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Aviation maintenance advice on:

1. Event Investigation and Voluntary Reporting

2. Procedural Compliance and Documentation

3. Human Factors Training Evolution

4. Fatigue/Alertness Management

5. Human Factors Health and Safety Programs

6. Considering Human Factors in Equipment and Installation

7. Measuring Impact and Return on Investment

Go to  
[http://www.faa.gov/data\\_research/research/med\\_humanfacs/oamtechreports/](http://www.faa.gov/data_research/research/med_humanfacs/oamtechreports/)

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### **Save the Date**

# **AACA 2015 Annual Convention & Tradeshow February 9-11**

**Captain Cook Hotel in Anchorage**  
*Our Sponsors Make This Event Possible*

**For Sponsorship Opportunities**  
**Please contact AACCA at 907 277-0071**

**For more information visit**  
**[www.alaskaaircarriers.org](http://www.alaskaaircarriers.org)**

## **Maintenance Sessions Planned for AACCA Convention**

Interested in the latest information on products available Maintenance sessions are planned to be held at the **AACA 2016 Annual Convention on February 11, 2015, 8am-5pm**. Presentations include:

**Concorde Battery “Maintenance of Lead Acid Batteries”**

**Bearing Controls “Controlling Vibrations in Aircraft”**

**Tempest “Aircraft Spark Plug Maintenance”**

**Tempest “Aircraft Vacuum and Pneumatic Systems”**

**And more!**

## **NATA Launches Misfueling Prevention Program**

Misfueling Prevention Program, an online awareness training program for a variety of aviation professionals that includes downloadable resources. The program also includes tracks for pilots, line service professional and customer service representatives. To access the free program, visit [www.preventmisfueling.com](http://www.preventmisfueling.com).



*Supporting and advocating for a sustainable Alaskan commercial aviation industry founded upon the principles of safety management and professionalism*

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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.



## 2016 NTSB LIST OF MOST WANTED

REDUCE FATIGUE-RELATED ACCIDENTS  
PREVENT LOSS OF CONTROL IN FLIGHT IN GENERAL AVIATION  
STRENGTHEN OCCUPANT PROTECTION  
REQUIRE MEDICAL FITNESS FOR DUTY  
STRENGTHEN OCCUPANT PROTECTION  
DISCONNECT FROM DEADLY DISTRACTIONS  
EXPAND USE OF RECORDERS TO ENHANCE TRANSPORTATION SAFETY

### Debate on Privatizing Air Traffic Control

A major debate is underway about how to fix the United States' bureaucratic air traffic control network, and **some stakeholders are looking north to Canada's privatized system for a model of how it should be done.** As the clock ticks down towards a March 31 deadline for Congress to authorize new funding for the FAA, several key players have been visiting Ottawa to learn about Canada's air navigation service.

Some suggest the U.S. Federal Aviation Administration has struggled for years to secure enough funding to update its aging infrastructure.

**Americans against Air Traffic Privatization**, was launched announcing "privatizing our air traffic control system will needlessly disrupt one of the safest air traffic control systems in the world."

Some contend privatizing air traffic control will increase traveler costs, citing high ticket prices in Canada and the United Kingdom as examples. These privatized systems in foreign countries are funded with user fees that require a new bureaucracy of billing agents, collectors and auditors. They impose a huge administrative burden on those who have to pay the fees to operate in what is effectively a monopoly system. General aviation in the U.S. has always contributed to the aviation system through fuel taxes that are easily collected and efficiently administered, and should continue to do so.

### AACA Continues N8900.307 Discussion with FAA

At the request of the membership, AACAA met with:

Alaskan Regional Administrator - Kerry Long,

Polaris Head – Deke Abbott,

FAA Alaskan Executive Manager – Richard VanAllman,

FAA Congressional Liaison - Tracey Hegna

AACA explained concerns over the roll out of N8900.307.

- FAA directed Part 135 operators to provide proof of compliance with standards more appropriately within the scope of aircraft manufacturer's and ACO's capabilities.
- Of concern to all carriers is FAA's approach that created undue burden on all operators.
- Alaskan carriers remain concerned over whether this will become a new standard approach to business and rather than improve safety this approach will distract operators from meaningful safety initiatives