

**CAPSTONE INDUSTRY COUNCIL MEETING
MINUTES
October 11, 2006**

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on October 11, 2006, at 8:00 am.

The following agenda items were presented:

0800 – 0945 Information Sharing

Opening	Ray Collins
Operational Status Update	Ray Collins
Technical Status Update	Mark Olson

0945 – 1000 Industry Feedback (Round Table)

Information Sharing

Opening:

Ray Collins, Capstone Operations Manager, opened the meeting by stating that Sue Gardner, Capstone Program Manager, was on temporary duty at FAA Headquarters (HQ) and would be unable to attend. Introductions by members and guests were provided around the room (see attached attendance list).

Operational Status Update

Ray Collins recognized Sam Wood, ANI-740, for the support he and his staff provided with the installation and operational acceptance of two DBRITE displays in the Juneau Tower. These displays, as emphasized by Jim Hill, FAA Capstone, are for controller situational awareness only (similar to the one in Bethel), and no SE Alaska Capstone traffic is being represented on operational ZAN scopes.

Ray stated that SOI #1 for the anticipated April 2007 delivery of the Chelton 6.0B software was completed.

Ray discussed the current situation with the TSO non-compliance of the WAAS engine in the Garmin GDL-90 and GNS-480. Sam Seery from Garmin reported that a Service Letter would be forthcoming from Garmin to further explain the TSO deviation on this equipment, and that a revised Aircraft Flight Manual Supplement would be provided to copy and supply each Capstone operator. These actions primarily involve IFR usage of the GNS-480 and no current SE Alaska operators are using it for such. Sam did mention that a software and hardware change would probably apply to the GDL-90, in which case, every currently installed UAT may need to be replaced.

Leonard Kirk, UAA, stated that the curriculum recommendations for FITS pilot training had been sent to FAA AFS-800 for evaluation and approval. The FITS CFI seminar hosted by UAA and the Medallion Foundation presented October 7, 2006, was well received. The enhanced SE Alaska Capstone maintenance training facilitated recently in Ketchikan was also well attended and is currently scheduled for the week of October 16, 2006, in Juneau. Training in Cordova is scheduled for October 24-25, 2006. The FITS-like maintenance beta class is scheduled for March 2007 at UAA. The Phase III avionics technician training from the National Center for Avionics Technician Training (NCATT) was received at UAA and is being evaluated.

George Frushour, UAA, mentioned that he had heard the "SD-type" data cards being used to update data in the Chelton equipment were no longer being produced and that this may pose a problem to the SE Alaska operators. Various Capstone representatives stated they would look into this matter.

Jim Hill reported that ADS-B and radar aircraft data continue to be collected. Software mods to MEARTS will need to be developed for AT usage concerning UAT-equipped aircraft surveillance and control procedures, i.e., Minimum Safe Altitude Warning (MSAW), as well as usage of T & Q routes. ATO-E and the SBS Program Office are currently working these issues. The date for AT operational use of SE Alaska GBT data is still unknown at this point and will remain so until such time as the procedures described above can be developed. Jim emphasized that these software changes are top priorities under the safety initiatives being considered by the HQ FAA SBS Program Office.

JoAnn Ford concurred that MEARTS, as well as other platform modifications to handle WAAS-enabled routes was a #1 priority at the SBS Program Office and is a 2009 goal.

Jim Hill mentioned that a HQ FAA Tiger Team Working Group was looking at ADS-B technologies for RNAV/RNP routes/approaches and separation standards. It is anticipated that development of this capability will be included in the soon-to-be-announced FAA Administrator's Flight Plan Goals for 2007-2011.

Ray Collins summarized the on-going AcroHelipro helicopter installations in SE Alaska.

Technical Status Update

Mark Olson discussed the technical status of SE GBTs, their current and forecasted services and availability, as well as the Phase III statewide GBT coverage plan. He emphasized that Phase III concurrence by the JRC was still pending and further statewide deployment statistics were problematic. TIS-B service is planned for Murphy Dome and Kenai next year.

There have been some occurrences of SE Alaska Capstone aircraft targets not showing accurately on Flight Explorer in regards to latency and inaccurate positions. Data is currently being evaluated and compared at ZAN to determine the duplicity between what is being sent to MEARTS and the ETMS test bed.

A slide was displayed with the first seven proposed GBT sites for statewide deployment. This list was developed based on cost/benefit. Nome (#1) has a high interest from an ATC standpoint.

JRC Status Update

Sue Gardner provided an update from recent meetings at FAA HQ. She stated that there were many complex questions that needed to be clarified with the many people involved. She provided positive feedback that there was better understanding by the FAA executive staff of the purpose and systems approach, such as working with other organizations (NCATT, FITS, AEA, Medallion, and the Alaska Air Carriers), and that a final package was being prepared for ATO-F. The briefing to the Executive Council and the decision by the JRC continue to be pushed back with the current dates being November 3, 2006, and November 14, 2005, respectively.

Round Table

JoAnn Ford provided some insight on WAAS capability in Canada and Mexico, particularly reference stations. There are some connectivity concerns between these stations that need to be addressed; however, upgrades to the WAAS software are on-track. The four new ground reference stations in Alaska that went on-line on August 4, 2006, are sending good test messages and provide 95% availability across the state. JoAnn stated that 38 Alaska VFR airports are being proposed for IFR status to the JRC. Paul Fiduccia reminded that full LPV capability to 200' and ½ mile visibility depends on airport infrastructure and safety management requirements.

Dennis Parrish, Conoco-Phillips, asked if Level D for an LPV approach needed asphalt or gravel runways, and if 300' and one-mile visibility was acceptable. It was stated that the FAA FSDO would have to approve this and that there are current revisions to Part 77 that may change these parameters. MITRE is currently evaluating this situation.

Ginny Hyatt, Alaska Aviation Safety Foundation, stated four scholarships were recently awarded, and pilot safety meetings have been completed and well received at various villages around the state.

Tom George, AOPA, advised of the upcoming Aviation North Expo at Fairbanks, Alaska. A panel consisting of Sue Gardner, Felix McGuire, and Don Teter will address the Capstone Phase III statewide issues. They are hoping for good feedback from the audience.

Nancy Schommer, FAA Weather Camera Program Manager, mentioned the first international weather kiosk at Whitehorse, Canada, was undergoing a two-year test.

Conclusion and Next Meeting

The Capstone Industry Council meeting was adjourned at 10:00 a.m. The next meeting is scheduled for 8:00 a.m., Wednesday, November 8, 2006, at the State DOT building, at Lake Hood (usual location).