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2021 AACOA Convention

Save The Date!

VIRTUAL

February 15-19

Anchorage, Alaska

We're so excited to announce the dates for the 2021 Alaska Air Carriers Association Convention. Due to the uncertainty surrounding COVID-19, we will be making the convention available online.

- This year we will have traditional and new sponsorship opportunities to fit online attendance.
- AACOA will host initial and recurrent Haz-Mat, drug and alcohol, an IA Renewal along and new informative safety and management related sessions.
- We're looking forward to elevating the convention this year to meet the new "normal".
- Watch this space for more details on the 2021 Alaska Air Carriers Association Convention!

**SPONSORSHIPS ARE
AVAILABLE!**

Please Visit: [**SPONSOR THE**](#)

MECHANIC HELPER EDUCATION PROGRAM

Greetings all. In lieu of an actual Industry Day, I'd like to give everyone a quick update on the Mechanic Helper Education Program (MHEP) courses that are currently available for enrollment. I recently added:

- Cleaning and Corrosion Control
- Fluid Lines and Fittings
- Aircraft Welding
- Inspection Concepts and Techniques
- Inspection Concepts and Techniques – NDI/NDT

That brings the total number of courses to 20 with Aircraft Materials Hardware, and Processes coming soon. Please visit our **MHEP website** to see all the courses available and how to enroll.

If anyone has any questions or needs further information, please let me know. And please feel free to forward this email to anyone you think might be interested in taking any of the courses.

Thanks!

Wade

Wade Weiss

Aviation Maintenance Technology

Baldwin Aviation Presents: Make Your Risk Assessment a Star!



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Making your Risk Assessment Tool a STAR

Mention the acronym "GUMPS" to just about any fixed wing pilot and watch their eyes move upward and to the right. Their neurolinguistics are probably showing you they are visually remembering: gas, undercarriage, mixture, props, and safety. It is a tried mental checklist and litany that has served, and saved, many a pilot.

[Click here to view the full article on the Alaska Aviation Safety Exchange page, provided by Baldwin Aviation.](#)

Operators - Hiring Opportunity

Are you looking to expand your team? AACA may be able to help. Contact events@alaskaaircarriers.org if you're interested in hiring a veteran looking to become an A&P mechanic, the registered apprentice program may

FAA Proposes Decommissioning of the Nabesna NDB and the Shishmaref NDB.

See below for details:

**SUBJECT: CASE NO. 20-AAL-46NR
PROPOSED DECOMMISSIONING
Nabesna Nondirectional Beacon
Northway, Alaska**

The Federal Aviation Administration (FAA) is conducting an aeronautical study of a proposal to decommission the Nabesna Nondirectional Beacon (NDB) (AES) in Northway, Alaska.

Decommissioning AES will not result in the cancelation of any instrument approach procedure, but will cause the cancelation of Colored Airway A2-15 between Delta Junction and the Canadian Border, and Airway G-11 between Nabesna and the Glenn Allen NDB. Airways V-444 and T-232 are in place along the route from Delta Junction to Northway with a Minimum En Route Altitude (MEA) equal to A2-15. A new T-route, T-372, is in development with a planned route from Glenn Allen to Northway and then east to the Canadian border. It is expected to provide equal or lower MEAs than the existing G-11 airway. V-456 and V-444 will remain unchanged. (These changes are depicted in the chart on the following page.)

Decommissioning of AES will be contingent upon successful rulemaking to create and publish T-372.

AND

**SUBJECT: CASE NO. 20-AAL-60NR
PROPOSED DECOMMISSIONING
Shishmaref Nondirectional Beacon
Shishmaref, Alaska**

The Federal Aviation Administration (FAA) is conducting an aeronautical study of a proposal to decommission the Shishmaref Nondirectional Beacon (NDB) (SHH) in Shishmaref, Alaska.

SHH has been out of service for several years and there is no plan to restore it to service, as the antenna and towers were determined to be unsafe and removed. Decommissioning SHH will cause the cancelation of the Shishmaref Airport NDB Runway 05 instrument approach procedure and Colored Airway

B-8 between the Tin City NDB and SHH.

Development of a new Global Positioning System (GPS) T-Route is planned as a mitigation to the loss of Colored Airway B-8. The course will closely parallel the existing route of airways B-8 and V-401. The Minimum En Route Altitude (MEA) for the new T-Route is projected to be 1,700 feet between Tin City and SHH, and 2,600 feet between SHH and Kotzebue. (The changes are depicted in the chart on the following page.) Decommissioning will be contingent upon the publication of the new airway.

OPPORTUNITY TO COMMENT

Interested parties are invited to respond by submitting written data, views, and/or arguments related to the overall aeronautical, economic, environmental, and/or energy aspects of the proposal. All communications received on or before the specified comment closing date will be considered. Comments may be sent to the Group Manager, Operations Support Group, AJV-W2, FAA, Western Service Center, at 2200 South 216th Street, Des Moines, WA 98198, or via email to Mark.ctr.Payne@faa.gov.

COMMENT CLOSING DATE: January 6, 2021

FOR FURTHER INFORMATION, CONTACT: Mark Payne, Operations Support Group, Western Service Center, at (206) 231-2241.

B. G. Chew

Acting Group Manager, Operations Support Group
Western Service Center

FAA Extends Air Carrier Training Exemptions.

The FAA is extending through March 31, 2021 two regulatory exemptions (18509, 18512) it previously issued to scheduled and on-demand U.S. air carriers. The exemptions give crewmembers relief from having to don protective breathing equipment or oxygen masks in training, checking, or evaluation. They originally were going to expire on Nov. 30, 2020. Crew members that have previously used relief under this exemption cannot use the relief again.

NOTICE OF PROPOSED CHANGES IN ALASKA INTERNATIONAL AIRPORTS SYSTEM RATES AND FEES

Notice is given that the Commissioner of the Department of Transportation and Public Facilities (DOT&PF), under authority vested by AS 2.15.020 and Title 17 AAC 42.125, intends to modify certain fees listed below for the Alaska International Airports System (AIAS), consisting of the Ted Stevens Anchorage (ANC) and Fairbanks (FAI) International Airports. The proposed rates will become effective January 1, 2021, but landing fees will not affect aircraft of less

than 6,000 pounds Certificated Maximum Gross Takeoff Weight (CMGTW). Signatory Airlines are air carriers that have executed an AIAS Operating Agreement and Passenger Terminal Lease (Operating Agreement). Copies of the Operating Agreement are available at http://dot.alaska.gov/aias/op_agreements.shtml or upon request from the airport leasing offices.

The proposed rates are as follows and are subject to change by further public notice at any time:

Terminal Rental Rate

Long-Term Lease (until at least June 30, 2021) \$61.50 per square foot per year

Month-to-Month Lease or Permit \$76.88 per square foot per year

Landing Fee

Signatory Airline Aircraft \$1.00 per 1,000 lbs CMGTW

Aircraft 12,500 lbs and less CMGTW \$1.00 per 1,000 lbs CMGTW

FAI Non-Signatory Aircraft > 12,500 lbs CMGTW \$1.00 per 1,000 lbs CMGTW

ANC Non-Signatory Aircraft > 12,500 lbs CMGTW \$1.25 per 1,000 lbs CMGTW

Fuel Flowage Fee* (Applies to all fuel/all aircraft)

Signatory Airline Aircraft \$0.027 per gallon

Aircraft 12,500 lbs and less CMGTW \$0.027 per gallon

Non-Signatory Airline Aircraft >12,500 lbs CMGTW \$0.067 per gallon

*At FAI, the Fuel Flowage Fee for Non-Signatory Aircraft >12,500 lbs CMGTW will be \$0.027 per gallon for the first twenty five million (25,000,000) gallons of fuel dispensed to a Non-Signatory customer in the fiscal year, until the first day of the month after the month in which total fuel dispensed at FAI exceeds one hundred million

(100,000, 000) gallons for that fiscal year.

Aircraft Ramp Rental Rate \$1.13 per square foot per year

Vehicle Parking Position (current aircraft ramp rate x 200 sq ft /12) \$18.83 per square foot per year

Federal Inspection Service Fee

FIS Service Fee per Airplane Inspection \$37.70 per inspection

FIS Service Fee per Deplaning Passenger \$5.61 per deplaned passenger

Aircraft Parking Charge Rate

Narrow Body Aircraft (single aisle) up to 4hrs \$70.10 per use (1 x a/c parking charge rate)

Wide Body Aircraft (2 or more aisles) up to 4hrs \$140.21 per use (2 x a/c parking charge rate)

Narrow Body Aircraft (single aisle) 4hrs to 24hrs \$210.31 per use (3 x a/c parking charge rate)

Wide Body Aircraft (2 or more aisles) 4hrs to 24hrs \$280.41 per use (4

x a/c parking charge rate)

Common Use Premises Charges

All other common use premises \$1.78 per enplaned passenger

Airport Administrative Premises Charges**

Airport Administrative Gate Fee Turn (one landing and departure of an aircraft):

Wide Body (two or more aisles) \$967.17 per turn

Narrow Body (single aisle and >100 seats) \$537.32 per turn

Regional (50-99 seats) \$376.12 per turn

Commuter (fewer than 50 seats) \$214.93 per turn

**Amount paid in a Fiscal Year by Signatory Airline on per turn basis not to exceed amount which would have been paid by that airline as preferential use premises for that entire fiscal year.

Passenger Jet Bridge Fee \$241.85 per turn

Passenger Jet Bridge Fee \$4,469.61 per month

Ticket Counter I Bag Makeup space \$58.30 per use

Common Use Passenger Processing System (CUPPS)*** \$1.52 per enplaned passenger

***Does not apply to use by leaseholders at their preferential leasehold premises where CUPPS system has been installed at discretion and direction of the airport as a means of providing or maintaining appropriate gate management flexibility for the airport.

Ground Support Equipment (GSE Parking Sticker Fee)

Self Propelled \$40.00 per year

Non Self Propelled \$20.00 per year

The rates and charges set out above are proposed to supersede previously established rates and charges for the indicated uses and services at ANC and FAI. All other previously established rates and charges applicable to the AIAS will remain unchanged unless otherwise noticed.

Any person interested may present written statements or comments to Keith Day, Controller, Alaska International Airports System, P.O. Box 196960, Anchorage, Alaska 99519-6960, or email at keith.day@alaska.gov, or deliver to Room C-3588 at Ted Stevens Anchorage International Airport, 5000 W. Int'l Airport Rd, Anchorage, AK 99502. All comments must be received no later than 4:30 p.m., December 31, 2020.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in public meetings or who require special accommodations while gathering information on this file, should contact Eland Conway, at telephone number (907) 266-2694 or text telephone (TDD) (907)

269-0473 TTY:1-800-770-8973 or Alaska Relay at phone number :711or 1-800-770-8255 . Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

Upon his own motion, or based on written comments from any interested person, the Commissioner may adopt the proposed rates and charges within the scope of this notice without further notice or may decide to take no action on them. The Commissioner reserves the right to correct technical defects in the rates and charges descriptions.

For details, visit the following link:

<https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=200384>

Alaska Air Carriers Association
907-277-0071