

## Mara, Kurt T (FAA)

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**From:** Ronken, Margaret (FAA)  
**Sent:** Friday, December 14, 2018 1:48 PM  
**To:** Mara, Kurt T (FAA)  
**Cc:** Palmer, Alison (FAA)  
**Subject:** RE: Final Four Planning / PPR

January 22<sup>nd</sup> works for MS and AP – we'll show the meeting in WMT.

**From:** Mara, Kurt T (FAA) <kurt.t.mara@[REDACTED]>  
**Sent:** Thursday, December 13, 2018 8:19 AM  
**To:** Barger, Mark J (FAA) <mark.j.barger@[REDACTED]>; Alison Palmer <yoink2@[REDACTED]>; Cuthbertson, Kevin (FAA) <Kevin.Cuthbertson@[REDACTED]>; Heilmann, Joe (FAA) <Joe.Heilmann@[REDACTED]>; Jcgermain4@[REDACTED]; Phil Boyd <boyd.phillip@[REDACTED]>; Ronken, Margaret (FAA) <Margaret.Ronken@[REDACTED]>; Sands, Michele (FAA) <michele.sands@[REDACTED]>; Neil Otey <Neil.otey@[REDACTED]>; Ratts, William M (FAA) <William.M.Ratts@[REDACTED]>; Trinka, Bryan (FAA) <bryan.trinka@[REDACTED]>; Tom <tstapf@[REDACTED]>; disneyman83@[REDACTED]  
**Subject:** Final Four Planning / PPR

Good Morning All,

We had a meeting with MAC yesterday regarding the Final Four and the use of the PPR system. The MAC satellite airport managers have been really pushing back on the use of the PPR system and reluctant to support it. They were having trouble understanding the need for the system at their airports. Joe Heilmann and I spent time trying to help them understand the issue is not the airport, but the airspace constraints. The managers found that they had to do a lot of work with it during the Super Bowl for their locally based tenants and don't want to be that tied down by it again. Our initial plan was to utilize the system from Friday morning through Tuesday evening. We agreed that we would only utilize the system for two separate periods: Saturday at noon through Sunday at noon, and again Monday at noon through Tuesday at noon. This should encompass the final four traffic but allow for the local tenants freedom to fly outside the hours without having MAC be involved.

MAC believes the PPR system also puts them in a difficult spot deciding who (which FBO) is allocated the slots. There was also a comment regarding the disparity of slots between airports. That is, that ANE, with one FBO, has the same number of slots as FCM, with four FBOs, and STP that has two FBOs and will probably see the majority of the reliever traffic. Since the concern is the airspace, Joe and I agreed to allow MAC to move the slots between the airports as they desire to allow for greater utilization. In the end, this may work in our favor with focusing the slots at one or two airports.

A comment that Mike Wilson made a couple of times was that he would prefer or be ok with the aircraft receiving extensive delays as opposed to utilizing the PPR. I have some serious concern about the message that he might be putting out to the tenants and FBOs at FCM. Bill, we will need to talk a little more in depth about this.

The MAC managers have agreed to set up meetings with the FBOs and possibly the local tenants to discuss the planning in more detail starting in January. Phil Burke, MAC's management lead for the project will attend all of these meetings. I have asked to be included as well. I will be sure to include the ATMs in these meetings. Look for more on this soon.

I would like to schedule a meeting with the ATC teams for January just to provide some updates and see where you are all at. Please let me know how Tuesday, January 22<sup>nd</sup> at noon work for everyone? I will set up a Telcon number for everyone to dial into. I believe we can accomplish the discussion in under an hour.

Lastly, I want to find out what the plan was for the satellite towers regarding hours of operation for that Saturday night and Monday night...please let me know if you plan to remain open 24 hours or just extend hours.

*Thank you,*

*Kurt Mara  
Traffic Management Officer  
ZMP/MSP/M98/Northern Planes District  
Minneapolis, Minnesota  
MSP/M98 Office: [REDACTED]  
ZMP Office: [REDACTED]  
Cell: [REDACTED]*

*"Perfection is not attainable, but if we chase perfection we can catch excellence" – Vince Lombardi*

