

**RTCA Select Committee FFP1 Subgroup
September 28, 2000
Meeting Summary**

The Subgroup met at the Minneapolis Tracon, Minneapolis, Minnesota, at 10:00 am. The following people were in attendance:

Roger Wall (Co-Chair), Federal Express
Clarence Butcher, FFP1 Program Office
Dave Cherry, FFP1 Program Office/ARS
Mike Gough, FFP1 Program Office
Jeff Griffith, ATP-1
Karl Grundmann, FFP1 Program Office/NASA
Michael Hannigan, AGL-510
Jeff Hmara, FFP1 Program Office/FFP2
Ward Huston, FFP1 Program Office /AF
Charlie Keegan, FFP1 Program Office
Randall Kelley, United Airlines
Maureen Knopes, FFP1 Program Office
Tom Kuebelbeck, United Air Lines
Ed Meyer, FFP1 Program Office
Glenn Morse, Continental Air Lines
Dan Oberlander, FFP1 Program Office/AOP
Agam Sinha, Mitre/CAASD
Jim Soper, AGL-470
Jeff Sparrow, FFP1 Program Office/NATCA
Wade Stansfield, ATP/NATCA
L. Lane Speck, Conwal, Inc.
John Thornton, FFP1 Program Office/FFP2
Ardyth Williams, FFP1 Program Office /AT

Agenda

1. Welcome and Review of Day's Objectives
2. TMA Metrics at Minneapolis – Ed Meyer
3. URET Restriction Relaxation – Ed Meyer
4. FFPII Update – Charlie Keegan, John Thornton
5. pFAST Shadowing Demonstration -- Minneapolis Tracon
6. TMA Demonstration – Minneapolis Center

TMA Metrics at Minneapolis

Ed Meyer gave a briefing on performance metrics and benefits at Minneapolis ARTCC (Center). *See Performance Metrics and Benefits.**

URET Restriction Relaxation

Ed Meyer discussed the relaxation of URET restrictions at Memphis Center (ZME) and Indianapolis Center (ZID). *See Performance Metrics and Benefits.**

FFP2 Update

John Thornton briefed the Subgroup on the FFPII program, highlighting the RTCA Free Flight Steering Committee recommendations, airspace and procedural initiatives, research initiatives, implementation, and passive final approach spacing tool (pFAST). *See Free Flight Phase 2 Briefing to AOZ Stakeholders, September 28, 2000.**

Miscellaneous

Charlie Keegan discussed pFAST and the challenges that the agency is experiencing at ARTS IIIA sites. pFAST is compatible with ARTS IIIE's but is not fully compatible with ARTS IIIA's. ARTS IIIE's have not been deployed at all planned pFAST sites. He stated that the program office is

aggressively working towards a resolution of this problem.

Charlie discussed the effect of potential airspace changes on the deployment of FFP1 core capabilities. He emphasized, however, that the lead on airspace redesign remains with the FAA's Air Traffic Airspace (ATA) organization.

Demonstrations

A pFAST shadowing demonstration was held at the Minneapolis Tracon. The Subgroup also visited the Minneapolis Center to view the Traffic Management Advisor tool (TMA).

Next Meeting

The next meeting is scheduled for the December 13, 2000.

*Attachment