Bill is one of the people we all look up to, rely on and are happy to count as a good friend. Bill plans to continue working in something challenging and will be surrounded by his wife, Ginger (who also has an aviation career with Zachry Flight Operations) and their 4 children and 4 grandchildren. Aviation will miss Bill's every day dedication but we know where ever Bill lands, he will be successful.

Update on Passport Requirements

As of January 23, 2007, anyone entering the U.S. by air must have a passport. There has been some confusion concerning the new rule due to the cruising industry successfully delaying the passport requirement until January 2008 for those entering the U.S. by sea. The passport requirement for entry by land has also been delayed until January 2008.



New Custom Info

Beginning November 2006, San Antonio is no longer a port of entry. Instead, it is now a landing rights airport; meaning, you now need an over flight exemption letter to allow you to enter San Antonio as your first landing in the U.S. The change occurred when Representative Lamar Smith did not file the paperwork to maintain San Antonio as a port of entry. Word is that his office is now working to correct the situation and return San Antonio to its original status as a port of entry airport. No timeline for the correction has been announced.

AIRSPPEED AVIATION TELEVISION

We are excited to inform everyone that Airspeed Aviation Television will air on “My35TV – KMYS” Channel 35 (Cable Channel 7) every Wednesday starting January 24, 2007 at 7:00A.M.

Airspeed TV is a 30 minute weekly Aviation Television show that will encompass different aspects of aviation from Experimental, General Aviation, Military, Commercial, Engineering, FBO’s, Aviation Promoters, and Innovators of Aviation. This first show will cover three (3) flight schools in the San Antonio area as well as the first of three (3) parts on the “Alamo Area Aerospace Academy.” This will be seen in twenty-five (25) different counties around the San Antonio Area.

We would like to invite you to watch our show and experience aviation from our point of view.

Our website, although under construction, is operational. Please feel free to contact us at anytime for whatsoever reason.

Respectfully,

Joseph R. Gutierrez
Airspeed Aviation Television Corp.
Chief Operating Officer
Executive Vice-President
210.412.4554
jrgtz@airspeedtv.com
www.airspeedtv.com

We're on the web!
www.SAABAA.org

On Behalf of Chief Bruner, the following point of clarification is provided with respect to driving requirements within the SIDA and AOA.

Greetings to all,

The AOA non-movement driver's license standard ONLY applies to motorized vehicles WITHIN the SIDA and AOA but **OUTSIDE** the tenant company leasehold.

The Aviation Department is currently reviewing driving requirements within the tenant company leasehold area, and will provide addi-

tional information as soon as a comprehensive policy for tenant leasehold areas is complete.

Please accept our apologies for any inconvenience this issue may have created for your tenant operations.

Thanks, Charles.

Charles Hampton Jr.
Management Analyst
SAT Airport Police Division
ph: (210) 207-3552
fax: (210) 207-3580

