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A.A.C.A. NEWSLETTER SIMPLIFIED

We are testing to see if a simpler newsletter format allows readers easier download and access. If you like it or don't like it, give us some feedback. We are continually trying to improve our service to members.

A.A.C.A. DIRECTORY TO BE RELEASED IN JUNE

The new directories are being finalized for distribution next month. Our new board, officers and committees serve a term that starts 1 July 2009 through 30 June 2010. The release of the new directories will coincide with this term.

You can expect to receive the directory digitally in PDF format, so watch for it after June 1. A hard copy will be mailed or hand-delivered to each member company before the end of June. We hope to have the pleasure of personally visiting each of our Alaska members during the next 60 days, and meeting many of you in person for the first time!

THREE NEW WEATHER CAMERAS: TAKU INLET, ANIAK, & KNIK-GOOSE BAY ROAD

The weather camera located on Knik-Goose Bay Road across the Knik Arm from Anchorage is now providing services.

The weather camera at Aniak is now functioning.

Also, new weather camera services exist for the area of Taku Inlet, in SE Alaska just south of Juneau. This is one of three planned camera locations in the area of the Inlet that will service flight seeing operations in and around Juneau.

Check them out at <http://akweathercams.faa.gov/>.

Nancy K. Schommer, Program Manager, Weather Camera Program Office (PMP)
nancy.k.schommer@faa.gov 907-271-5177 office

MARKET NOTES: May 15, 2009

[Click here](#) to view this month's MARKET NOTES provided by Bob Ward.

A.W.O.S. INSTALLATIONS SCHEDULED FOR 2009

The weather once again allows groundbreaking and equipment installation. AWOS installations will occur at the following five sites in Alaska this summer. This is a tentative schedule, subject to weather and logistics challenges:

Barter Island AWOS - 31 JUL 09
White MTN AWOS - 04 SEP 09
Shaktoolik AWOS - 11 SEP 09
Brevig Mission AWOS - 18 SEP 09
Noorvik AWOS - 25 SEP 09

If you have questions or want further updates, contact
Wesley Mooty, WSA Implementation Lead,
Work 907 269-1156, Cell 907 382-4317

JULY 8: JOHN DALE, RETIRED U-2 PILOT TO SPEAK

On JULY 8, the Alaska Chapter Ninety-Nines will host John Dale, a retired U2 pilot, as a guest speaker. The event will be held at the Aviation Heritage Museum from 6:00 to 8:00 p.m. and is open to the public.

T.S.A. NEW BADGING REGULATIONS

In December 2008, the Transportation Security Administration (TSA) issued a security directive (SD) to the directors of airports serving commercial air carriers mandating that any individual requiring unescorted access to the airport operations area (AOA) of an airport regulated by the TSA under Part 1542 that is served by commercial air carriers must apply for and receive airport-issued identification media.

Federal regulations give the TSA power to issue SDs in response to threats against civil aviation. SDs prescribe specific procedural or policy changes designed to address the specific nature of the threat and differ from typical federal rulemaking in that they can be issued with no public notice, comment or cost-benefit analysis. In fact, SDs are typically considered Sensitive Security Information (SSI), thus limiting their distribution to directly regulated entities and/or individuals whom the TSA determines have a "need to know."

Why It's Important

The SD mandates that any individual requiring unescorted access to the airport operations area (AOA) of an airport regulated by the TSA under Part 1542 that is served by commercial air carriers must apply for and receive airport-issued identification media. This requirement expands the airport identification process to include individuals such as:

- FBO employees
- Private aircraft owners
- General aviation maintenance providers
- Flight instructors
- Flight school students
- Other airport tenants needing unescorted access to the AOA

The SD also requires that any individual applying for airport-issued identification must verify their identity and undergo a TSA Security Threat Assessment (STA). To undergo an STA, the TSA requires that individuals submit detailed personally identifying information to the airport operator, including:

Personal information

- Gender
- Date of birth
- Country of birth
- Citizenship country code
- Social Security Number
- This item is voluntary, but failure to provide may delay completion of STA

For non-U.S. citizens

- Alien Registration Number; or

I-94 Arrival/Departure Form Number
For individuals who hold a non-immigrant visa: the visa control number
For individuals who are U.S. citizens born abroad or naturalized US citizens:
U.S. Passport number
Certificate of naturalization number
Certification of Birth Abroad
Employer's name

In the event that an individual does not pass the STA, the airport is not permitted to grant the individual regular escorted or unescorted access to the AOA, in effect banning that individual from accessing the AOA on a regular basis.

What to Do

Contact your Members of Congress

Visit NATA's Legislative Action Center if you are a NATA member or click here to view the [form letter](#) provided by NATA for your convenience in writing to your Members of Congress.

AACA Position

Due to the large number, and varied interests, of the general aviation pilots, service providers and aircraft owners who will be affected by this SD, it is imperative that the TSA issue a Notice of Proposed Rulemaking to allow public comment.

By following the federal rulemaking process, which we believe is required in this situation, the TSA will enable those affected by the proposed rule to voice their concerns and offer suggestions on the best methods for securing the AOA.

Status

AACA currently supports NATA dialogues with key staff at the TSA regarding this issue and will continue to work towards a more reasonable and cooperative solution.

F.A.A. UPDATES

- a. New Web Page Added: [Flying to Alaska!](#)
- b. Fairbanks Airport ATCT Letter to Airmen 09-4. [Change in Operating hours.](#)
- c. Airspace Rulemaking: [Proposed Establishment of Class E Airspace](#), Oooguruk Helipads at Oooguruk Tie-in Facility, AK

Alaskan Region Air Traffic Organization <http://www.alaska.faa.gov/at>

This update was provided by: Gary Rolf

Alaskan RNAV/RNP Airspace Contract Support

AMTI/ A Tetra Tech Company

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FAA NPRM: MANDATORY

C.R.M. TRAINING FOR MOST OPERATORS

The FAA, via a Notice of Proposed Rulemaking (NPRM), is seeking to impose mandatory Crew Resource Management (CRM) training for most operators. CRM training has already been voluntarily incorporated by many operators; but this valuable training has never before been required for Part 135 operators.

The NPRM largely adopts the recommendations of the Part 135 Aviation Rulemaking Committee (ARC), which recommended mandatory CRM training for both single- and dual-pilot operations in 2005. It also addresses a National Transportation Safety Board (NTSB) recommendation for CRM that has been on the NTSB's Most Wanted List since 2003.

The FAA proposal will require CRM initial and recurrent training for every Part 135 operator required to have an approved training program. The FAA intends to require compliance within two years of a final rule and will offer credit for prior training, subject to certain conditions.

Importantly, the requirement will apply to single- and dual pilot-operations. The benefits of CRM training are generally well known for dual-pilot operations, but the ARC argued and the FAA agrees that single-pilot operations can derive a significant benefit from the training as well, particularly as it relates to communication, situational awareness, problem solving and decision making.

You are encouraged to review the NPRM and provide comments to the FAA prior to the comment deadline of July 30, 2009. AACA will post our response on our website in July.

[Download the CRM NPRM.](#)

CANADA BACKS OFF REQUIREMENT FOR 406 ELTs

Canada's Minister of Transport, John Baird, has overruled his bureaucracy and suspended implementation of a controversial rule that would have required almost all aircraft to have certified 406 Mhz emergency locator transmitters installed by February of 2011 in order to fly legally in Canada. The rule would have applied to aircraft trying to enter Canada from other countries.

In an interview with AVweb at Canadian Aviation Expo in Hamilton, Ontario, earlier this week, Kevin Psutka, president of the Canadian Owners and Pilots Association (COPA), said the minister refused to sign the rule as presented by Transport Canada because it didn't include any viable alternatives to 406 ELTs, even though it included language that indicated an alternative method of compliance was possible. "There is no technology that exists today that could meet those (alternative) requirements," Psutka said. He said the minister has ordered his staff to draft a rule that gives new technology a fighting chance for acceptance.

DEADLINE FOR BORDER-CROSSING REPORTS

Beginning Monday, May 18, 2009, cross-border operations into the U.S. will be changing. See the U.S. Customs Tutorial on eAPIS (electronic Advance Passenger Information System) at:

<http://apps.cbp.gov/eapis-pa/>

Links on each of the four Alaskan Flight Service web sites are also including this information.

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/systemops/fs/alaskan/

The new rule requires GA pilots to submit crew and passenger manifests at least 60 minutes before departure. The information must be submitted using the CBP's Electronic Advance Passenger Information System (eAPIS) Web site, or through an authorized third-party vendor.

Pilots who fail to meet these reporting requirements can be fined \$5,000 for the first violation and \$10,000 for each subsequent violation. [Click here](#) for the full text of the rule (19 pages).

STOOTS AVIATION PURSUES S.T.C. FOR THE LYCOMING IO-390

FROM LYCOMING: Alaskan Firm Already Holds IO-360 Installation STC

Stoots Aviation of Fairbanks, Alaska, a supplemental type certification (STC) original equipment manufacturer (OEM) for Lycoming Engines, a Textron Inc. (NYSE: TXT) company, is in the process of gaining its second Lycoming-related STC.

The latest Stoots STC covers the installation of Lycoming's 210hp IO-390 on the Cessna C-175. The firm already owns an STC for the installation of the Lycoming 200hp IO-360 on the Cessna C-175. The IO-390 earned type certification from the Federal Aviation Administration in April 2009.

"The IO-390 is a fantastic upgrade option for those who want more power and efficiency, are nearing an overhaul, or are considering a remanufactured engine," said Dennis Racine, Lycoming director of marketing and program management. "That's why we are pursuing our own STCs for it with Cessna C-177 Cardinals and airframes from other manufacturers as well."

Stoots Aviation owner, Dave Stoots, has installed an IO-390 on his own C-175, which he recently flew to Anchorage and had on display during the 2009 Alaska State Aviation Trade Show & Conference, May 2-3.

"After doing the work on the IO-360 STC, the IO-390 was the next logical step," says Stoots, an A&P mechanic with a private pilot's license and a float rating. "The 390 is more powerful and more efficient on fuel burn."

The C-175 is the primary multi-STC for both installations. When the IO-390 installation is approved by the FAA, Stoots intends to transfer the IO-390 STC to the C-172.

Established in 1979, Stoots Aviation specializes in high-performance Lycoming Engine conversions, propeller upgrades, and tail wheel conversions on Cessna Models 170, 172 and 175. The owner has more than 3,500 hours flying year-round on wheels, floats and skis.

For more information contact Dave Stoots at 907-474-4039 or via email, stoots@gci.net.



S.P.C.C. RULE CHANGES CAUSED CONFUSION

This month's delay in the effective date of the December 2008 SPCC (Spill Prevention Control & Countermeasures Plan rule changes may have been difficult to grasp. The overlapping of multiple rule changes, and their associated effective and compliance dates were confusing.

A regulation's effective date is the date that the regulations are codified and appear as part of the current Code of Federal Regulations. At times the rules can include a compliance date that is some period of time after the effective date. The compliance date, when specified, is that date by which all those subject to the regulation must be compliant. In the absence of separately listed dates, the effective date is also the compliance date.

The dates of compliance for rulemakings finalized in 2002 & 2006 rule changes are linked, and had been extended to November 20, 2009 by a December 2008 rule change. However, the December 2008 rule changes have had their compliance date extended to January 14, 2010. When this was done, the EPA removed all references to the November 20, 2009 date, and reverted to the earlier July 1, 2009 date of compliance for the 2002 & 2006 rule changes.

With regard to SPCC requirements, there are currently three rule changes applicable to the general aviation industry:

Rulemaking Changes (as of April 23, 2009)

August 2002 [View 2002 Rule Changes](#) (12 pages)___

Major restructuring of SPCC Rule

COMPLY BY: July 1, 2009

December 2006 [View 2006 Rule Changes](#)

Exemption of mobile refuelers from sized secondary containment requirement. Provides opportunity for certain small operators to self-certify their SPCC plan

COMPLY BY: July 1, 2009

December 2008 [View 2008 Rule Changes](#) (89 pages)

New definitions of "facility" and of "loading/unloading racks"

Provision of a new streamlined approach for smaller facilities (template)

Amendment of the facility diagram requirement

Amendment of the integrity testing requirement

COMPLY BY: January 14, 2010 [View the extension of compliance](#)

Current SPCC Rule Compliance Date Details

2002 & 2006 Rule Changes

Facilities beginning operation on or prior to August 16, 2002, must maintain their current plan and implement the 2002 & 2006 amendment prior to July 1, 2009.

Facilities beginning operation after August 16, 2002, must prepare and implement their SPCC prior to July 1, 2009.

Facilities beginning operation after July 1, 2009, must prepare their SPCC plan prior to beginning operations.

2008 Rule Changes

Compliance is now required on January 14, 2010. The small operator template may not be used until this date.

Further Changes Possible

It is possible that the EPA could further amend the compliance dates for the various regulatory changes.