ALASKA INDUSTRY COUNCIL MEETING
MINUTES
July 9, 2008

The Alaska Industry Council met at the Alaska DOT/PF Building on July 9, 2008 at 8:00 a.m.

The following agenda items were presented:

Introductions	Round Table
Opening Remarks	Wes Mooty, FAA
Technical Update	Wes Mooty, FAA
Operational Update	Jim Hill, FAA
AIC Update	Jim Cieplak, Industry Rep.
Navigation Services Update	JoAnn Ford, FAA
Information Sharing	All
Industry Feedback (Round Table)	All

Opening Remarks – Wes Mooty

Wes Mooty opened and chaired the meeting. In addition to chairing the meeting Wes provided the technical update for the following SBS activities as they pertain to Alaska:

Service Volume 6 (ANC-FAI) and 13 (OTZ) for FY08

GBT Service Delivery

- Anchorage (Site Summit) – The Site is available today and providing TIS-B and FIS-B services.
- Fairbanks (Murphy Dome) – Preliminary JAI, June 18th, FIS-B now available

  This site is now providing flight monitoring and FIS-B services in the Fairbanks area. There are issues with the ASR-11 radar that need to be resolved before TIS-B can be uplinked through this site.
- Kotzebue – July 22, 2008

  The FAA has a team in Kotzebue at the time of this meeting installing the system. Installation and JAI should be complete by the end of this week, and the site will be providing FIS-B and operator flight monitoring.
- Reindeer Hill – August 25, 2008 – This site is on schedule and will finalize Service Volume 6, which is the corridor between ANC and FAI. As long as aircraft are not flying at an incredibly low altitude, they should be able to receive FIS-B along the whole route between ANC and FAI.

Jim Cieplak reported that he had flown between ANC and FAI recently, using the Murphy Dome GBT; he had good coverage the entire way, at both 3,000 AGL and about 7500 AGL, on the way back. Jim added that it would be extremely helpful to have TIS-B on the approach into FAI. Wes commented that as far as TIS-B is concerned - the FAA is actively pursing a National Change Proposal (NCP) to allow TIS-B services to be uplinked over operational GBT's. Wes explained that anytime a system or service changes from a test to an operational service, an NCP needs to be approved. Eventually these sites will be transferred to Tech Ops for support, and at that time will be providing TIS-B. The flying public will still need to keep in mind that TIS-B is an essential service, so it will not be supported with 24 hour tech ops coverage like ADS-B is.

The rest of the sites below will fill out the Nome area, and at this time, all of them are on schedule.

Service Volume 11 (OME) and 13 (OTZ) for FY09

Anticipated GBT Service Delivery

- Savoonga (SV11) –01 AUG 09
- Moses Point (SV11) – 14 AUG 09
- Newton Peak (SV11) – 30 AUG 09
- Shishmaref (SV11) – 14 SEP 09
- Point Hope (SV13) – 01 SEP 09
- Kivalina (SV13) – 15 SEP 09
- Selawik (SV13) – 30SEP 09

Automated Weather Observation Systems (AW0S)

Note: The only update concerning the AWOS sites below is the two military installations, (Barter Island and Galena). The FAA is in the process of replacing the equipment at those two sites right now, and expects to have commissioning on both sites by the end of the year.

Commissioning in FY08

- Teller
- Walles
- Chevak
- Kiana
- Shungnak
- Galena
- Barter Island

Installation in FY08 - FY09

- Brevig Mission
- White Mountain
- Shaktoolik

- Robert/Bob Curtis (Noorvik)
- Elim
- Larson Bay

Juneau Wide Area Multilateration (WAM) update

At this time the FAA has two teams in Juneau actively working the WAM site preparation. The FAA is working through the lease issues and site preparation is under way now. As a result of the initial coverage analysis conducted by Sensis Corporation, the FAA found that we could get the same coverage with 14 sites instead of the 15 originally planned. Twelve of the fourteen sites should be installed and functioning by the end of August. At that time there will be a period where Sensis will do the system optimization, and then the FAA will do approximately 6 to 8 months of data collection. This will enable the FAA to use the data to support the separation standards approval in using the system for surveillance separation.

The chart below depicts the upcoming milestones for Juneau WAM:

Milestone	Projected Completion Date
Lease Modifications	**June – July 2008**
Site Preparations	**July - August 2008**
Site Installation	**September 2008**
MEARTS Modification	**October 2008**
Site Acceptance Test (SAT)	**December 2008**
Separation Standards Approval	**May 2009**
Initial Operating Capability	**June 2009**

The FAA expects to have Initial Operating Capability (IOC) in June of 2009. However; the JNU WAM system is closely tied into the Colorado WAM system, and they are both tied into the same separation standard approval. Both systems have data that are tied together, so if the CO. schedule slips, the JNU schedule will slip too. As of today, it looks like IOC will be met for both. The WSA SBS office will continue to update on JNU WAM as it progresses.

A question was asked by Jim Cieplak as to whether the JNU WAM system will have TIS-B services available. Wes responded that JNU is a key site for Critical Services under ITT's national baseline ADS-B deployment schedule (Segment 1). As such, TIS-B services are planned to be tested as part of ITT's key site testing of that system. ITT will take data off the WAM system, and run it through the radar system; up linking it as TIS-B information. This will cover only the JNU WAM area. For lack of a better way to put it; this means an approximately 30x60 mile box of airspace will be tested for separation standards approval of critical services. ITT is hoping to be able to use the data collected and tested to prove their case for Critical Services at the rest of their Key Sites by 2010.

At the end of Wes' update, Jim Cieplak requested that the FAA compile a map with the various RCO's, AWOS and GBT's, with a 5 years ago view, vs. today and planned. Wes took the action to start developing this map, and should have something by the next meeting.

Operational Update – Jim Hill

Jim Hill reported that the upgrades of airports in SE Alaska from VFR to IFR, are mostly dependant on the MEART's modification right now, which is on schedule for October 2008.

AIC Update – Jim Cieplak/Dee Hanson

Jim Cieplak reported that the State Division of Investments has posted the avionics loan applications online. Any operator, GA or Commercial, is eligible to apply for the loan and go through the approval process. The AIC's goal of getting services online in the first Service Volume area (SV 6), has been met. The goal now is conducting pilot outreach as the next Service Volume areas come online (SV's 11 and 13). The plan is to do this outreach as a team effort with the industry groups, (Alaska Air Carriers Association, Alaska Airmen's Association, Alaska Safety Foundation, AOPA), and so forth. The first meetings should be in Talkeetna and Fairbanks, and then move to Nome and Kotzebue.
The industry groups have sent out a letter to Garmin asking for an avionics discount for individuals using the State loan program. The AIC had a telecom with Garmin the week after they received the letter; they seemed very responsive to the request, but have not made a commitment as of now.
To obtain a copy of the loan regulations or an application go the State of Alaska's Division of Investments web site at: http://www.commerce.state.ak.us/investments/index.cfml

Navigational Services Update – JoAnn Ford

JoAnn Ford presented the following update for Navigation Services.

JoAnn commented that 16 out of the 1084 NAS published LPV approaches listed below were Alaska LPV.

LPV Procedure Publication Progress to Date (Current and all prior years)
(Next publishing date: July 31st)

LPVs Published to non-ILS Runways	626
LPVs Published to ILS Runways	456
Cumulative LPVs Published to Date	1084

NAS LPVs Published to <250' Decision Altitude -14
Alaska Total: 16 Current LPV approaches (as of July 3rd)

- Anchorage 3, Homer 2, Emmonak 2, St. Michaels 1, St. Mary's 2, Yakutat 1, Deadhorse 2 (NA UFN), Kenai 2, Selawik 1

In the case of Deadhorse, Navigation Services has had to go with a NA until the 8/9.2 WAAS software release, to determine if coverage is 95% or better. If the coverage is less than 95%, NAV SVCS will have to apply for a waiver.

JoAnn stressed that the list for tentative approaches is a very dynamic list and is changing all the time, but as of July 31st this is the list:
"Planned" (Tentative) LPV approaches as of July 3, 2008
July 31, 2008

- Bethel Rwy 1L/19R
- Cold Bay Rwy 32

- Ruby RWY 21, AMDT 2
- Gulkana RWYS 15/33

September 25, 2008

- Galena RWYS 25/7
- Huslia Rwy 3/21
- Ketchikan RWY 11
- King Salmon RWYS 11/(Y) 29/ (Z) 29
- Kwethluk RWYS 18/36
- Napakiak RWYS 16/34
- Prospect Creek
- Shageluk RWYS 16/34

The three sites below have moved from a September 25th publish date - to a November date - due to airspace action.

- Kwethluk RWYS 18/36
- Napakiak RWYS 16/34
- Shageluk RWYS 16/34

Navigation Services is working to move the Quinhagak site up to 2008 - as a result of a direct request from industry in Alaska.

2009

- Quinhagak
- Gustavus (Y) RWY 29
- Fairbanks
- Elim
- Kodiak
- Adak Island
- Noorvik/Robert/Bob/Curtis
- Clarks Point
- Cold Bay Rwy 14, AMDT 1
- Barrow
- Chuathbalak
- Tatitlek
- Shaktoolik
- Lliamna
- Kuparuk
- Kaltag
- Koyukuk
- Nuiqsut Rwy 3 AMDT1, Rwy 21 AMDT 1
- Nome RWY 28, AMDT 1
- Kotzebue RWY 9 AMDT 2
- Sand Point
- Sitka Sitka RWY 11
- St. Paul

Status of other Alaska updates:

- Cold Bay WAAS Ground Reference Station Potential Relocation
    - WAAS Predictive NOTAMs
    - Inverse Ws
- DF Study
- Study ongoing; team convened.

- Discussion ref sending new tech DF's that are decommissioned in lower 48 to Alaska to replace old tech DFs, until satisfactory DF alternative can be implemented.

WAAS Equipage

- Approx 33,665 (previous 32,181) WAAS-capable (TSO-145 or TSO-146) (number does not include SAAAR and/or ongoing R&D)
  GARMIN: +2,000 each month
- GNS 480, GNS430W/530W, GNS 430/530Upgrades, G1000

UNIVERSAL

- "First Air" B737-200 Uses Universal Avionics' WAAS-FMS (dual UNS-1Fw FMSs) for LPV Approach in Waterloo Intl Arpt, Ontario, Canada
  - Made possible by installation of WAAS GRS @Goosebay, Gander, Winnipeg, and Iqaluit
  - UNS-1Fw FMS system is installed on the airline's entire fleet of 737s, 727s and ATRs
  - UNS-1Fw FMS is certified for Part 23 and Part 25 aircraft and meets FAA TSO-C146b Gamma-3 and DO229D certification criteria
- Alaska equipage – Alaska Airlines, Horizon, PenAir, Northern Air Cargo

Jim Cieplak asked JoAnn what role the FAA has taken in getting the STC's approved for WAAS equipage for Alaska Airlines, Horizon, PenAir, and Northern Air Cargo. JoAnn responded that the FAA has taken a very active role to work with avionics manufacturers that will be able to offer retrofits to these Alaskan industry members, be they SAABs, GA or B737s. JoAnn stated that the FAA currently has government industry partnerships with Horizon and Northern Air Cargo, and is coordinating partnerships with Alaska Airlines and PenAir. Because of the government industry partnerships, the FAA is able to coordinate a little bit more with respect to working with the local groups in Alaska and HQ, to facilitate the STC's. JoAnn offered to elaborate a bit more as to what has been done at the next Industry Council meeting. Jim commented that the issue of UAT on the part 25 larger aircraft will have to be worked the same way, so it is helpful to have this information.

In closing JoAnn pointed out that she is asked quite frequently why the STC process has become so lengthy. In trying to get a response for the Industry Council JoAnn queried Aircraft Certification at headquarters, and was assured that because of the complexity of the Auto Pilot Interface, Headquarters Aircraft Certifications were the only group that could sign off on an STC.

Miscellaneous

SE Avionics Transition – Jim Wright

Jim Wright reported that Jere Hayslett, Karla Shaw and himself, had all visited the aircraft owners/operators in SE Alaska, and conducted town hall meetings in both Juneau and Ketchikan on July 1st and 2nd. The purpose of the visit was to discuss the transition of avionics ownership, from the FAA to the owner/operators, by the end of 2008. The FAA had Jimmy conduct a maintenance cost analysis for both the Garmin and Chelton systems. The analysis revealed that the equipment is fairly economical to maintain. This is a plus to owners who want to keep the equipment. Jim reported that the meetings went well for the most part, and so far, no one has indicated that they want to return the equipment.

Round Table

No comments

Conclusion

The meeting was adjourned.
www.faa.gov/capstone (For May Industry Council Presentation)