

SAABAA

San Antonio Area Business Aviation Alliance

Opportunities is Knocking

Some people are blessed with abundance of natural talent, I have not been so fortunate. My life has been about seizing on opportunities that I have been given and making the most of them by hard work and practice. The old saying goes "that opportunity only knocks once", one of my late friends and mentors put a spin on the saying and said, "Sometimes it doesn't knock but it only taps lightly, if you are not listening you might miss out".

Our flying jobs do become somewhat routine, and that is what we hope for. Most of us will never, in our flying careers, be able to show how well we are trained to handle and emergency and that will be just fine. We are glad to be able to settle in to a comfortable routine



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in most of our trips, we have to look for opportunities to make them more interesting. Last week on one such trip we were able to see a natural phenomenon that if we had not been looking might have passed us by. It was the Northern Lights, and I can tell you for FL 400 over rural Pennsylvania this was a rare opportunity. Only one other plane during our 2 hour flight mentioned seeing it, I guess most everyone else was in their routine, comfortable and content to get from A-B.

SAABAA is at a point where we need to look for opportunities to make it something special in the business aviation world. We are fortunate to have members from all aspects of general aviation. Now is the time to take advantage of this diverse expertise and move this organization to new heights of service to our members and our community and to the NBAA. The club has been operating in a routine mode for quite some time now. There have been a few key people that have helped this organization to literally survive. It is now time for the rest of us to step up and help this group to move

past the routine survival mode and into a leadership role for all of the component clubs of the NBAA.

Opportunities are numerous for us with SAABAA, we need more members, more programs, more involvement with the City of San Antonio, with the airport police, the TSA, Customs and Border protection and the US Armed Services.. We could expand our membership to the adjacent airports, Stinson, Boerne Stage, New Braunfels, San Marcos, Seguin and probably many others. We have the potential to establish a perpetual foundation for the scholarship program where this money can be given each year and fund educations for many years after any of us are involved with SAABAA.

I would like to challenge everyone to not be content with business as usual and to look for opportunities to get involved with SAABAA. Don't be afraid to express your ideas for new things with our group. Lets all try to do things that will help this club continue to be a force in Business Aviation after we are no longer involved. Opportunity is knocking, do you hear it?

January 2007

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Special points of interest:

- Knocking down barriers in our aviation community
- www.levelbust.com
- The FAA is pre-processing additional changes to part 145 repair stations
- Answer the door opportunity is knocking

IS-BAO Workshop Scheduled for San Antonio, TX

The International Business Aviation Council (IBAC) is holding an IS-BAO Workshop in San Antonio on January 30, 2007. The IS-BAO is an industry code of practice that was developed by the business aviation community for the benefit of the industry. The NBAA played key roles in this development process.

The IS-BAO is designed to help flight departments worldwide achieve a high level of safety and professionalism. It follows the principles of ISO-9000 (the international quality standards series), and

has an operator SMS as its cornerstone. It contains a set of performance-based standards and guidance material that helps business aircraft operators develop or upgrade their safety management system, including management structure, training programs, operating procedures, operating manuals, and more. An IS-BAO brochure can be downloaded at <http://www.ibac.org/is-bao/support/9X7%20F%20booklet%20e-version%201.pdf> and

more information is available on the IBAC web site at <http://www.ibac.org/is-bao/isbao.htm>.

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The SMS model that is included in the IS-BAO guidance material was specifically developed for business aviation operators. The IS-BAO Workshops are designed to assist operators, who are implementing, or considering implementing, the IS-BAO. They open with a presentation of background and general information on the IS-BAO. This session is followed by a detailed discussion of the IS-BAO standards and how an operator can go about implementing them. Subsequently, time is spent discussing

The FAA also proposes additional changes critical to maintaining safety.

Important changes proposed for Part 145 Repair Stations

The FAA proposes to amend the regulations for repair stations by revising the system of ratings and requiring repair stations to establish a quality program.

The FAA also proposes additional changes critical to maintaining safety. These include requiring a repair station to maintain a capability list, designating a chief inspector, and having permanent housing

Send comments identified by Docket Number FAA-2006-26408 using any of the following methods:

ADDRESSES: You may send comments identified by Docket Number FAA-2006-26408 using any of the following methods:

- *DOT Docket Web site:* Go to <http://dms.dot.gov> and follow the instructions for sending your comments electronically.
- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- *Mail:* Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.
- *Fax:* 1-202-493-2251.
- *Hand Delivery:* Room PL-401 on the plaza level of the Nassif Building, 400 Seventh Street, SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Comments must be received by March 1, 2007.

INTERNATIONAL INFORMATION

For flight crews operating in the UK environment the below information should be helpful. Also, the website <http://www.levelbust.com> has a lot of great operational information.

NATS Survey Highlights Need for Flight crews to include Cleared Flight Level on Initial Contact

NATS has recently conducted a seven day RTF survey at the four ATC centers in the UK and at the 15 airports where NATS provide ATC services. The survey was aimed at determining how frequently air traffic controllers have to confirm a cleared level because this has not been included in the first transmission by a pilot and how often they detect and correct an incorrect pilot read back of a level change clearance.

During the seven day survey period 1454 reports were collected. 73% of these reports involved a pilot failing to correctly state their cleared level on first contact with ATC. When pilots fail to report their cleared level on first contact the air traffic controllers are required to ask for the information which leads to additional RTF calls. 20% of the reports involve a pilot incorrectly reading back a level change clearance or stating an incorrect level on first contact.

By ensuring that the content of the first RTF exchange with each ATC sector contains the correct information and by ensuring that the read back of clearances is correct pilots can reduce the risk of a level bust occurring and assist in reducing frequency occupancy levels.

The following information is reproduced from the UK AIP GEN section 3.3.8 Air Traffic Services

Initial Call on Departure

9.1 Pilots of aircraft flying Instrument Departures (including those outside controlled airspace) shall include the following information on initial contact with the first en-route ATS Unit*:

- a) Call sign;
- b) SID or Standard Departure Route Designator (where appropriate);
- c) Current or passing level; PLUS
- d) Initial climb level (i.e. the first level at which the aircraft will level off unless otherwise cleared. For example, on a Standard Instrument Departure that involves a stepped climb profile, the initial climb level will be the first level specified in the profile).

On first contact following a frequency change

9.2 Unless otherwise instructed or where paragraph 9.1 applies, when changing communication channel to an ATC unit (including changes within the same ATS unit), the initial call on the new frequency shall include **aircraft identification and level only**.

When making such an initial call and the aircraft is in level flight but cleared to another level, the call shall include the **aircraft identification followed by the current level and the cleared level**.

When making such an initial call and the aircraft is not in level flight, the call shall include the **aircraft identification followed by the cleared level only**.

When making such an initial call and the aircraft has been assigned a speed, this information shall also be included.

When the ATC sector is an approach unit, typically denoted by the airport name and the suffix *Approach, Director or Radar*, the initial call by arriving aircraft must contain aircraft type information and the ATIS letter.

*First en-route ATC unit is the first frequency after the tower frequency irrespective of suffix i.e. London Control, Birmingham Radar, Luton Approach etc

**Important Meeting
January 29th 1800 LCL
Mezzanine Level Terminal 1**

We're on the Web!
[Wwww.SAABAA.org](http://www.SAABAA.org)

Steve Brown Operations Manager from NBAA will speak about some of the most pressing issues facing Business Aviation. This meeting is specifically designed for executive level management to help them better understand our business and the issues we face. The User Fee proposal continues to threaten Business Aviation; passing the cost of air traffic management system to us and simultaneously giving control of that system to the air carriers. We have a limited amount of space, so we ask that you invite one or two of the executives of your company along with a primary flight department liaison for this occasion. Dinner will be approximately \$40.00 a plate and a tour of the San Antonio Tracon and control tower will follow. This is a wonderful opportunity to share information with your Chairman, CEO, or CFO, as well as for them to meet with other local business and civic leaders. Please RSVP to sharon.garza@valero.com.

SAABAA Membership,

As we start another new year we continue to look for ways to improve your organization. A theme that we continue to hear from the membership are barriers. Barriers between flight departments, government organizations, vendors, management, technicians, pilots and most importantly barriers to communication. With your help SAABAA will be



knocking down the barriers this year by publishing a monthly newsletter. This will be your newsletter. We need your thoughts, ideas, concerns, operational, and safety information to share with your fellow members. We need to break down the barriers in our aviation community, we need to open the lines of communication, we need to grow the pie, we need to help each other become successful. You can do this by submitting your article to alexander.riedel@valero.com or you may drop it by the Valero hangar. Let's break down the barriers. Let's make 07 the year of communication. Let's challenge ourselves to get to know each other better.

On behalf of the SAABAA Board, Thanks in advance for your courage to share in the newsletter. Let's have a great 07.... together.



We need to break down the barriers in our aviation community.