

# Alaskan Performance Based Area Navigation Route Development User's Meeting Notes

May 30, 2007

**Purpose:** To review previous work done to produce Performance Based, WAAS-enabled enroute Area Navigation (RNAV) airway infrastructure, and to identify any additional needs and requirements to produce this RNAV airway infrastructure.

This is a summary of the meeting covering the development of WAAS-enabled performance-based Alaskan RNAV airway structure, as commissioned by ATO-E with the FAA Administrator's 2007 Flight Plan Goal to implement a RNAV route infrastructure by September 30, 2009. This is a continuation of the initiative begun by the CAPSTONE program, now under the Initiative Profile Form (IPF) ownership of ATO-E. Representatives from the Alaskan aviation community and various FAA Lines of Business (LOBs) were invited to have dialog and provide feedback about this initiative. The attendees are listed at the end of this document (Attach 1). We followed a slide briefing (Attach 2) to provide an outline for discussion. After introductions were made, a brief summary of the Alaskan RNAV enroute airway structure was given, followed by the current status of charted T and Q routes. We then discussed the way ahead on the process to best accomplish this task.

As part of the 'current status' discussion, Lari Belisle provided information about why the currently charted routes are NOTAM'd unusable. It centers on a combination of issues; e.g., 1) defined on a high level, on Air Traffic Controllers not having RNAV-equipped aircraft radar separation guidance in FAA Order 7110.65 (.65), and air traffic's reluctance to apply the current waiver (#03-E-21) dated December 23, 2005, and expiring December 23, 2007; and 2) MSAW and Microarts issues. The team addressed this by noting that ATO-R and Flight Standards are tasked with providing the separation guidance by the summer of 2008. Once the .65 is updated, ATC will be able to provide non-radar separation service applying SFAR 97. He also added that Anchorage Center (ZAN) will have the Minimum Safety Altitude Warning (MSAW) programming issues resolved by the end of 2008. The re-programming would allow aircraft to operate at RNAV MEAs (below conventional MEAs).

These issues continue to generate a great deal of discussion; e.g., Flight Standards submits that radar is not required at all; i.e., apply SFAR 97, Waiver #03-E-21. Discussions will be ongoing within the various FAA LOBs to resolve these varying opinions.

To obtain relevant aviation user feedback, the group determined that the FAA needs to provide a report outlining route selection criteria. The following criteria list was developed (not all-inclusive list, as additional criteria is being solicited from a wider Alaska industry user base).

- Medevac requirements
- Current and planned IFR airports
- Future Navaid Decommissioning plans

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- IFR use (where primary IFR use exists)
- VFR use (where primary VFR use exists)
- Who would be flying them? (AK Airmen's Assoc reports that 4,000 aircraft will have WAAS equipment installed in the next five years)
- Planned use rate

In addition to the development and application of criteria, a FAA member of the team requested that, as part of the route evaluation process, the team focus on 'low hanging fruit' such as the Q routes, apply the intent of SFAR 97, current Waiver #03-E-21, etc., to determine if the NOTAMs for any of the Q routes can be cancelled, and consequently some 'early' successes be claimed.

Gary Rolf was tasked with producing the report mentioned above by July 12<sup>th</sup>. The group will meet again on July 31<sup>st</sup> to have further discussion. The user feedback outlining route preferences (suggestions for changes or additions) to the FAA would then be due by the end of November 2007. This feedback would then be assessed by the FAA for eventual publication.

We also discussed the Mission Needs Statement (MNS) tasking from a recent ATO-E telecon hosted by MITRE's Jeff Formosa at the request of Bob Novia on May 3rd on this subject. ZAN is tasked to provide the MNS, which will identify, among other things, FAA responsibility for each line of business. SBS' Jim Hill stated that he would be the focal for the MNS, and that it would be completed by July 12<sup>th</sup>, 2007, along with the report.

V/R,  
Gary Rolf  
Alaskan RNP/RNAV Contract Support  
Advanced Management Technology Inc.  
(907) 271-5898

### Attachments:

1. Attendee List
2. Briefing
3. Invitation Letter

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Attachment 1

Name	Organization	Contact Info.
Dennis Parrish	Conoco Phillips	d.parrish@conocophillips.com
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Jim Cieplak	AASF	jcieplak@mitre.org
Jerry Wortley	Alaska Airmen's Assoc.	jwtortley@airsure.com
Bob Hajdukavich	Frontier Flying Service	bob@frontierflying.com
Bob Mercier	North Slope Borough SAR	Bob.mercier@north-slope.org
Jeff Formosa	MITRE	jformosa@mitre.org
Mike Borowski	MITRE	borowski@mitre.org
Jerry Baker	MITRE	jbaker@mitre.org
Jim Hill	SBS	Jim.hill@faa.gov
Lari Belisle	Anchorage Center	Lari.belisle@faa.gov
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Jim McFarlane	" "	James.a.mcfarlane@faa.gov
Gary Rolf	AMTI	Gary.ctr.rolf@faa.gov
Mike Post	Flight Standards	Mike.post@faa.gov
Ric Girard	" "	Richard.girard@faa.gov
Hamza Abduselam	Aircraft Certification	Hamza.abduselam@faa.gov
Russ Biehl	Anchorage ARTCC	rbiehl@faa.gov
Don Streeter	FAA Flight Standards	Donald.w.streeter@faa.gov

# Alaskan Performance Based Area Navigation Route Development User's Meeting Notes

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Attachment 2

**Alaskan Performance Based Navigation Implementation**

Presented to: RNAV Route Working Group  
By: Anchorage Center  
Date: May 30, 2007

Federal Aviation Administration

## Overview

- ✈ Introductions
- ✈ Alaskan RNAV Enroute Structure History
- ✈ Current Status
- ✈ The Way Ahead



# Alaskan Performance Based Area Navigation Route Development User's Meeting Notes

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## Introductions

- ✈ AASF -
- ✈ AACA -
- ✈ AOPA -
- ✈ Alaska Airmen's Association -
- ✈ Conoco Phillips -
- ✈ FAA -



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## AK RNAV Enroute Structure History

- ✈ T & Q Routes Charted in Sep 2005 (CAPSTONE Program)
  - Currently NOTAM'd Unusable
- ✈ ATO-E Tasked with Implementing Alaskan RNAV Enroute ATS Routes
  - Initiative funded by Surveillance & Broadcasting Services (SBS) Group
- ✈ FAA Offices Support
  - ATO-E (Enroute) now AJE
    - SBS
  - ATO-R (RNAV/RNP Group) now AJR
  - ATO-W (WAAS/AVN/NACO) now AJW
  - AFS (Flight Standards)
  - HQ Airspace and AIM Office (Rulemaking)
  - ATO-V (Safety) now AJS
  - Western Service Center System Support Group AJO2-W2



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## Current Enroute Structure Status

### ✈ Alaskan Operations

- Public
- 145/146 WAAS (SFAR 97)
- SFAR 97 Allows Published Route Ops at MEAs below  
Navaid Reception. Guarantees Obstacle Cinc and Comm



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## The Way Ahead

### ✈ Obtain Group Consensus:

- Determine Unusable Routes
- Determine Routes that Require Modification
- New Route Formulation
- New Chart

NOTE: Requires Processing Similar to  
RNAV SID/STAR 18-Step Process.

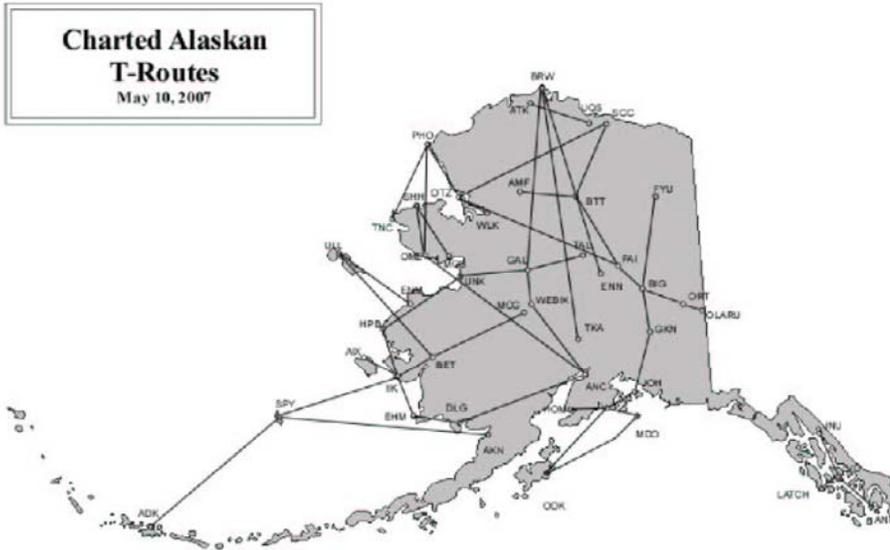


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Attachment 3



U.S. Department  
of Transportation  
**Federal Aviation  
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Anchorage ARTCC  
700 North Boniface Parkway  
Anchorage, AK 99506-1697

Greetings:

In support of the FAA Administrator's Flight Plan goal to develop a Performance Based Navigation (PBN) Air Traffic Service (ATS) route structure in Alaska, the Anchorage Air Route Traffic Control Center will be forming a small workgroup to assist in this effort. The purpose of the work group will be to review previous work done in Alaska and identify any additional needs and requirements for PBN ATS route development in Alaska.

An initial meeting to overview the work to be done as well as identify key personnel will be conducted on May 30, 2007. The meeting will be held at the Alaska Flight Service Information Area Group's office in the Federal Building at 222 W. 7<sup>th</sup> Ave in Anchorage (underground annex). As users of the system, you are an integral part of the solution and we invite you or a representative of your organization to participate in this exchange of information. For those located outside of the Anchorage Bowl and are unable to attend, a teleconference number will be made available soon.

If you or your representative is interested in attending this meeting, please call either Lari Belisle at (907) 269-1124, e-mail [lari.belisle@faa.gov](mailto:lari.belisle@faa.gov) or Gary Rolf at (907) 271-5898, e-mail [gary.ctr.rolf@faa.gov](mailto:gary.ctr.rolf@faa.gov).

Sincerely,

  
for Kevin L. Ford  
Air Traffic Manager

Attachment:  
PBN Route Briefing

Distribution: Alaska Aviation Safety Foundation, Aircraft Owners and Pilots Association, Alaska Air Carriers Association, Alaska Airmen's Association

cc: HQ FAA ATO-R, HQ FAA Airspace & Rules Division, FAA Western Service Center, System Support Group, FAA Alaska Flight Services Information Area Group, FAA Alaskan Region Flight Procedures Office, FAA Alaskan Region AWO