

NorCal Business Aviation Newsletter: June 2013

Greetings Everyone,

I hope everyone enjoyed our May meeting with ARINC Direct and FlightRisk. I want to thank Jim Banville, Director of Sales, Western Region at ARINC Direct and his team for sponsoring our meeting. I also want to thank Christopher Conner, co-founder of FlightRisk who talked to us about a unique approach towards Risk Analysis. Christopher delivered a great presentation that made us think outside the box and consider qualitative, contextual risk assessment and how it would help us. Well Done!

July 9th, 2013

Our next meeting is scheduled for July 9th; doors open at 11:00 a.m. and will be held at the Atlantic Aviation/TWC Hangar at Mineta San José International Airport. The address is: 1162 Aviation Avenue, San Jose, CA 95110. Our primary sponsor is Gulfstream Aerospace.

Gulfstream plans to have both a G-280 and G-650 aircraft available at the meeting as static aircraft. I want to acknowledge and thank Gulfstream Aerospace as our sponsor, TWC Aviation as our host sponsor and Atlantic Aviation for providing us the wonderful venue. We expect a large, diverse crowd at this event so please RSVP with the link below as soon as possible and join us.

There is no charge for the meeting, but due to our location, we'd greatly appreciate an early RSVP for those interested in attending. It will help us with many decisions. Here's the link:

<http://events.constantcontact.com/register/event?llr=px599rkab&oeidk=a07e7pcxyxna0eed0c>

Here's a schedule of events for our July meeting:

11:00 a.m.	Doors open (aircraft open for viewing)
11:30 a.m.	Lunch is served
12:15 p.m.	Meeting begins
2:00 p.m.	Meeting ends

Parking for the event could pose a challenge to us so we're going to station people strategically to help our guests find a spot to park. I would like to encourage car-pooling as we do expect a large crowd. Here are some parking instructions.

Cars arriving from the South:

Cars arriving from the South along Coleman Ave should plan on entering the AvBase parking lot at the first driveway (closest to the old San Jose State complex). Please only use the spots facing Coleman Avenue. If the AvBase, Coleman Avenue-facing spots are taken, you will be directed to go to the parking lot in front of the Atlantic Hangar. The yellow parking lot barriers will be raised for the meeting.

Cars arriving from the North:

Attendees arriving from the North along Coleman Avenue should enter at the Aviation Avenue traffic light and then will be directed to park along Aviation Avenue.

NOTE: Parking is prohibited along the sharp curve between TWC and HP buildings so that fire trucks can make the turn.

Overflow Parking:

Overflow parking will be available at the Park N Fly parking lot directly across Coleman Avenue. There will be a fee required to utilize this parking lot.

Our discussion topic is: **Next Gen Aviation Mandates and How It Will Affect Operators**

Jim Gallagher, Director of Large and Mid-Cabin Sustaining and Technical Development at Gulfstream Aerospace will lead the discussion for us.

Mr. Gallagher is responsible for a smooth entry-into-service for all production models, including current production G150 thru G650. Also serving as Entry-Into-Service director, Gallagher is responsible for fleet management, which focuses on all aspects of customer satisfaction including aircraft dispatch reliability and availability.

In addition, Jim leads a number of technological initiatives. He oversees the company's Aircraft Health and Trend Monitoring System, the Fly-By-Wire program and manages the Gulfstream Cabin Management System (GCMS), which is installed on the G280 and G650 aircraft models. He also has led the implementation of the Gulfstream support system for PlaneConnect™ – a Gulfstream service that monitors aircraft health – and the Gulfstream Flight Operations Risk Management Service (FORMS).

“Next Gen Aviation Mandates and How It Will Affect Operators”

The growing number of aircraft operating in fixed airspace and airport environments worldwide has resulted in the need for additional technology to better manage air traffic.

These changes or *mandates* are being implemented in various parts of the world; however, different timing for compliance and equipment requirements amongst civil aviation authorities require operators to have detailed knowledge of the rules that affect them; their compliance windows; and the what effect the mandates will have on their aircraft.

Any operator with budgetary responsibility for operations should know and understand the impact of these requirements and how they relate to changes to their aircraft.

This presentation will endeavor to de-mystify the regulatory requirements and provide simple, straightforward advice on how to manage your aircraft and achieve compliance with the regulations in an efficient (i.e. less costly) manner.

August 13th, 2013

Our August 13th meeting will be back at Michael's Shoreline Restaurant and sponsored by our friends at Jet Aviation. Our content speaker will be Richard Walsh, Vice President of Global Aviation and

Travel Security Services at Hewlett Packard Flight Department. Richard's topic will cover: "Managing the Talent Pipeline in Business Aviation".

NCBAA Advocacy

NCBAA Mentoring Committee:

For membership development, the Mentoring Committee is seeking opportunities to advance our careers in business aviation. What opportunities would you like to see presented? If any ideas, please call Victoria Collom (408-234-3951) or write vcollom@flitelogistics.com to discuss possible suggestions. I look forward to our membership response. In August, we will present these career opportunities.

NCBAA Safety Committee:

The Safety Committee would like to open up for discussion any meeting topics you want to hear for 2014. Please contact our Safety Committee Chairman, Steve Rowell with ideas for 2014. We seem to get great feedback regarding our discussion topics and we want to keep the quality and diversity at a high level. Just a reminder to those thinking about this, we do not charge our content speaker to come talk to us. The Safety Committee vets the topics and makes recommendations for the approved topic list and sometimes who is the speaker. I want to encourage all of you to participate in this.

NCBAA Advocacy Committee:

U.S. Customs has recently announced a new, relaxed policy regarding U.S. Southern Border Overflight. Those operators used to updating their U.S. Customs Overflight letter regularly like I do will warmly welcome the new change. You still have work to do, but it's a whole lot less. Here's a link to an NBAA article describing the new requirements:

<http://www.nbaa.org/ops/intl/customs-regulatory/customs/20130617-cbp-updates-southern-border-overflight-exemption-process.php>

Some good news about Federal Excise Tax:

NBAA Advocacy Achieves Breakthrough on Federal Excise Tax Issue

NBAA last week welcomed action from the Internal Revenue Service (IRS) suspending tax assessments that could be applied to aircraft management companies during federal excise tax (FET) audits, giving the agency time to work with industry on additional guidance. "We applaud this decision by the IRS as it addresses an issue that has caused unprecedented concern about potential retroactive and future tax liabilities throughout the business aviation community," said NBAA President and CEO Ed Bolen. In a new article, NBAA Tax Committee Member John Hoover reviews the implications of this suspension on assessments, summarizes meetings and efforts by NBAA leading up to this suspension and discusses expected future guidance from the IRS. **Review the article.**

I look forward to seeing everyone at our next meeting on July 9th.

Fly Safe!

Brian Adamcik | NCBAA
Vice President | norcalbaa.org