

ALASKA AIR CARRIERS ASSOCIATION

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FEB 24, 2009

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Parcel Post Rates to Increase: Public Comments due Mar 2nd

The USPS is proposing what varies from a 3% to 34% increase in the rates for parcel post. The [rates](#) would go into effect on May 11, 2009. This drastic increase in rates could have significant impact on Alaska's rural communities.

You can write the Postmaster General or submit comments to [Docket R2009-2](#) before next Monday, March 2, the end of the 20-day public comment period.

Your comments in the form of letters or a response on the website will be helpful and vital in an effort to alleviate much higher parcel postage rates for Alaska's communities.

TSA Large Aircraft Security Program Comment Period Draws to a Close

The Transportation Security Administration (TSA) has been conducting public hearings regarding its highly controversial Large Aircraft Security Program (LASP). The plan would mandate airline-style security procedures for aircraft weighing more than 12,500 pounds.

The last day for public comment on the LASP is February 27th. The link for comment can be found at our website: www.alaskaaircarriers.org.

The focus has been on the impact on flight operations, however, airports throughout Alaska can be significantly impacted. Some of these communities are routinely serviced by airport over the 12,500 limit, and would have to be set up to handle TSA security. The TSA has compiled a list of airports that they have identified that will be required to establish formal security procedures for larger GA aircraft and it's a long one.

In addition to the impact on airports, the LASP ruling would mean that no tools and guns could be transported. Because a separate cargo hold on

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aircraft is limited, this can severely impact the transportation of between villages of vital items necessary for daily life, and the transportation of hunters.

The one-size-fits-all approach of the LASP would require all passengers to have photo ID. For Alaskan villagers with no local means to obtain the authorized photo ID, the requirement would bar travel to get to a larger town or city where IDs are produced.

Villages served by aircraft weighing over 12,500 would be affected. Common aircraft in Alaska that fit this category include the CASA and Beechcraft 1900. The TSA identified these airports they expect would be immediately affected by the new requirements.

NON-FEDERALIZED AIRPORTS SUPPORTING COMMERCIAL AIR SERVICE			
IATA Code	Airport Name	City	ST
LHD	Lake Hood	Anchorage	AK
MRI	Merrill Field	Anchorage	AK
ANI	Aniak	Aniak	AK
ENM	Emmonak	Emmonak	AK
GAL	Edward G. Pitka Sr	Galena	AK
UNK	Unalakleet	Unalakleet	AK
DUT	Unalaska	Unalaska	AK

FAA Proposes Changes to Pro Pilot Training

The FAA has released a Notice of Proposed Rulemaking that would "enhance tradition training programs" for Part 121 crew and pilots by requiring simulator training and additional requirements "in areas that are critical to safety." The proposed rules would provide more frequent recurrent training to co-pilots than captains, as the FAA aims to prepare a workforce that, it is expected, may be less experienced on average due to demand in the coming years.

Toward that end, recurrent training for co-pilots would take place every nine months, instead of the annual intervals set by the current timetable. Other major changes would cause training and evaluation of flight crew members to take place in a full crew environment, require special hazards training, recurrent Line Oriented Flight Training (LOFT), and "reduce the frequency of performance drills using emergency equipment and procedures." The proposals are aimed at "raising the bar to a higher standard" and providing skill sets that allow crews to "respond better if a mistake is made," an FAA spokeswoman told The Wall Street Journal.

The proposed rules include flight attendants and flight dispatchers and are based on analysis of 160 accidents over about two decades that the agency believes were caused by inadequate training and that resulted in roughly 1,000 fatalities.

You can review the proposed changes [here](#).

Bob Lewis Named the FAA Alaskan Regional Administrator

AACA Congratulates Bob Lewis on his selection as the FAA Alaskan Regional Administrator! Bob is a veteran of the ARC organization. He has twice acted for extended periods of time in the Regional Administrator role, each time distinguishing himself and reflecting well on the organization and the FAA.

Bob joined the FAA in Anchorage in 1966 after serving a tour with the US Army. Prior to that, he served two years as a Cost Accountant with the Aerojet General Corporation in California. An accountant by training, Mr. Lewis has held a variety of management positions within the FAA in the areas of Accounting, Budget, Airway Facilities, Resource Management, and Logistics. He was appointed Regional Executive Manager in 1997.

Mr. Lewis holds a bachelors degree in accounting from Brigham Young University and has done graduate work at the University of Alaska Anchorage. He is also a graduate of the Federal Executive Institute. He is a long time scout leader having served 8 ½ years as a Scoutmaster and many years on the Advisory Board for the Western Alaska Council. He has received the Silver Beaver award in recognition of his many years of

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Kipnuk VOR

service to the Boy Scouts. In June 2008, he received the National Career Achievement Award from the FAA's Office of Regions and Centers. Bob is a licensed private pilot. He is married to the former Carla Greenwell and is the proud father of eight children.

Garmin Discounts for Alaska

Panel Mount / GDL90 Package discounts

Package 1 (TAWS B compliant)

GNS530W/TAWS
GNS430WAAS
GMX200
GDL90 Discount \$3,500

Package 2

Dual (2) GNS430W's
GMX200
GDL90 Discount \$3,000

Package 3

GNS530W/TAWS
GMX200
GDL90 Discount \$2,500

Package 4

GNS430W
GMX200
GDL90 Discount \$2,000

Package 5*

GMX200
GDL90 Discount \$750

* Must have compatible GPS to interface to GMX200

Portable GPSMAP/GDL90 Package discount

Purchase a GDL90** and a GPSMAP 495, 496, 695 or 696 and receive a \$250 discount on the package price.

**GDL90 will only display ADS-B traffic on the 495,496,695, & 696 portable products.

For information on the discounts, contact:

Wayne McGhee
Northwest Aviation Regional Sales Manager

GARMIN
2345 Turner Rd SE
Salem, Oregon 97325
800-525-6726 Ext 3439 Fax: 503-391-3856
wayne.mcghee@garmin.com

FAA in the Stimulus Package

SUMMARY

FEDERAL AVIATION ADMINISTRATION SUPPLEMENTAL FUNDING FOR FACILITIES AND EQUIPMENT

The conference agreement includes \$200,000,000 as proposed by the Senate. The House did not include a similar provision. Within the funds provided,

- \$50,000,000 is included to upgrade the Federal Aviation Administrations (FAA) power systems;
- \$50,000,000 is included to modernize aging enroute air traffic control centers;
- \$80,000,000 to replace air traffic control towers and TRACONS; and,
- \$20,000,000 is included to install airport lighting, navigation and landing equipment.

GRANTS-IN-AID FOR AIRPORTS

The conference agreement provides \$1,100,000,000 as proposed by the Senate instead of \$3,000,000,000 as proposed by the House. Funds will be used by the Federal Aviation Administration to provide

Decommissioning

The FAA is decommissioning the [VOR at Kipnuk](#).

Wind Generation Tower Proposed at ST. GEORGE

You can find out more by following this [link](#).

Wind Farm Proposed for Kodiak

The Southcentral Region Land Office has made a Preliminary Decision to issue a 30 year Lease to Kodiak Electric Association, Inc. (KEA) for the construction and use of a 9 megawatt wind farm utilizing 6 wind turbines on Pillar Mountain, Kodiak, Alaska.

The public is invited to review and comment on this Preliminary Decision. Copies of the Preliminary Decision are available from the DNR/DMLW Southcentral Region Office, 550 W. 7th Ave., Suite 900C, Anchorage, AK 99501-3577. Comments must be received in writing at the above address on or before 5:00 PM, March 20, 2009. To be eligible to appeal DNR's final decision, under AS 38.05.035(i)-(m), a person must submit written comments during this comment period. Any questions concerning this decision should be directed to Adele Lee, Telephone: (907) 269-8479; Fax: (907) 269-8913 or e-mail: adele.lee@alaska.gov.

If public comments in response to this notice result in significant changes to the decision, further notice will be given.

You can view the entire notice [here](#).

Platinum Airport Relocation

The State of Alaska expects to release a contract for relocation of the Platinum airport. The project should be completed by October 2009.

discretionary airport grants to repair and improve critical infrastructure at our nations airports. These investments will serve to provide important safety and capacity benefits.

DETAILS

FEDERAL AVIATION ADMINISTRATION SUPPLEMENTAL FUNDING FOR FACILITIES AND EQUIPMENT

For an additional amount for necessary investments in FAA infrastructure, \$200,000,000, to remain available through September 30, 2010:

Provided, That funding provided under this heading shall be used to make improvements to power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment:

Provided further, That priority be given to such projects or activities that will be completed within 2 years of enactment of this Act:

Provided further, That amounts made available under this heading may be provided through grants in addition to the other instruments authorized under section 106 (l)(6) of title 49, United States Code:

Provided further, That the Federal share of the costs for which an expenditure is made under this heading shall be 100 percent:

Provided further, That amounts provided under this heading may be used for expenses the agency incurs in administering this program:

Provided further, That not more than 60 days after enactment of this Act, the Administrator shall establish a process for applying, reviewing and awarding grants and cooperative and other transaction agreements, including the form and content of an application, and requirements for the maintenance of records that are necessary to facilitate an effective audit of the use of the funding provided:

Provided further, That section 50101 of title 49, United States Code, shall apply to funds provided under this heading.

GRANTS-IN-AID FOR AIRPORTS

For an additional amount for Grants-In-Aid for Airports, to enable the Secretary of Transportation to make grants for discretionary projects as authorized by subchapter 1 of chapter 471 and subchapter 1 of chapter 475 of title 49, United States Code, and for the procurement, installation and commissioning of runway incursion prevention devices and systems at airports of such title, \$1,100,000,000, to remain available through September 30, 2010:

Provided, That such funds shall not be subject to apportionment formulas, special apportionment categories, or minimum percentages under chapter 471:

Provided further, That the Secretary shall distribute funds provided under this heading as discretionary grants to airports, with priority given to those projects that demonstrate to his satisfaction their ability to be completed within 2 years of enactment of this Act, and serve to supplement and not supplant planned expenditures from airport-generated revenues or from other State and local sources on such activities:

Provided further, That the Secretary shall award grants totaling not less than 50 percent of the funds made available under this heading within 120 days of enactment of this Act, and award grants for the remaining amounts not later than 1 year after enactment of this Act:

Provided further, That the Federal share payable of the costs for which a grant is made under this heading shall be 100 percent:

Provided further, That the amount made available under this heading shall not be subject to any limitation on obligations for the Grants-in-Aid for Airports program set forth in any Act:

Provided further, That the Administrator of the Federal Aviation Administration may retain up to 0.2 percent of the funds provided under this heading to fund the award and oversight by the Administrator of grants made under this heading.

This federally funded project will construct a new runway 340 feet west of the existing runway 13/31 and north of runway 09/27. The relocated airport will include a 3,300-foot by 75-foot runway with safety areas, 250-foot taxiway, apron, snow removal equipment building (SREB) and pad, unlighted wind cone, lighted wind cone with segmented circle, rotating beacon, airport lighting system, and pads for runway end identifier lights (REIL) and precision approach path indicators (PAPI). Two 24-foot wide access roads will connect the airport to an existing roadway system. The scope of this project will also include decommissioning the existing runways.

Bethel & Napakiak Airspace Changes

The Alaska Flight Services Information Area Group website has been updated with 2 aviation safety items:

1. Establishment of Class E Airspace, Napakiak, AK (correction)
2. Amendment of Class D and E Airspace, Bethel, AK

See the new rulings [here](#).