
ALASKA APPROACH PROCEDURE COORDINATION WORKGROUP**MEETING #1****June 22, 2011****MEETING NOTES**

The meeting was held at DOWL HKM conference room at 9:30 am June 22, 2011.

Attendance

- Verne Skagerberg – DOT&PF
- Jeni O'Bryon – DOWL HKM
- Dave Palmer – Arctic ATC & Aviation Technologies
- Matt Burnholder – DOT&PF
- Carl Siebe – HDR
- Tom George – AOPA
- Ricci Coon – Aero Air LLC/LifeMed
- Dennis Parrish – Conoco Phillips
- Rich Sewell – DOT&PF
- Gabriel Mahns – FAA Airports
- Brian Hanson – DOWL HKM
- Judy Chapman – DOT&PF
- Dee Hanson – AK Airman's Assoc.
- JoAnn Ford – FAA
- Bob Ori – Plan-Tech
- Leonard Kirk – UAA
- John Kirkendall – DOT&PF
- Jim Cieplak - GCI
- Kyle Christiansen - FAA
- Butch Douthit – DOT&PF
- Mark Mayo – DOWL HKM
- Jessica Della Croce – DOT&PF
- Tom Middendorf – DOWL HKM

Meeting Overview and Goals

- Discussion to address statewide airport survey prioritization methods.

PowerPoint Presentation

- ❖ Statewide planning discussion of Need and Mission for Work Group (Jessica Della Croce)
 - DOT&PF aeronautical survey challenges/constraints were similar among all 3 regions – primarily weather affects on getting airports flown in a timely manner with a short season and the large costs of the surveys. Central Region also has staffing constraints.
 - Non-DOT airports do not seem to be having any survey acquisition challenges/constraints.
- ❖ Flight Procedures background and information gathered to date (JoAnn Ford)
 - The aircraft loan program has limited use because aircraft owners are waiting for equipment costs to go down and for airports to be ready before they equip. The State

- of Alaska has approved some funding to equip but has not yet installed equipment on their aircraft fleet for the same reasons.
- Different aircraft are installing different equipment to accommodate their special uses (some are installing Universal Systems and others Garmin.)
 - Gabriel mentioned key factors for new approaches are surveys, avionics, runway length, communications, weather, lights – all are needed.
 - The Regional Air Traffic Procedure Team prioritizes airports for new approaches.
 - FAA Alaska Airports Division has survey funding reserved (for five airports a year) that includes boundary surveys, monuments, etc. Only Northern Region airports have been surveyed using this funding, so far. FAA would like to help other regions too.
 - Surveys are valid for 10 years and are a first step towards better procedures. Surveys are often the holdup for new/improved runway approaches.
- ❖ Aeronautical Surveys (Brian Hanson)
- Surveys are taking a long time to process. NGS has 800-900 survey backlog and usually only responds to problem survey submittals with ‘not approved’ without offering any additional guidance, because of the backlog. Surveys need to be submitted correctly the first time to NGS to avoid going to the ‘end of the line’.
 - FAA contact person for NGS is Chris Creswell. Sometimes NGS will help FAA with prioritizing an airport survey.
 - Many of Alaska system airports are not included in the FAA’s workload.
 - If obstructions are removed after the survey is completed, Kyle will expeditiously work with airports to remove them from the FAA database.
 - Alaska FAA’s priority is to have surveys at all certificated airports to be full aeronautical surveys submitted to NGS. Design/ALP surveys at other airports are evaluated on case-by-case for submittal to NGS.
 - WAAS surveys being funded by JoAnn Ford’s group do not meet the needs for ALP’s, and other full aeronautical survey requirements, but only cost \$80,000 to \$100,000. FAA gets a quantity discount because it is getting many airports within one contract.
 - Some states are using the aeronautical survey data for other purposes.
- ❖ Factors in developing survey priority criteria (Jeni O’Byron)
- Identify constraints in the survey process.
 - Identify when the FAA mandates surveys to be uploaded into GIS.
 - FAA requires/does not require new surveys to be compliant with the AC’s 16, 17, and 18?
 - FAA WAAS program does not allow additional items (such as boundary surveys, monuments, etc.) as part of WAAS surveys
 - Alaska surveys are more costly than lower 48 surveys.
- ❖ Outcomes anticipated from Work Group efforts (Jessica Della Croce)
- ❖ Work Group task plan (Jessica Della Croce)

- Obtain background/history for FAA LPV master list
- Obtain draft of Bob Ori's white paper
- Create a matrix of 'filters' for prioritization (such as scheduled service)
- Review relevant previous prioritization processes (1994 Capstone list)
- Include additional relevant stakeholders into the Work Group, if needed
- ❖ Work Group meeting schedule – Next meeting July 20, 2011