



Position Report

Winter 2007

Alaskan Aviation Safety Foundation

Dear Friends and Supporters of the Alaskan Aviation Safety Foundation:

The AASF continues to provide the best aviation safety education and advocacy in Alaska. This is a time of continued changes to what for some of us is our industry and for the rest of us our passion.

The AASF hosted several recent aviation safety seminars. The most recent was our Fall Safety Seminar on October 13th. This was a very successful seminar and we had great attendance. Thanks to UAA for using their state of the art facility and our wonderful guest speakers, many volunteers and fellow aviation organizations. When the AASF organizes an aviation safety seminar near you, please consider attending. It is frustrating to talk to fellow pilots who did not attend these seminars; pilots who found other things to do. I do not think we can ever know too much. I hope you also share this dedication to learning and to be the best aviators that we can be.

There are many changes happening. The military has issued a request for T-MOA's in the Delta area again for the summer of 2008. The AWOS at Galena and Barter Island are in danger of being turned off. Airspace in Alaska is being reorganized. There is a very real potential that Part 93 will be revised, and new IFR airways are being considered.

If you want to find out about ADS-B there are two choices; attend one or two meetings every week or support one of the aviation organizations that regularly participate in those meetings. Aviation advocacy is the second part of the AASF mission. The AASF tries to have a volunteer involved with most issues to represent the interests of aviation safety. The AASF is a signatory to the agreement with FAA that will allow Alaska to remain at the leading edge of this safety initiative. Without our participation and the participation of all of the aviation organizations, Alaska would have been left out of the national implementation of this important safety program. But the fight is not over yet. Over the next five years, owners will have to install avionics in over 4,000 aircraft. Efforts are underway to secure grants and loans to assist in these installations. Again, if you want to keep apprised with what is happening, the best way is to support the AASF.



A little over a year ago, the Board of Directors decided to simplify the management of memberships. All memberships now end on December 31 of each year. Please, pick up a pen and renew your membership now before you even finish reading this newsletter. Our intention is to provide a value for your membership that is well worth the price. And as a 401 (c)(3) you can deduct any contribution to the AASF.

Please let us know of any ways that we can help you. Let us know of any speakers you want to hear at the safety seminars. We continue to produce the television program Hanger Flying that shows every Friday evening on PBS. This short program focuses mostly on aviation safety, but also covers other interesting aviation issues. Let us know of any interesting folks you would like us to interview on Hanger Flying. And if you have an area of aviation that is of particular interest to you, we can always use more volunteers to help cover all of the bases.

Please fly safe, and share the joy of flight with a young person.

Carl Siebe, Chairman of the Board

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Update on Capstone

What's at Issue?

The future of the Alaskan aviation transportation system is literally at stake. Approximately \$530M in federal funding for needed aviation infrastructure, coupled with \$11M in private funding, will be lost without a commitment of State support for approximately \$34M over five years.

Why It's Important

The SBS Capstone Project is a joint industry and Federal Aviation Administration (FAA) effort to improve Alaska aviation safety and community access by implementing proven, cost effective safety technology. Studies by the University of Alaska show that the original Alaska Capstone Program reduced the aviation accident rate in southwest Alaska by 47%. The lives of more than 100 residents in this area alone will be saved over a decade! Under the second phase of Capstone, residents of Southeast Alaska are now benefiting from the commercial aircraft equipped with next generation technology allowing improved access in that challenging terrain and weather environment. Once Capstone is implemented statewide, FAA estimates a 33% reduction in fatal accidents and \$824 million in combined public benefits from:

- Reduced aircraft accidents
- Enhanced rural community access
- Improved medical evacuation, and
- More effective search & rescue operations

Status

Capstone is now managed by the FAA Surveillance and Broadcast Services (SBS) Office in Washington DC, with a project manager for Alaska, based in Anchorage. The Alaskan Aviation Safety Foundation was one of several Alaska aviation associations and the FAA SBS office that signed an agreement, to effect a coordinated deployment of the ground infrastructure and aircraft equipage statewide. A detailed implementation plan includes a federal investment of \$100M over the initial five years, with a total of \$530M in ground infrastructure for Alaska over the next 27 years. However, this FAA investment requires that 4,000+ Alaska based aircraft install additional avionics over the initial five years to utilize the upgraded FAA infrastructure. While market forces are expected to bring avionics equipage costs into affordable ranges over the next decade, the cost of the equipment is currently not affordable for most operators. Without such equipage, this FAA investment in Alaska will be lost.



Equipage Program

The FAA has authorized funding for new ground infrastructure, including communications, navigation, surveillance, weather reporting, and airport access upgrades. The federal funding will only be expended if Alaska aviation operators voluntarily equip with the avionics necessary to utilize the FAA infrastructure. A joint federal-state-private sector **Safety Equipage Incentive Program** (SEIP) is planned to encourage commercial and general aviation operators to install the necessary equipment on their aircraft. This short-term program is designed to lower the cost of avionics, and to stimulate the equipage required to achieve the federal investment.

Aviation Community Position

A State of Alaska investment of \$34M over five years is required to capture \$530M in federal funding authorized by the FAA. With this highly leveraged investment by the State of Alaska, our aviation transportation system will become an early implementation of the next generation FAA national airspace system (NextGen). With full statewide implementation, Alaskan travelers will have access to an aviation transportation system that is on a par with the rest of the U.S. A significant number of accidents will be avoided through the capabilities of the Capstone-proven avionics safety equipage package. The system also will provide increased access and opportunities for economic development by increasing the number of airports served by instrument approaches and having radar-like services in areas outside of radar coverage.

ACTION REQUESTED

- **The Alaskan Aviation Safety Foundation along with the other industry groups are asking for State of Alaska support for a Safety Equipage Incentive Program to equip approximately 4,000 aircraft.**
- **The AASF and others have provided input to the Governor and Legislature to support modernizing Alaska's most extensive transportation system. If you have the opportunity to talk to any of these people, please ask them to support this important safety initiative.**

Safety Moment: Carbon Monoxide in the AIR!

Source: G.J.Salazar. FAA Civil Aerospace Medical Institute.

Carbon Monoxide poisoning is a safety issue that pilots tend to ignore, even though it is the most common industrial poisoning accident in the United States. When carbon monoxide poisoning occurs, it can have significant and fatal consequences for aircraft occupants. Carbon Monoxide is a by-product of the incomplete combustion of carbon-containing materials. Aviation fuel contains carbon and is a ready source of carbon monoxide when burned. No one is sure how many times pilots or passengers became ill, not realizing they had been exposed to carbon monoxide. Because no significant incident or incapacitation occurred, the matter was not reported and, hence, not investigated. Symptoms that could be attributed to airsickness, altitude hypoxia, fatigue, or a variety of other conditions actually could have been carbon monoxide poisoning. But how can you protect yourself and others from carbon monoxide exposure? First and foremost is pilot education and awareness. Pilots must understand the danger posed by carbon monoxide poisoning and should be alert to the symptoms.

What should you do in an event of known exposure:

- Turn the cabin heat completely off
- Increase the rate of cabin fresh air ventilation to the maximum
- Open windows if the flight profile and aircraft's operating manual permit such an action
- If available (provided it does not represent a safety or fire hazard) consider using supplemental oxygen.
- Land as promptly as possible
- Do not hesitate to let Air Traffic Control know of your concerns, and ask for vectors to the nearest airport.
- Once on the ground, seek medical attention
- Before continuing the flight, have the aircraft inspected by a certified mechanic

The best protection against carbon monoxide poisoning is to avoid exposure. To do this, you must:

- As an aircraft operator and or pilot, you must ensure that heating/ventilation systems and exhaust manifolds in their aircraft are all in good working order, as specified by the manufacturer and the FAA
- Certified mechanics must conduct all required inspections
- Special attention should be paid to older aircraft because of corrosion or simple wear and tear
- A certified mechanic should verify firewall and aircraft structural integrity and seal any defects
- Finally, several devices are available to monitor for carbon monoxide. The least expensive are handheld or stick-on colorimetric devices that change color in the presence of carbon monoxide. While effective, they are not perfect or foolproof. Powered detectors for aviation use are available as either portable or panel-mounted units and provide greater reliability.

Percent CO in Blood	Typical Symptoms
<10	None
10-20	Slight headache
21-30	Headache, slight increase in respirations, drowsiness
31-40	Headache, impaired judgment, shortness of breath, increasing drowsiness, blurring of vision
41-50	Pounding headache, confusion, marked shortness of breath, marked drowsiness, increasing blurred vision

Carbon Monoxide (CO) Blood Levels and Possible Symptoms

“Don't become a statistic. Learn to prevent and avoid this deadly threat to your flying safety”



2007 Scholarship Awards

For many years, the Alaskan Aviation Safety Foundation has held scholarship award competitions. The scholarship is established with funds received from families and friends of Alaskan aviators who have gone to new horizons. The winners this years competitions are:

1. Ms. Cheryl Johnson, Anchorage
2. Ms. Laura Melinda Madsen, Juneau
3. Mr. Louis Long, Bethel
4. Mrs. Kirsten Labrecque, Eagle River

We wish them the best in their academic pursuits, and look forward hearing from them about their success in the future. We are accepting new applicants for 2008 scholarships. Just go to our website (www.aasonline.com) and click on the scholarship link. Here you can print out the application form. As an alternative, we can (e)mail you the form. Spread the word and share your aviation passion with others!

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TO:



On behalf of the Alaskan Aviation Safety Foundation we would like to wish you a

**Merry Christmas &
 Happy New Year**



Upcoming Events

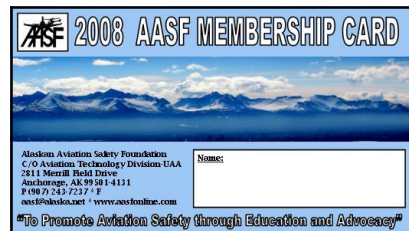
- **"Flying to the finish line"** AACFA's 42nd Convention and Trade Show. **January 30th-February 1, 2008** Westmark Hotel, Fairbanks, AK
- **AASF's Annual Seaplane Seminar April 2008.** "Tom Wardleigh" Hangar at Lake Hood (OAS).
- **Valdez May day Fly-in and Air Show May 2008.** Valdez, Alaska
- **Alaska Airmen's 11th Alaska State Aviation Trade Show and Conference, May 2008.** Fedex Hangar Anc Intl.
- **17th Annual Palmer Fly-in and Pancake Breakfast, June 2008.** Palmer
- **Alaska 99's 2008 International Conference, August 6-9.** Eagan Center and the Anchorage Hilton Hotel.

Membership Renewals Due NOW!

This is the time of the year again that most memberships expire. The AASF now only offers memberships per calendar year. So if you have renewed your membership in the last quarter (Oct-Dec 2007), you are good for the year 2008. If you renewed earlier, we would like to ask you to submit your dues for 2008. We are currently updating our database so on the address label, it should show you the date that your membership expires or has expired. Starting in 2008, we will issue a newly designed and laminated membership card for every current member.

Membership Prices:

- Individual: \$25.00
- Cooperate: \$100.00



Thank you for your continued support