

**CAPSTONE INDUSTRY COUNCIL MEETING
MINUTES
January 10, 2007**

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on January 10, 2007, at 8:00 am.

The following agenda items were presented:

0800 – 0945 Information Sharing

Opening	Sue Gardner
Operational Status Update	Ray Collins
Technical Status Update	Walter Combs
High Site Construction	Walter Combs

0945 – 1000 Industry Feedback (Round Table)

Information Sharing

Opening

Sue Gardner, Capstone Program Manager, opened the meeting and welcomed those in attendance. The attendance list is attached to the minutes. Sue explained the Capstone Program Office's (CPO) absence from the previous Council meeting and briefly reported on the FAA News Release regarding the role of the FAA Surveillance and Broadcast Services Program Office (SBS), explaining how that might affect responsibilities of the CPO. She then introduced Jere Hayslett, FAA/SBS Program Office.

Operational Status Update – Ray Collins, Operations Manager

Ray Collins provided an update on the status of Capstone operations. He mentioned that the Juneau Tower display was operational. ANI is in the process of installing two displays in the AFSS with a ROM estimate for completion in January 2007. Operational use is TBD based on FSS Specialist evaluation of the surveillance, displays, training, and public notification for demonstration implementation.

The ANC FSDO and Jim Edwards, Capstone Program Office, are reviewing the UAA FAA Industry Training Standard (FITS) Pilot Training curriculum that was accepted by AFS-800 during September 2006. The UAA "FITS-like" maintenance training course is currently under development and scheduled to be presented to a "beta" class in March 2007. The National Center for Avionics Technician Training (NCATT) curriculum has

been developed and is now being "fine-tuned." This will be a standardized, nationally certified syllabus for avionics installation. No UAA classes have been scheduled at this time; however, Leonard Kirk stated that current A&P students could easily transition to these classes. Actual training start is dependent on Phase III approval.

Nine of the ten UAA-contracted Capstone Maintenance Training classes have been completed. The Cordova class is expected to be scheduled in late January 2007.

The Chelton 6.0B SOI #1 has been completed for DO-178B certification with completion of SOI #3 & #4. The software release has been moved to June 2007. Chelton will be providing training manuals to UAA for development of these courses by March 2007, with actual training to SE Alaska pilots to take place the following month. Gordon Pratt, President of Chelton Flight Systems, stated that all flight testing for TSO certification of the software and 90% of the code have been released to the testers and will not be changed. Chelton currently has a Windows-based training program for 6.0B to assist with this training. The Chelton Pilot Guide is under development. The revised Flight Manual Supplement will be provided during the STC development process (that will be completed as soon as possible after the TSO is approved). Gordon also mentioned that a 6.0B software simulator version could be available within a couple of weeks.

Ray Collins noted that ten of the 12 remaining helicopters have been completed in SE Alaska, with one remaining installation in February 2007 (Coastal) and another one in May 2007 (Temsco).

Technical Status Update – Mark Olson, Technical Manager

Mark Olson stated that the SW Alaska GBT services status remained fairly unchanged from the previous month, with five GBTs operational for surveillance, FIS, and Operator Fleet Monitoring Service (OFMS). The Cape Newenham GBT feed was still out due to a faulty communications link. Lari Belisle noted that the Cape Newenham radar had become operational within the last few days. He expected communications to be restored shortly.

Lari reported that the Y-K ADS-B coverage box remained unchanged and that testing and data collection efforts were ongoing in conjunction with FAA/SBS and AFS-400 for approval of additional GBT locations to be used for operational surveillance. A final report had been expected in October 2006. The software modification for the MEARTS tracker for SE Alaska could be up to nine months away. A plan is currently being developed with the SBS Program Office to move forward with ADS-B surveillance in SE Alaska, but no schedule was discussed.

At the time of this meeting, nine SE Alaska GBT sites were operational for FIS-B and OFMS essential services (Haines, Gustavus, Lena Point, Yakutat, Juneau, Sisters Island, and Biorka Island). Wrangell, Angoon, Cape Spencer, and Gunnick are under review by the SBS Program Office to authorize a Joint Acceptance Inspection, possibly within the next 90 days. Sunny Hay is awaiting Telco circuits. At High Mountain, construction is complete; however, the electrical installation has been delayed due to weather. Port Alexander permits are pending. Construction is expected in the spring of 2007. The SBS Program Office, responsible since July 2006 for Phase II ADS-B implementation, is currently assessing costs and activities to approve the completion of these Phase II sites.

In order to reduce some of the inaccuracies of SE Alaska traffic as seen on Flight Explorer, the FAA Technical Center is developing a CCCS software update to be included in the next release in April 2007. This will allow an alternate path of traffic data not currently on ATC displays to mimic the reliability and timeliness for the traffic tracks that are displayed operationally. This will hopefully resolve any inaccuracies for Operator Fleet Monitoring (OFM) data through the test architecture at ZAN. This data is fed to Volpe for eventual dissemination to OFM vendors.

Tom George, AOPA, requested that copies of the slides to this briefing be included on the Capstone website. Sue Gardner responded that changes have continued on the html address for the website, this is the new updated website (www.faa.gov/capstone); however, this address is still subject to change and any updates will be relayed to all members.

Jere Hayslett advised that any questions regarding the Juneau multilateration project could be brought to him. He will forward the questions to Rick Castaldo to address. Howard Swancy, FAA, stated the update on this project would be provided by the next Industry Council meeting.

Safety Study Report, Leonard Kirk

In conjunction with MITRE, UAA will deliver plans in January 2007 for Phase I & II management interviews. Data collection for Phase II will be completed in February 2007. Leonard stated that data was previously supplied by scheduled carriers, but charter operations (e.g. Conoco-Philips) also need to be included for an accurate picture in the statewide report, as well as first time Part 91 survey information.

UAA is proposing that as a condition for receiving financial assistance under Phase II for avionics equipage, an Owner Agreement be signed with the operator to provide data on such things as usage, operations, and training at least once per year.

RNP/RNAV Route Status, Sue Gardner

Sue stated that a Performance Based Navigation (PBN) meeting was held on November 29, 2006, to implement efforts to define routes in Alaska by the end of 2009. This effort will take into consideration previous work by the Capstone Program Office and supporting organizations. It has a fairly large contingent of Lines of Business (ARC, AVS, ATO-R, ATO-W, ATO-T and ATO-E). Capstone was charged with developing a charter for the plan, and ATO-E was tasked with development and management of an integrated schedule and plan (by 6-15-07) to operationally enable a PBN route structure in Alaska. Implementation is to begin by September 30, 2009, to meet an FAA Flight Plan 2007-2011 goal. Sue Gardner presented an Alaska Performance Based Operations timeline that graphically depicted various steps and actions necessary to achieve this goal (see PPT). The next meeting is scheduled for January 11, 2007. The main thrust for this new route structure is to take advantage of the latest technology, avionics, and capabilities that will be forthcoming in the near future, and to help divest from the ground infrastructure.

Navigation Services Update, JoAnn Ford

JoAnn Ford mentioned that there might have been some interest in the recent news reports regarding solar flare activity on December 6, 2006 and how it may have affected

WAAS. She stressed that this phenomena did **not** meet the criteria for solar flares, did not significantly affect WAAS VNAV, and had no affect at all on LNAV. There was a minor fluctuation in northern Alaska WAAS coverage. JoAnn added that we were in a solar flare active period, with the peak to occur in two-to-three years. It is projected that once this occurs there could be a loss of LPV capability for up to 24 hours. Less activity during this timeframe could result in 15 minute to three-hour outages at non-peak times. Achieving L5 dual frequency WAAS will help to mitigate this problem.

JoAnn will be briefing the FAA Navigation Evolution Roadmap at the Alaska Air Carriers Convention in Anchorage in February 2007. This will outline the FAA's planned transition to a Satellite Based Navigation system in accordance with the JPO and NGAT policy by 2025.

The Vertical Flight Initiatives that were brought up at the 2006 Heli Expo/TOPS meeting addressed the need to develop and publish in the Alaska Supplement, Juneau area VFR Advisory Routes for the helicopter tour operators there. JoAnn Ford reported that this was expected to occur when the next supplement is published on January 18, 2007. Another topic from the 2006 meeting was an inquiry as to whether or not a separate Juneau VFR helicopter chart could be developed. JoAnn suggested perhaps this "chart" could be placed in an unused portion of the existing VFR Sectional Chart; however, this needs further investigation. The major thrust of the publication is to help transient pilots become familiar with local procedures in this high traffic area. JoAnn mentioned that the FAA Administrator has recognized the unique safety requirements of the rotorcraft community and has developed an FAA/Industry Vertical Flight Committee to address these issues. The committee will is scheduled to meet again on February 7, 2007.

Comments:

Sue Gardner suggested that this information could be placed in the moving map database the Capstone operators are currently using for their added situational awareness.

Karen Casanovas noted that the new Air Tour Rule might also affect this.

Tom George explained that the Notices section of the Supplement was difficult to use.

Dennis Parrish mentioned that he had provided information to the people who develop the supplement and can provide these contacts.

Ray Collins stated that he was aware of various individuals in the FAA Air Traffic arena that could look into it as well.

JoAnn Ford reported that all seven of the Alaska WAAS ground reference stations are operational and that Canada and Mexico were on track. There is concern about the integrity of the Mexican sites (5), which will not be incorporated into the system until such time that their quality can be assured; however, Alaska can benefit from the Canadian sites (4). Software integrity improvements will continue to be made throughout 2007 and 2008. A graphic display showed predicated WAAS availability gains, with December 2008 having all of Alaska with 99.5%-99.9%.

As of December 2006, the Alaska RAPPT approved a list of 22 Alaska airports for surveys for eventual upgrade from VFR to IFR with RNAV and potentially LPV approaches, with a goal of completion by September 2007. Alaska DOT approval is pending for the original nine. JoAnn explained that additional airports are being surveyed by the FAA Airports Division and under the FAA 3rd party survey program. Flight checks for the LPV approaches at Anchorage, Emmonak, Homer, and St. Michaels will be conducted on January 29, 2007.

JRC Update, Howard Swancy

The transition from the Capstone Program Office to the Alaska SBS ADS-B Program Office in Anchorage accelerates safety benefits and achieves cost savings, which will enable a process of improving and eliminating duplication of efforts across Headquarters FAA ADS-B activities and all regional Capstone activities. Howard stated that he was expecting to have identified all actions required for the transition by January 15, 2007. An SBS concern was to not stop or impede work within the Capstone Program Office while financial audits, accountability of funds, availability of resources, and review of pending contracts were taking place. Howard stated there were no guarantees that everything would remain the same in the Capstone Program Office, and that various rules would need to be adhered to during this implementation phase.

The JRC is scheduled for February 7, 2007, followed by the JRC on February 22, 2007. Howard Swancy advised that he was planning to meet with the principals and the Alaska Coalition on January 17, 2007, in Anchorage for a business plan review.

Howard mentioned that an FAA Order addresses responsibilities under the American Indian and Alaska Native Tribal Act, which he would further define at the meeting on January 17, 2007. He stated he would ask for recommendations from the Coalition on how this representation could be incorporated into their activities. This would help to streamline and prioritize issues that could occur under the FAA guidance.

Howard stated that he would report on what consideration was given regarding aviation access to remote locations under House Report 106940, which he is using as a base document for intent, and what actions have and will need to be taken in this respect.

Howard also reiterated that a Capstone presence would remain in Alaska, noting that none of the Capstone employees would be displaced or lose their position, and that notification of personnel disposition would be made the week of January 15, 2007. He stated that Capstone personnel would be returning to their previous lines of business.

In addition, Howard explained that the Coalition MOA would be used as a vehicle to define Phase III equipage and timelines. He has spoken with various organizations, such as HAI/TOPS, regarding an MOA that he would like to use in Alaska with modifications and recommendations from the Alaska Aviation Industry. He is hoping to use the preexisting HAI MOA in order to expedite the information for the JRC process.

Below is a list of questions that were prepared by the Alaskan Aviation Industry and summarized by Jim Cieplak during the discussion with Howard Swancy.

1. Expectations and concerns as documented at the December 2006 Industry Council are still valid. The industry would like status on each item (see December 2006 minutes for more detail):
 - a) Ongoing Capstone work must continue through and after the transition.
 - b) Statewide JRC scope is a bundled program to improve safety and access in Alaska.
 - c) Still a need for Alaska-based safety coordination program focusing on new technologies and associated procedures/training.
2. On December 14, 2006, Rick Castaldo and Bob Lewis met with the industry and promised to brief 1) scope of JRC, and 2) refinement of cost/benefit analysis at the January 10, 2007, Capstone Industry Council. What is the status?
3. Given that all details are not yet known, what is the meeting schedule for pre-JRC briefs to the Alaska Aviation Industry that will allow industry input/validation into the FAA analysis? Propose briefs one month and one-two weeks prior to JRC.
4. We have heard of briefs on Capstone transition to national industry organizations and at high-level FAA (e.g., Sabatini, EC) – what was the gist of these meetings and what were the outcomes?
5. We finally received the FAA MOAs with HAI and State of Colorado and will review. HAI MOA looks more applicable as a template for Alaska since it bundles capabilities. We heard of discussions about adding Alaska to the HAI agreement; however, HAI has never represented or attended Alaskan meetings and may not know how to represent Alaskan needs. How do we ensure Alaskan needs are in an MOA and represented by Alaskans - even if it takes longer getting it by FAA lawyers?
6. What is the status of the Capstone transition and the transition plan?

Conclusion and Next Meeting

The SBS Program Office/Capstone project briefing with question and answer session by Rick Castaldo and Jere Hayslett will replace the next meeting of the Capstone Industry Council. It will be held at the Captain Cook Hotel, Discovery Ballroom on February 14, 2007, at 10:00 a.m., during the annual Alaska Air Carriers Convention.