



Existing to foster and support a stable commercial aviation industry founded upon the principles of safety, professionalism and longevity

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Helicopter Air Tour Maintenance Working Group

The FAA has tasked the establishment of a Commercial Air Tour Maintenance Working Group (CATM WG) to review NTSB recommendations to enhance air tour maintenance safety, and make recommendations for a possible rulemaking including:

- Establishment of requirements for continuing analysis of performance and effectiveness of inspection and maintenance programs (CASS)
- Requiring formal, model- specific helicopter maintenance training for mechanics
- Requiring the establishment of a “required inspection program” for all commercial air tour operations — “two sets of eyes to check all major maintenance”

Part 121/135 Operators who currently operate aircraft with ten or more seats already operate under these requirements. The FAA envisions similar requirements for Part 91/Part 135 air tour operators with aircraft with nine or fewer seats.

This proposal singles out one Part 135 (or Part 136) mission type – Air Tours – for very rigorous, airline level maintenance requirements, and could result in those Part 125 requirements being imposed on Part 91 operations (difficult to justify and implement).

The CATM WG will not be restricted in what it recommends, and a formal rulemaking is not necessarily inevitable. After studying the issue, reviewing NTSB recommendations and FAA input, the CATM WG can recommend (1) that (1) no action is required, (2) that voluntary initiatives are more appropriate, or (3) that less demanding measures could accomplish the same level of enhanced safety. HAI has applied to participate in the Working Group, and is in the process of encouraging Air Tour operators and other associations to participate as well.

So far, only HAI and one commercial operator have indicated an interest in participating. If we do not get enough nominations to establish a viable industry working group to provide the FAA guidance on these NTSB recommendations, the FAA may choose to do it on its own.

The deadline for nominations is September 14, 2009

<http://www3.verticalgateway.com/portals/12/rotornews/Sept%2009/FAA%20notice%20of%20A RAC%20Tour%20Maintenance%20Task.pdf> or click [here](#).

For additional details, contact HAI: Dave York at 703-683-4646 or at David.york@rotor.com



MARKET NOTES

written by **Bob Ward**

<http://www.alaskaaircarriers.org/servlet/download?id=251>

or visit the AACA website to view this month's issue.

AACA New Member: CAL-AERO Parts & Services

Cal-Aero's history began 30 years ago, and models their company structure after the same perseverance, drive, precision and teamwork that the Wright Brothers embraced so many years ago.

Cal-Aero's owner and President, Don Wollard, has 30 years of aviation experience, and formed Cal-Aero Parts and Services in April, 1993 to service regional Part 135 and 121 air carriers. Parts emphasis is on larger piston and turbine twins, but we will help you locate any part you need.

Cal-Aero Parts & Services
2210 Trinway Avenue
Simi Valley, California 93065-1858
(805) 581-9801 (805) 522-8430 fax
don@cal-aero.com



Final Flight Training Rule issued by FAA



FAA NPRM for implementation of Safety Management Systems is available for comment until October 21, 2009

On August 21, the FAA released the final rule making changes to 14 CFR Parts 61, 91 and 141. This final rule addresses training, qualifications, certification and operating requirements for pilots, flight instructors, ground instructors and pilot schools.

The rule is the result of the rulemaking process initiated in February 2007 with the issuance of the Notice of Proposed Rulemaking (NPRM) "Pilots, flight instructors, ground instructors, and pilot schools; training,

certification and operating requirements."

The FAA wishes to further their "safety mission, incorporate international flight standards and respond to recent technological advances in aviation." The final rule includes over 100 items that incorporate many changes to the flight training environment including:

- Qualification and training requirements for pilots that use night vision goggles
- Clarifications on the use of flight training devices and flight simulators in

maintaining instrument currency

- Changes in the certification requirements for private and sport pilots licenses
- Changes in the training and proficiency for instrument, commercial and ATP licenses
- Changes in the issuance of medical certificates

Click the link below or visit the AACA website to review or download the 73-page rule as published in the Federal Register.

<http://edocket.access.gpo.gov/2009/pdf/E9-19353.pdf>

Member News: VECTOR AEROSPACE

Vector Aerospace Corporation announced its Helicopter Services Rolls-Royce 250 model engine repair facility located in Lewisville TX is consolidating with the Vector Engine Services-Atlantic Pratt & Whitney Canada engine repair station in Southlake TX to create a combined engine repair operation. From Southlake, Vector Aerospace will offer repair station support for the Rolls-Royce model 250 and the Pratt & Whitney Canada PT6A, JT15D and PW100 engines.

John MacDougall, senior VP of sales is pleased with the consolidation strategy. "By combining the expertise and technical resources of these two operations, Vector is well-positioned to develop process efficiencies that offer operators enhanced benefits including decreased turn-times and improved accessibility to Dallas-Fort Worth International Airport; which will aid in expediting the shipping and receiving process."

MacDougall emphasizes Vector anticipates a smooth transition for the Southlake repair station and assures customers that the company does not anticipate interruption to either the Rolls-Royce or Pratt & Whitney engine lines during the Sept 1 - Oct 1, 2009 transition period.

About Vector Aerospace

Vector Aerospace Corporation is an independent provider of aviation repairs and overhaul services. Through facilities in Canada, the United States and the United Kingdom, Vector provides services to commercial and military customers for various types of gas turbine engines, components and helicopter airframes. It also provides information technology solutions to an international customer base

Principal operations include Vector Aerospace Engine Services Atlantic (formerly Atlantic Turbines), Vector Aerospace Engine Services UK Limited (formerly Sigma Aerospace), Vector Aerospace Helicopter Services (formerly ACROHELIPRO Global Services), Vector Aerospace International Limited (rotary and component repair business of DARA acquired from the Ministry of Defense in the United Kingdom) and Pathix ASP. The company has approximately 2,500 employees.

VECTOR
AEROSPACE



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The Alaska Air Carriers Association (AACAA) represents the interests of Alaska's aviation businesses before regulatory agencies, federal, state and local governments. Our members meet the needs of rural Alaskans and the traveling public by providing scheduled commuter travel, on-demand air charter, emergency medical evacuation, flight seeing, pilot training, aircraft maintenance, parts sales, fuel sales, storage, rental, and airline servicing.



NFPA 407 Update

The National Fire Protection Association (NFPA) has issued a proposed Tentative Interim Amendment (TIA) to NFPA 407 - Standard on Aircraft Fuel Servicing. The TIA addresses aircraft refueling trucks equipped with DPF regeneration equipment. These require occasional filter regeneration, which creates extremely high exhaust system temperatures. The proposed TIA includes:

- The truck must have a lockout mode that prevents automatic regeneration when in the vicinity of aircraft
- Exhaust system shielding
- Tailpipe diffuser
- DPF regeneration can only be performed in approved areas by approved staff.
- Approved regeneration area establishment

The proposed TIA for NFPA 407 is available [here](#). The NFPA will be accepting comments on the proposed TIA for NFPA 407 until September 11, 2009.

Part 139 Wildlife Plans

FAA regulators intend to revise a regulation about the creation of wildlife hazard management schemes, following the forced Hudson River landing in January of US Airways Flight 1549. Current regulations require only Part 139 certificated airports to create wildlife hazard management plans (WHMP) after an aircraft experiences multiple strikes from a flock of birds or if an aircraft experiences damage or structural failure from a strike.

According to FAA staff wildlife biologist John Weller, regulators intend to make the plans mandatory even if a trigger event has not occurred at a facility. About 298 of around 563 Part 139 certificated airports in the USA had FAA-approved wildlife hazard management schemes or were in the process of having a plan written or submitted to the FAA as of June.

Alaska Air Carriers Association & The Medallion Foundation

invite you to our

2009 Awards Presentation & End-of-Season Celebration

Friday, October 30th, 2009

O'Malley's on the Green

3651 O'Malley Road, Anchorage AK

Dinner & Program at 6:30pm Reception & Dancing follow

Contact AACAA at 907 277-0071 or visit the website at www.alaskaaircarriers.org

Purchase tables of ten for \$1,000
Purchase single tickets for \$125
Each single ticket includes a \$25 donation to the scholarship

We look forward to recognizing the safety success of our carriers! Don't miss this opportunity to reconnect, celebrate the 2009 flying season, and support the Forrest Jones Memorial Scholarship.

Dinner includes:

- | | |
|--|--------------------------|
| Char Broiled Petite Rib Eye Steaks with grilled onions & mushrooms | Red and white wine |
| Grilled Alaska Salmon with fresh lemon | Oven Roasted Chicken |
| Roasted Red Potatoes with onions & chives | Mixed Green Salad |
| | Fresh Vegetable Medley |
| | Chef's Dessert Selection |