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AACA to Offer Two Jim Snead Memorial Scholarships October 21, 2016 Alaskan Aviation Legends Banquet

Jim Snead was a highly respected businessman in Anchorage for over 20 years. He got his start in the transportation industry in 1959 working for Northwest Airlines in Seattle. Subsequent jobs in the industry included a stint at Alaska Airlines and over eleven years with Pacific Air Freight/Airborne. In September of 1976, Air Land Transport was formed as a partnership between Jim and his brother John.

Almarene Snead has offered to sponsor one scholarship and the second scholarship will be taken from the Jim Snead Memorial Fund previously managed by the Anchorage Air Cargo Association.

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Join us at the Marriott Hotel for the annual Alaskan Aviation Legends and Medallion Safety Awards Banquet! We are very excited to be honoring up to six more Aviation Legends. In the hangar, in the cabin, in the cockpit, on the ground, and behind the scenes, aviators have impressively impacted the course of Alaskan history. Do you know an Alaskan aviator you would like to nominate for next year? [Fill out our online application!](#) **ALASKA'S 2016 AVIATION LEGENDS!** Call us today to book your tickets.

AACA Establishes Reciprocal Membership with ARSA

ARSA is the only association devoted to the unique needs of the global civil aviation maintenance industry. The association is dedicated to helping its member companies run their operations more efficiently and effectively, while continuing to ensure the safety of aircraft worldwide. **ARSA OFFERS On-Line Training** <http://arsa.org/training-2/> **On-Demand Sessions – Available Anytime Online include:**

Aircraft Parts Series

Regulations Impacting the Purchase of Aircraft Parts

Regulations Impacting the Receiving, Inspection and Stocking of Aircraft Parts

Regulations Impacting the Sale of Aircraft Parts

Audit Activism Series

Audit Activism – Part 1

Part 145 Series

Part 145 – The Business End

Part 145 – Get Your House In Order

Part 145 – Friends in Certificated Places

The FAA, EASA and MAG Change 5

Recordkeeping Sessions – “Finishing the Job with Proper Paperwork”

Recordkeeping for Mechanics

Recordkeeping for Repair Stations

Recordkeeping for Airlines

General Regulatory Sessions

Overhauling Overhaul – Part 43's Most Misunderstood Word

AC 43-210A Listening Session

Major Pain Over a Minor Issue

General Legislative Sessions

Make a Difference in Washington – Effectively Engaging Lawmakers

For information on Live Sessions or Private Sessions visit the website link above for more information. ARSA offers AACA member discounts.



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 (AACCA) 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.



ATC Reform Discussions Continue

As Congress continues to debate the reauthorization of the Federal Aviation Administration, the issue of whether and how to reform our air traffic control system is at an impasse. The U.S. air traffic control system still runs on decades-old technology and efforts to update it have limped forward. While travel delays and safety concerns are mounting, structural and funding issues as well as varied stakeholder interests are all discussing steps toward modernization. Another extension to FAA Reauthorization appears imminent.

FAA Proposes New Part 23 Rule

The FAA proposed one of the most extensive revisions to its regulations in history on March 14, with the publication of the Part 23 Notice of Public Rulemaking (NPRM) available at <https://federalregister.gov/a/2016-05493>. The proposed revision addresses general aviation (GA) airworthiness standards for normal, utility, acrobatic, and commuter category airplanes with a maximum seating capacity of 19 passengers and a maximum takeoff weight of 19,000 pounds.

Read more, visit: http://www.faa.gov/news/safety_briefing/2016/media/MayJun2016.pdf

NATA 2016 Aviation Business Conference - June 8-10,

The NATA 2016 Aviation Business Conference is held steps from the United States Capitol and tailored to the issues impacting the many segments of aviation business including air charter, maintenance, FBOs and more. This two-day event, June 8th-10th, kicks off with an opening reception and includes sessions on **industry consolidation, hiring challenges with a declining pilot supply, and much more**. Plan on participating in the industry's most comprehensive policy and networking event designed to help you succeed in today's complex and challenging marketplace.

View the Conference Agenda at:

<http://nata.aero/data/files/events/2016%20abc%20agenda%20for%20website.pdf>

To register visit: <http://nata.aero/Events/2016-Aviation-Business-Conference.aspx>

Separating Fact from Fiction for ADS-B 2020

There is only 44 months remaining before the FAA's ADS-Out equipage deadline set for January 1, 2020.

Myth: Since the airlines and the military are getting a free pass beyond 2020, the FAA will wind up extending the deadline for everyone.

FAA: There are no plans for the FAA to extend the mandate for ADS-B Out equipment beyond the existing 2020 deadline date. The military is expected to equip their heavy aircraft by 2020 and remaining aircraft will be equipped by 2024+/-.

Myth: The longer industry waits to equip, the cheaper the prices will be with more technologically advanced options.

FAA: With regard to cost, we did see a period of significant price drops for ADS-B boxes within the last two years, but those have really stabilized since. As far as waiting for the technology to advance, we're not seeing anything new or novel in the technology for the near future.

FAA: There is a vast amount of airspace under 10,000 feet where ADS-B Out is not required. On the other hand, if you're based at an airport within Class B or C airspace, the rule will definitely affect you. An easy way to remember this is that if you need a transponder to fly now, you'll need ADS-B Out when the mandate takes effect.