



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

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## **Kulis Land Use Plan - advisory committee forming**

In 2011 ownership of the Kulis Air National Guard Base will transfer to Ted Stevens Anchorage International Airport. At that time, land and existing buildings could be sold or leased for commercial aviation activities.

ANC is forming an advisory committee of government, community, and airport tenants to advise as plans are made for Kulis Air National Guard Base. If you have an understanding of airport property use issues as well as airline operations, your assistance would be greatly appreciated. The AIAS Airline Airport Affairs Committee (signatory carriers) will also have a representative on the committee.

It is anticipated that three or four committee meetings will be held over the next 12 months, with the first meeting held in early December. If you are interested in serving on the committee, please notify Joy Journey at AACA [joy@alaskaaircarriers.org](mailto:joy@alaskaaircarriers.org) or 907 277-0071.

## **Call for Nominations**

### **SERVICE AWARDS**

By acknowledging the exceptional merit of an individual or organization, the Alaska Air Carrier Association service awards encourage performance at the highest standards, continually developing professionalism in the Alaskan aviation industry.

Any individual or organization, regardless of membership, may submit a nomination. Please provide concise details that support your nomination.

You may print out a [nomination form](#) from our site [www.alaskaaircarriers.org](http://www.alaskaaircarriers.org), then submit to AACA by mail, fax or email. **Deadline for 2010 awards is January 10, 2010.**

See the listing on Page 3 of this paper.

### **AACA & MEDALLION BOARDS**

Eight positions will be open for elections on the AACA Board of Directors, and five seats will be open on the Medallion Board.

If you, or someone you know, would be willing to serve on one of the Boards, please submit their names to AACA by Feb 1<sup>st</sup>.

Ballots will be prepared and mailed to each active AACA member. Members may vote in person at the annual membership meeting during the convention, or email/mail their ballot to the Nominating Committee.

Members of the Nominating Committee include Danny Seybert (PenAir), Susan Hoshaw (Everts), Mike Morgan (Warbelows), Jerry Rock (Janssen) and Wilfred Ryan (ATS).

## **TPE 331 Operation and Update to be Presented at AACA**

Honeywell will present a four-hour session the first week of March at the AACA convention, entitled: The TPE Operation and Update as applied to the TPE 331 Powered Cessna Caravan Conversion and TPE 331 Powered Otter Conversion.

Course content will include Engine Construction, Operational Sequence, Systems and Engine Updates specific to the TPE 331 – 12JR – 702.

If you are interested in attending this session, please RSVP to [joy@alaskaaircarriers.org](mailto:joy@alaskaaircarriers.org) so that we can hold course materials for you. Refreshments will be served during the session.



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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.



## FAA Proposes AD for Pipers to Affect 42,000 Aircraft

The FAA estimates that the proposed AD would affect 41,928 airplanes in the U.S. but could prevent control wheels from coming loose from control wheel shafts on certain Piper aircraft. Affected models include select Piper PA-28, PA-32, PA-34 and PA-44 series aircraft.

The FAA received two reports of control wheel shafts that were incorrectly assembled at Piper -- one that led to separation of the right wheel from the shaft and another that was discovered

during a ground inspection. The agency has no way of knowing how many aircraft are affected, but has estimated the necessary repair/replacement cost to involve 16 hours of labor and a total cost of about \$1430 per airplane.

Read the [proposed airworthiness directive online](#) for a list of serial numbers of affected aircraft. It's not a rule, yet, and the FAA is seeking comments on the proposed rule through Dec. 29.

**Link to proposed AD:**

[http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgADNPRM.nsf/0/4F084B840160ADFA8625765F00507D4B?OpenDocument](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgADNPRM.nsf/0/4F084B840160ADFA8625765F00507D4B?OpenDocument)

## GPS Routes = T Routes

The FAA has implemented 17 stand-alone, low altitude GPS routes known as "T Routes" effective Sept 28, 2009. Twenty more routes are expected by December 31, 2009.

Minimum altitudes on some of the routes will be lower than the existing conventional routes allowing aircraft to fly lower to avoid icing conditions.

To use the new "T Routes" aircraft should be suitably equipped with a TSO 145/146a WAAS enabled GPS navigator THEN fly or request the T Route and have a /G or /L equipment suffix. (Note: Because controllers cannot tell if an aircraft has the appropriate navigation capabilities, they will not assign a T Route unless filed or requested by the pilot.)

Unlike the use of a MOCA on a conventional airway IAW FAA Order 7110.65, para., 4-5-6, the MOCA on a T Route cannot be assigned. If a pilot requests the MOCA (eg: due to icing), all Safety Alerts will be given IAW 7110.65, paragraph 2-1-6. (Note: Communications cannot be guaranteed for aircraft operating below the MEA.)

Numerous charting issues for T Routes that overlay conventional routes exist and include:

- MEAs not clearly depicted,
- Fixes not clearly charted, and
- Conflicting source data

For more information contact Lari Belisle at [lari.belisle@faa.gov](mailto:lari.belisle@faa.gov).

## DOT Maintenance Update

The following four updates were provided recently by the DOT&PF.

MYU – Mekoryuk

Airport lights were vandalized. DOT&PF sent a crew out to fix them in September. All should now be in working order.

VAK – Chevak

A 12 foot windsock installed with the project blew down recently and an 8 foot LED windsock has been ordered. DOT&PF expected it to be fixed by Halloween. The faulty AWOS system will be addressed by the FAA, as they maintain the AWOS.

KPN – Kipnuk

The FAA is aware of this outage and it should be fixed as soon as possible.

CYF – Chefornak

A new embankment has been pushed up and has been allowed to settle and drain for several years. The old runway has settled and light cans have sunk out of sight. The airport is now beyond maintenance and decommissioned. DOT&PF has been in touch with the community and is sending out a portable emergency system. The runway relocation final phase project will be out to bid in the spring, with building to follow.

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### **AACA Arlo Livingston Award**

This award recognizes individual achievement in the betterment of Alaskan aviation. The AACA Arlo Livingston Award was created in 1983 in memory of a remarkable man who made a lifelong contribution to the aviation industry. Arlo was instrumental in starting the Alaska Air Carriers Association in 1966.

Previous recipients include leaders from every corner of Alaska:

Carl Brady, honored as an early helicopter pioneer

Richard Wien, honored for taking AACA statewide & serving as the 1st statewide president

Ken Eichner, helicopter pilot and businessman, honored as an initial AACA supporter

This award is considered each year, but is given only when a deserving candidate is identified who has made an exceptional contribution to Alaskan aviation.

### **AACA Tony Cestnik Maintenance Award**

The Tony Cestnik Maintenance Award exists to honor an individual, team, or organization for distinguished, longstanding performance of aviation maintenance which sets a standard of excellence.

### **Mechanic of the Year Award**

This award recognizes a mechanic for exemplary long-term service or an outstanding specific action which personifies an outstanding awareness of the contribution of maintenance to aviation safety. The recipient must be a current Airframe and Powerplant-rated mechanic with at least five years of experience. Eligibility for this award is limited to hands-on maintenance personnel and their direct supervisors.

### **AACA Iditarod Humanitarian Service Award**

This award was created to honor an individual pilot or aviation company who best demonstrates the value of aviation in transporting and caring for the dogs or people participating in the Last Great Race. The award may be for a particular single action, or for service in a consistently outstanding manner for a period of time.

### **AACA Excellence in Communications Award**

This award honors an individual, publicist, journalist, or media group that has achieved either (a) the most distinct dissemination of aviation news that results in public awareness, (b) makes a significant impact in educating the public on an aspect of the aviation industry, or (c) provides, over a period of time, consistently informative coverage that positively advances an aviation issue.

### **AACA Community Service Award**

This award recognizes an individual or organization for outstanding service to the community through improvements to cargo, mail or passenger service to a specific site or a region. The award can recognize a particular single action, or for service in a consistently outstanding manner for a period of time.

### **AACA Emergency Medical Transport Award**

This award recognizes an aviation team or pilot who, through a particular rescue /transport or contributions over a period of time to the air medical industry, has exemplified professionalism and expediency in the saving of lives.

### **Pilot of the Year Award**

The award recognizes an outstanding single feat performed by a pilot during the year, or extraordinary professionalism over a period of time.

# MARKET NOTES

Bob Ward  
Wedbush Securities

October 15, 2009

The stock market continues to look great! The US dollar continues to look horrid. Money market rates are almost zero. With virtually no return on safer, short-term investments, might funds be leaving relative safety for something else?

## Recent economic news:

- Sept. lost jobs - 263,000. Unemployment equals 9.8%, while including those with involuntary pay cuts equals 17.0%
- Consumer credit fell for the 7<sup>th</sup> month in a row, dropping \$12b in Aug.
- Sept. service sector orders improved, while prices received declined from the prior month.



## My View From the 50<sup>th</sup> Floor

Fog surrounds my office. My view extends just 12 feet into obscurity. So it seems. There are many reasons for hope, yet many for concern. Therefore, my best advice until the fog dissipates is to stay grounded, well grounded, in the basics: Live within your income, avoid debt, keep a cash reserve for those rainy days, and save money for retirement.

The FDIC reported from their 2008 study that 50 million Americans overdrew their checking account at least once last year and 27 million of those had five or more overdrafts. Meanwhile, the Investment Company Institute noted that 2008 had just 24 million Americans enrolled in a 401k retirement plan with the median balance only ~\$12,000.

It seems we have some work to do spreading the message of sound money management to those who are not our clients. Yes, we do take referrals. Plan wisely. Live well.

## Disclosures:

The information contained herein is believed to be reliable; however, no guarantee of its accuracy can be made. This information is not intended to be or should be relied upon as a complete record or analysis. Neither is it an offer nor solicitation of an offer to sell or buy any security. Opinions expressed herein are subject to change without notice. The information contained herein should not be treated as tax, legal, accounting, or other professional advice. Please contact your Investment Executive for additional information. Neither the information nor any opinion expressed shall constitute an offer to sell or a solicitation or an offer to buy any securities.

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