

KEEP UP ON NEWS YOU CAN USE!



AACA Newsletter August 31, 2018

In this Issue:

- **2019 AACA Convention and Tradeshow - May 1-2, 2019 (tentative dates)**
- **AACA Advocacy Efforts**
- **FAA Responds to Questions on EAS and IFR Structure in Alaska**
- **Swift Fuel Depart FAA Fuel Certification Process**
- **UAA AMT**

SAVE THE DATE!

AACA 2019 Convention and Tradeshow May 1-2, 2019 tentative dates

If you would like to offer AACA comments on the Annual Convention and Tradeshow

Please Click [HERE!](#)

AACA Advocacy

Senator Sullivan question Joel Szabat, USDOT potential political appointee, Office of Aviation and International Affairs on EAS and Alaska IFR Structure.

AACA will join a work group consisting of AACA members, other aviation groups including NBAA, FAA partners and others

USDOT and FAA Response to Industry Questions

Boeing factory in Renton, Washington marked a historic occasion, it was the 10,000th 737 jet to be produced. The Guinness World Records' team officially renewed their recognition of the 737 as the world's most produced commercial jet aircraft model. Boeing was first awarded the title in 2006 when the 5,000th 737 was completed in Renton. Think about that for a minute, it took Boeing just 12 years to build the same number of 737s that it did during the aircraft's first 39 years.

Hawaii Airport Authority bill clears Senate



A bill that would shift authority over the state's airports from the Department of Transportation to an Airport Corporation passed the Hawaii state senate on Thursday.

Hawaii proposes to establish an Airport Corporation to be led by a governor-appointed board of directors. All aspects of state airport management would transition from the Department of Transportation by 2021.

Most support the bill stating that state-imposed budgetary constraints have caused the state's airports to gradually deteriorate to conditions much worse than those of many other states.

An authority board would have legal and financial responsibility for the system; not merely advisory, as is the case now in Alaska.

Would a single Alaskan airport system where decisions about revenue, expenses, operations, capital improvements, are made with all Alaskan airports in mind, improve service, operations and capital improvements?

Workers Comp Reform

SB112, sponsored by Senator Giessel, remains stalled in the Senate Commerce and Labor Committee. AACA has forwarded a letter of support to Senators Giessel and Commerce and Labor chair, Senator Costello. AACA also encourages the membership consider sending company comments as well!

Governor Walker's HB 79 recently passed the house. The governor's bill offers the Division of Workers Comp reform. Below is the link to the current version of HB79. <http://www.legis.state.ak.us/PDF/30/Bills/HB0079D.PDF>

NTSB chairman's views on safety management systems, organizational safety cultures and more.

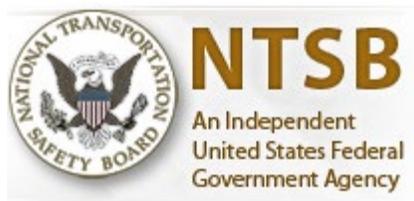
People seem to be making this "SMS thing" entirely too difficult. Think of the requirements posed by SMS as those things that a professional flight department should be doing anyway. In many ways, these are the things that many operators are already doing, but they just aren't calling it SMS.

An SMS has written policies, procedures and guidelines; data collection and analysis; and risk management, all held together by a safety culture.

Written policies, procedures and guidelines are simple - write the way you intend to do things, and then operate that way.

To view the entire article, please

visit: <https://www.nbaa.org/ops/safety/capital-view-ntsb-sumwalt-a-safety-champion.php>



AACA JOINT SAFETY

The goal of the association's JOINT SAFETY Committee is to promote safety-focused discussions and ultimately advocacy throughout the commercial aviation community.

Recently, members of JOINT SAFETY discussed opportunities for Part 135 air carriers to operate IFR (in non-contiguous states) to airports where the nearby weather is referenced on the approach plate. With guidance from FAA and others, some carriers are now considering submitting a request for an exemption from some certain requirements (FAR135.4).

In addition, a small AACA working group proposes legislation that facilitate the exemption process and allow Part 135 air carriers operating outside the CONUS to fly IFR approaches when weather is nearby and referenced on the approach plate. Procedures would have to be approved, and some additional education may be necessary. Those discussions will be evolving over the next month and AACA encourages everyone to participate.

The association continues to advocate for more AWOS weather. This proposed legislation may offer a higher level of safety than flying VFR, but the highest level of safety includes AWOS weather on the runway.

The current language being discussed is:

The Administrator of the FAA shall permit a Part 135 air carrier to operate to a destination with a published approach, in a noncontiguous State under instrument flight rules and conduct an instrument approach without a destination meteorological Aerodrome Report (METAR) if a current area forecast (FA), supplemented by non-certified local weather observations (weather cameras, human observations) are available, and an alternate airport that has a weather report is specified. The operator shall have approved

[procedures for departure and en route weather evaluation.](#)

AACA Encourages All Alaskan Part 135 Operators to Consider Participating in the Discussion!



Alaska Air Carriers Association | 907.277.0071 | aaca@alaskaaircarriers.org | www.alaskaaircarriers.org

STAY CONNECTED:



Alaska Air Carriers Association, 2301 Merrill Field Drive, A-3, Anchorage, AK 99501

[SafeUnsubscribe™ {recipient's email}](#)

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by aaca@alaskaaircarriers.org in collaboration with

Constant Contact 

Try it free today