

Capstone Industry Council
DOT&PF Lake Hood Main Conference Room
December 13, 2006

Meeting Notes

Due to the ongoing re-organization of the Capstone Program, personnel from the Capstone Office were not in attendance. Felix Maguire chaired the meeting and focused on understanding the nature of the FAA plans for the program. Bob Lewis, Acting Regional Administrator indicated that FAA was making an administrative level transition of the Capstone Program from Alaska Region to the SBS Office based at FAA Headquarters.

Howard Swancy, Senior Advisor to the Deputy FAA Administrator teleconferenced into the meeting from London. Alaska industry representatives expressed their concerns that Capstone is broader than just ADS-B, and includes the following activities:

1) Ongoing Capstone work must continue through and after the transition including:

- Owners agreement through Dec 31, 2008 – we expect FAA going to meet obligations concerning demonstration equipment now installed in aircraft in southeast Alaska.
- Capstone Southeast on-site support – logistics, spares, maintenance, etc.
- Pilot and maintenance training
- Continued data collection and benefit analysis
- Make southeast GBTs “operational”
- Avionics development and support (e.g., Chelton to GDL-90 interface, handheld displays) - certifications, policies and procedures development, problem tracking and resolution
- Continued TIS-B, FIS-B, operator flight monitoring support and development – ground and air side

2) Statewide JRC scope is a bundled program to improve safety and access in Alaska

- Approval needed in a timely manner – Feb 2007
- scope of JRC - Capstone is bundled safety program and includes weather, comm., RNAV routes, airports, as well as GBTs (ADS-B, FIS-B, TIS-B)
- need for continued work post-initial JRC to achieve full user needs in Alaska
- user needs include GBT service volume represented by 50 (plus Ph1&2) GBTs and 57 airports upgraded to support better access - based on FAA analysis
- minimum to start a statewide program is GBT service volume represented by 28 (plus Ph1&2) GBTs and 34 airports upgraded to support better access

3) Ongoing need for Alaska-based safety coordination program focusing on new technologies and associated procedures/training.

- continue research and development efforts (e.g., satellite based data link) to bring AK aviation to equivalent level of safety as the lower 48. Business case of old

technologies does not meet cost/benefit. New technologies have been proven to improve safety and access (see FAA Flight Plan).

- AK safety is not “job” of ATO-E. Focus of ATO-E is enroute/oceanic ATC. How will ATO-E address the broader range of issues?

Swancy assured the group that ongoing Capstone work would continue through the transition, and that the FAA had no intention of slowing down or going backward in terms of progress to get to a statewide system.

Concern was also expressed that communications between industry and the FAA, specifically Capstone staff, were not hindered. Bob Lewis assured the group that communications would not be impacted.

Attendees:

Name		Organization
Kristina	Baiborodova	Institute of the North
Lari	Belisle	ANC ARTCC
Paul	Bowers	BoAvCo/AACC
Karen	Casnovas	Alaska Air Carriers Assoc.
Jim	Cieplak	AASF
JoAnn	Ford	FAA-NAV
George	Frushour	UAA
Tom	George	AOPA
Dee	Hanson	Alaska Airmen’s Assoc.
Nancy	Hemsath	Institute of the North
Jim	Hill	ANC ARTCC
Ginny	Hyatt	AASF
Leonard	Kirk	UAA/ATD
Bob	Lewis	FAA
Felix	Maguire	Alaska Airmen’s Assoc.
Jim	McFarlane	ANC FPO
Skip	Nelson	AACC
Mike	Pannone	Medallion Foundation
Dennis	Parrish	Conoco Phillips Alaska
Wilderd	Ryan	Alaska Air Carriers Assoc.
Carl	Siebe	AASF
Dennis	Stoner	FAA ANC FPO
Joette	Storm	AAL-30
Howard	Swancy	FAA HQ
Patrick	Thurston	Hageland