

# AirTrafficController

## NATCA deeply involved in ensuring safety at Olympics



Salt Lake City Tower is the site of much pre-Olympic planning.  
Photo Credit: S. Alex Silva

**A**n immensely complex plan for dealing with air traffic at the February Winter Olympics in Salt Lake City was drastically reworked and supplemented with unprecedented security details after September 11. Dozens of NATCA

members continue to play integral roles.

"There are huge amounts of behind-the-scenes planning, especially since September 11," remarked Salt Lake City Center Facility Representative Doug Scadden. "They rewrote

everything."

"We have had maybe 45 days to work on the current plan," added Lee Wheeler, a Salt Lake City controller and the facility's NATCA representative on the Federal Aviation Administration's Olympic Coordination Team. "We've done some remarkable things in that time."

Since security interests have changed, planners have developed an entirely new mindset in a short period of time, according to Wheeler. "From the NATCA perspective, we've made sure to have the right people in place, provide the right opportunity to train and maintain a resource perspective to take care of any equipment needs. It's a multi-faceted approach."

One important part of the plan that hasn't changed, however, are the 12 tower controllers from the

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## Carr tops list of aviation's most influential

*Aviation Daily* recently recognized President John Carr as No. 2 on its list of the Top 20 Most Influential People in Aviation 2001. The list includes such luminaries as Secretary of Transportation Norman Mineta, Federal Aviation Administration Administrator Jane Garvey and Central Intelligence Agency Director George Tenet.

The publication, in its second annual list, cited Carr for leading a group of "unsung" heroes of September 11 and applauded

the ability of the air traffic controllers across the nation to "bring the entire U.S. aviation system to an unprecedented standstill."

"This is high praise for an organization of men and women who simply went to work and did their job," stated Carr. "We would be hard-pressed to find a controller who would say we did something extraordinary that awful morning of September 11. We simply worked airplanes. It's what we do."

Carr views the excellent work of the air traffic controllers as evidence to something he has been saying for a very long time. "Just as we keep things running smoothly any other day, the key to shutting down the system September 11 was that air traffic control is a seamless, inherently governmental system made up of highly skilled people working together in a spirit of cooperation," said Carr.

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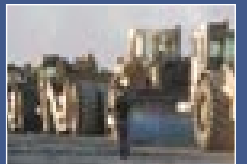
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# Presidential Perspective

**A**s the American Association of Airport Executive's Aviation Issues Conference takes place in January, it's difficult to believe it is one of the most important meetings of the year; but it is.

The conference, held each year in Hawaii, blends policy discussions with social interaction in a setting that while idyllic, is also isolated enough to guarantee participation. The feelings of remoteness are soon replaced by thoughts of camaraderie and esprit-de-corps, which is a good set of interpersonal skills to share with some of the biggest names in our business.

The list of attendees reads like a Who's Who of aviation law, policy and industry. The congressional attendees included Sen. Patty Murray, D-Wash., Reps. Neil Abercrombie, D-Hawaii, Sonny Callahan, R-Ala., Peter DeFazio, D-Ore., Jimmy Duncan, R-Tenn., Ed Pastor, D-Ariz., Hal Rogers, R-Ky., Martin Sabo, D-Minn. and Todd Tiahrt, R-Kan.

Other attendees included Department of Transportation Inspector General Kenneth Mead, former National Transportation Safety Board Chairman Jim Hall, Vice Chairman of the NTSB Carol Carmody, dozens of Capitol Hill staffers, every alphabet group in Washington, D.C., from the AAAE to the Air Transport Association to the Cargo Airline Association to the National Air Transport Association to the FAA, a dozen airlines, Airbus

AIRINC, Boeing, Honeywell, Lockheed Martin, Raytheon and a handful of vendors and representatives from over 40 airports. Additionally, some of the attending spouses gained some notoriety in their own right, including the accompanying spouse of Linda Hall Daschle. The AAAE contemplated canceling this year's meeting due to the events of last fall but decided to continue, and it turned out to be their best-attended event ever with over 450 total attendees.

Panel discussions included *A Preview of Capitol Hill in 2002*, *The Aviation and Transportation Security Act*, *Congressional*

***"When NATCA is there it is impossible to lay blame for delays, infrastructure debacles, equipment troubles or cost overruns on 'that union.'"***

*Politics, Airport and Airline Security Challenges, FAA Funding, Aviation Economics After September 11, Cargo and General Aviation Security Challenges and Non-Security Challenges—Capacity and Safety.*

The benefits to our organization from attending these functions are three-fold. First and foremost, our participation ensures our voice is heard on matters of aviation policy and debate. Without a NATCA presence at these meetings, your views on safety, security, technology, legislative affairs and a whole host of other issues

would go unheard. Our presence guarantees that NATCA's position on every facet of the aviation community gets equal airtime.

Second, and equally important, our attendance provides us with invaluable opportunities to build strong, long lasting relationships with the entire aviation universe, friend and foe alike. Relationships are the lifeblood of Washington, D.C., and without them our organization is doomed to flounder with the thousands upon thousands of other one-trick ponies who simply lobby their issues and go home. The formation and maintenance of policy is a full time

job, and the relationships we build at functions like this ensure our continued relevance and significance as a thoughtful, trusted organization.

And finally, our attendance at these meetings serves as a very important defensive role. When NATCA is there it is impossible to lay blame for delays, infrastructure debacles, equipment troubles or cost overruns on "that union." Our presence, with staff, ensures that proper weight and respect is given to our daily contributions in running the safest and most complex air traffic control system in the world.

Executive Vice President Ruth Marlin and I agree that it is vitally important to NATCA's long-term health and viability as an organization that we continue to represent this great union of ours at meetings like this. Ruth will be advocating NATCA's positions at the International Labor Organization's World Conference on Civil Aviation in late January, and again in February at the Air Traffic Control Maastricht Conference. One of the hot topics at the conference in Maastricht - *Alternative Structures for ATC Service Providers: Privatization, Corporatization, or State Run Departments.*

Some people say the best offense is a good defense. Some say it the other way around. I personally favor the advice a five-year-old gave me when he complained that other boats on a lake were catching us. "They're gaining on us!" he said. "Do something!" I asked him what he expected me to do about the bigger, faster boat and his reply was so beautiful in its simplicity, I will leave you with it:

"Turn around and gain on them awhile."

## Building relationships in the aviation industry at the Wright Brothers Memorial Awards Dinner

"Building relationships with our peers in the aviation industry is just as important to the future of the union as building relationships with members of Congress," said Executive Vice President Ruth Marlin. Marlin recently attended the National Aeronautic Association's Wright Brothers Memorial Award Dinner, hosted by the Aero Club of Washington, to work to solidify these ties. Controllers Darren Gaines of Akron-Canton Tower, Gary Helms of Detroit Metro TRACON, Stephen Kelly of Washington Dulles Tower, Don Ossinger of Boston Center and Jerry Whittaker of Anchorage TRACON joined Marlin at the

dinner. "It was great to go to an event with some of the members I represent," said Marlin. "I would like to thank these controllers for attending."

The NAA gives the award each year to a living individual for significant public service of enduring value, as a civilian, to aviation in the United States; this year's recipient was Neil Armstrong. The event was dedicated to the heroes of September 11.

Marlin expanded upon her reasons for attending the event, remarking, "It is important to be a part of the decisions regarding the aviation industry before



(l to r)  
Jerry Whittaker, Stephen Kelly, Don Ossinger,  
Ruth Marlin, Darren Gaines and Gary Helms.

they happen. We need to be on the inside." Building relationships within the policymaking sphere of Washington is a part of this. "The lines between the sectors of the industry are becoming blurred," said Marlin. "We must make sure we maintain a strong voice."



This temporary tower, used in the aftermath of the Seattle earthquake, will be utilized at the 2002 Winter Olympics. Photo credit: Greg Gilbert

*continued from the cover*

Northwest Mountain Region - all NATCA members - chosen to staff two temporary towers, one in Provo, Utah, and the other at a municipal airport near Salt Lake City. One of the portable trailers was used in Seattle after last year's earthquake severely damaged the tower.

The controllers will report on Jan. 28 and settle into their apartments, located within 15 minutes of their respective facilities. They will have two days of training at Salt Lake TRACON and one day of familiarization in the temporary towers before starting work. They return home Feb. 26.

"This is a once in a lifetime opportunity," said Seattle Center Controller Jim Ullmann, who has helped lead NATCA's involvement in Olympic plans. "These people are willing to leave their families for a month to work. They

## From the cover: Controllers deeply involved in Winter Olympic preparations

won't receive any glory other than to say they did it. Controllers as a whole love new experiences and this certainly qualifies."

Mindful of how

September 11 has injected a much more serious tone into the Olympic ATC responsibilities, FAA officials asked each controller if

he or she still wanted the job. The response, Ullmann said, was indicative of NATCA dedication.

"All 12 said 'No, we won't back out, we still want to do it,'" Ullmann stated.

The controllers are Steve Boyer (Eugene, Ore.), Terry Cole (Hillsboro, Ore.), Tim Davis (Colorado Springs, Colo.), Daryl Dellarossa (Pueblo, Colo.), Lisa Eidson (Sumner, Wash.), Tim Forester (Great Falls, Mont.), Gary Frazier (Casper, Wyo.), Van Haddux (Twin Falls, Idaho), Sam Horney (Moses Lake, Wash.), Breck Smith (Everett, Wash.), Mark Smith (Boise, Idaho) and

Norfina Velasquez (Castle Rock, Colo.).

At the Salt Lake City Tower, TRACON and Center, the atmosphere has been one of apprehension. Security is tight and much of the ATC plan is top secret. But Wheeler said he is pleased with the cooperative working relationship he's enjoyed with local and regional FAA management, which has resulted in comprehensive

NATCA involvement in the planning stages.

"We're the safety net. Security and procedures are a big part of what we do here," Wheeler said. "We're just making sure controllers are equipped and trained to provide the best service possible."

The security plan is comprehensive. *The New York Times* reports Airborne Warning and Control System surveillance planes on routine missions and F-16s on alert from nearby Hill Air Force Base will guard an air traffic security ring extending 45 miles out from Salt Lake City.

*"Controllers love new experiences, and this certainly qualifies."*

At Salt Lake City International Airport, officials will stop commercial traffic at various times, including the opening and closing ceremonies. Both commercial and general aviation aircraft will encounter a host of special procedures and regulations before gaining entrance inside the security ring.

Ullmann said NATCA members both in Salt Lake City and around the Northwest Mountain Region have put in "a lot of time and effort. They have really grabbed the bull by the horns and have been enthusiastic in doing it. One of my jobs is to make sure everyone is on the same page and gets all the support they need. I have to say they've done a great job."

Executing such an ambitious and vitally important Olympic and national security role, Scadden added, "will be a testament to the hard work of controllers nationwide. We'll move the aircraft in here at the last part of their flights but keeping the skies safe is a job all of the men and women across the country will perform."

## Runway construction rolls on in the wake of September 11

“If we pour 50 miles of concrete at the 25 busiest airports in America, our delay problems will be over,” said President John Carr in May. This was a familiar NATCA cry during the traffic-laden summer of 2001. And slowly but surely the runway construction efforts began. But as the nation wakes up to a new world after the devastating tragedy that was September 11, where do these efforts lie?

“Before the tragic events of September 11, the main issue was traffic congestion,” states Carr. “Obviously, priorities have changed from capacity to security, but we continue to believe in the importance of building new runways and expanding airports to accommodate what we truly hope will be a near-future growth in traffic and passengers. Our new battle cry? Let’s get America flying again.”

According to a Jan. 7 article in *The New York Times*, scheduled airline flights are down about 15 percent from a year ago, but are expected to return

to pre-September 11 levels within two years. As Federal Aviation Administration Administrator Jane Garvey stated, “Demand will come back, and we need to be prepared.” And even though the FAA has adjusted its Operational Evolution Plan timeline, the agency still maintains its goal of increasing capacity by 30 percent.

The FAA Capacity Benchmark Report circulated last year cited 13 runway projects for completion in the coming decade. Although the agency moved back some of the deadlines, the projects continue to develop, including a new runway at the world’s busiest airport, Atlanta Hartsfield, by 2005. The project underwent 10 years of planning, including more than three years studying the possible impact on the environment. Cleveland will receive a new runway in 2003, ending a 13-year effort and Seattle’s new runway is to open by 2006, 15 years after planning began. Other runway completion dates include Denver in 2003 and



Runway construction is set to begin in such major cities as Atlanta, Chicago and Seattle. Photo Credit: Photodisc.com

Washington Dulles and Boston Logan in 2004.

In Chicago, Mayor Richard Daley and Illinois Governor George Ryan have agreed on an O’Hare expansion plan featuring an eight-runway configuration that will nearly double the capacity of the airport. Included is a new runway along the southern edge of the airport.

A fourth parallel runway recently opened at Detroit Metro Airport. It is the facility’s first new runway in eight years and the only one scheduled to open at a major airport

through 2002. It will give the airport a capacity increase of 25 percent more takeoffs and landings in good weather and 17 percent more in bad weather, according to the FAA. And the added concrete will increase the safety margin for aircraft taxiing between runways and terminals.

“It is a different world now (after September 11), but we still have to pick up and keep flying,” said Carr. “These new runways are essential to the development and success of the National Airspace System.”

## Seattle-Tacoma Representative Schimpf’s 15 minutes of fame extended

Seattle-Tacoma Tower Representative Brian Schimpf is enjoying a second round of publicity for his work during a powerful earthquake on Feb. 28, 2001 thanks to a freelance writer for *People* magazine and an anonymous nomination, which helped give Schimpf the opportunity to carry the Olympic flame in Des Moines, Wash., on Jan. 23.

The attention has its humorous moments, Schimpf said, such as the morning he sat in his son’s orthodontist office and was recognized by a woman thumbing through the Dec. 10, 2001 *People*, which included a one-page story about Schimpf’s harrowing quake experience as part of its annual “Heroes” issue.

“Steel pillars in the 108-foot tower snapped and its seven 1,500-pound windows crashed to the ground,” the article stated. But Schimpf stayed at his post, choreographing the aircraft on his radar screen with unshakable efficiency.” Included was a color photo of Schimpf standing on the roof of the airport terminal, below the repaired tower.

“The photographer shot 300 pictures. I was amazed,” Schimpf

said. “All that for one page in a big magazine.”

Schimpf then appeared on a Seattle television talk show, where he was asked, “What if you had freaked out (during the quake)?” Schimpf replied, “That is not an option. We as controllers have a job to do and composure is part of the job.”

The modest Schimpf is quick to share the spotlight with all controllers.

“This is not an individual thing. I am proud to represent people who share my profession,” Schimpf said. “If I can bring a positive light to what we do, then that’s a good role for me.”

Another role is torchbearer. Schimpf carried the Olympic flame for a quarter-mile stretch, wearing the official Olympic warm-up suit. Over 220,000 people nationwide were nominated for the honor but only 11,500 were selected.

“It’s an incredible experience,” Schimpf said of the public attention. “I’m glad to have the positive press for our occupation. It’s one of the best jobs. We are in a service occupation and recognition for that is a great honor. I’m proud to do it.”

## Trials and tribulations of modernizing en route automation

Scott Voigt and Scott Ginsburg

Every time you look around, the Federal Aviation Administration has a new program and an accompanying acronym. A new one en route controllers should get to know is En Route Automation Modernization (ERAM). This multi-year program will replace both the jurassic HOST computer software and HOST/Oceanic computer system replacement mainframe computer.

In the past, the FAA considered replacing HOST software with a modern version that mimics its capabilities. However, agency research points to several flaws in this method, including the fact that changing the old computer code line by line would be a huge undertaking with many opportunities for mistakes.

The FAA is now looking at replacing sections of the hardware and software in the old HOST computer one part at a time. This will incrementally update the functionality of the National Airspace System software while also allowing for the seamless operation of the rest of the infrastructure at a much-reduced cost. All peripheral functions of the HOST will slowly fall away leaving the core functions of data processing and radar processing. This will make the task of replacing these two big elements much easier and less expensive.

The agency will incorporate a modern, secure open standards system in the new design, which will be compliant with International Civil Aviation Organization system architecture. No longer will we struggle to patch together a new system within the static architecture.

This new method will encourage a faster rate of development and deployment of new capabilities. It allows for the creation of prototypes as well as giving time to test small parts of a system before running it. Controllers can then receive service enhancements earlier, instead of waiting a long time for an entire system all at once.

Another objective for the program is ensuring as few sections as possible are linked to one another. When systems merge a well-defined interface then exists that is both understood, documented and designed to minimize dependencies.

Many controllers lament the shortcomings of today's software.

Some of their concerns are: not having the entire U.S. database at our fingertips, not having the ability to know in real time what routes are good for active Military Operating Areas outside of your area of control and timely flow control considerations for routing of aircraft. ERAM could change that as it upgrades the NAS. Eventually, this will allow controllers to know, from start to the finish of a flight, where the appropriate departure routes are, how they intermix with the overall big picture of traffic flow management and what kind of arrival to expect on the far end.

ERAM will enable aircraft operators to trial plan a flight before it departs using current restrictions and weather data. Will this end the in-flight reroute? Due to the unpredictable nature of flight conditions, this seems unlikely.

Today, when a controller needs to reroute an aircraft due to inclement weather, his or her solutions may or may not work – nothing exists that would confirm it. With ERAM, a controller will be able to enter a routing that automatically circumvents a temporary restriction in the airspace. The automation can identify a problem in an aircraft's route of flight, and constantly updates. So with ERAM, flight planning can take into account military operating areas and areas of connective weather in real time. It will also distinguish both temporary and static restrictions for airspace, the letters of agreement between facilities and the final Standard Terminal Arrival Routes used for the airport in which the aircraft is arriving. This will lessen the workload for controllers on the receiving end of the flight.

With these sorts of tools, traffic management can now look into the future and determine when an area is going to get overwhelmed. Controllers can look at how to strategically ensure that sectors aren't overloaded and move aircraft around with an awareness of their action's effect on other sectors and facilities. As traffic management makes flight plan amendments, they show up on the sector in the form of what we know today as a red reroute. Those reroutes then stay highlighted in the flight plan until they are issued.

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## Communicating for Safety Conference coming up in April

Scott Voigt

As you have seen both in the *ATC Safety Net* and in facility representative mailings, the annual *Communicating for Safety* Conference is coming up again. If you haven't made plans to attend this event, please check your calendars for availability now. The NATCA Safety Committee has been working hard to put together a top-notch program this year for you and the flying community.

This year's event will take place from April 30 to May 1 at the

Hilton, Kansas City Airport, 8801 N.W. 112th Street, Kansas City, Mo. The hotel's phone number is 816/891-8900. If you register by April 15 the conference fee is only \$30 and covers the cost of lunch during two days of meetings, break out sessions and the welcome social the first evening. After April 15 the price goes up to \$50.

If you would like further information, please check the NATCA Safety web site at <http://safety.natca.net> or call Safety and Technology Assistant Pauline Hines at 800/266-0895 ext. 4846.

# Global Positioning System: Controllers should watch out for these pitfalls

**Scott H. Voigt**

The Global Positioning System has changed how both pilots and controllers do their jobs. However both pilots and controllers are still learning about this new technology, and if either makes an error, it can ignite a chain of events for an accident or incident caused by the misuse or omission of a procedure.

In the next few issues of the *ATC Safety Net* we will discuss different issues with both the GPS equipment and actual approach procedures. Hopefully this will allow controllers to better utilize the systems while giving pilots more utility and safety.

In this issue we will talk about the GPS or Area Navigation procedures (RNAV) and the differences between these approaches and those to which controllers are accustomed.

GPS and RNAV approaches differ from the precision and non-precision approaches in both design and looks. Approach plates aren't quite the same as what controllers have seen in the past. Instead of initial and final approach fixes, initial and final approach waypoints now exist. Thinking of GPS and RNAV approaches in the same way as VHF omni-directional ranges

(VOR) and Instrument Landing System (ILR) approaches is to invite problems due to the complexities of how the GPS avionics work. Compared to the simple yet reliable "follow the radial" method controllers have used for decades, GPS adds different modes between en route, terminal and close-in-approach modes. The differences can lead to a botched approach attempt, incidents or accidents.

From reading different National Aeronautics and Space Administration Safety Reporting System reports and

from talking to pilots at different forums, I have found many pilots do not understand the finer points of using GPS either. Quite a few pilots feel that they can simply fly the GPS/RNAV approaches in the same manner in which they flew the old-style approaches. They are also under the impression that controllers will not allow them to make a mistake. But this is not the case. Controllers have approved

pilot requests because he or she believe that the pilot knows what they can and cannot do. Much of this can be corrected by just following the direction from the Federal Aviation Administration's 7110.65, air traffic control handbook.

Reports exist of controllers clearing aircraft direct to an intermediate fix on a GPS / RNAV approach and then clearing them for an approach. This does not comply with the handbook and it is possible to set a pilot up for confusion and ultimately a missed approach. The only way to guide an aircraft to

afforded. For those controllers operating without large obstacles it may not seem like such a big problem.. But if pilots is self-navigating and intercepts the approach from a large angle and starts the descent, they may find themselves outside of obstacle-protected airspace. Pilots may also find the course deviation indicator changing from the terminal mode (plus or minus 1 mile scale) to the final approach mode that then ramps down the sensitivity to .3 miles when trying to intercept the approach. This can give pilots an indication that they are nowhere near the final approach course and will have to make a missed approach.

If you haven't received the FAA training on GPS approaches, ask your training personnel to let you look into it. It has information that may be useful for helping pilots fly a successful approach. You can also read up on GPS and its associated needs in the Aeronautical Information Manual. Be armed with the knowledge on how to better perform your in your job, and do not allow pilots to convince you to do something that in the short run is against our rules, and in the long run is unsafe for them.

an intermediate fix is by a radar vector. Even though it sounds logical, allowing an aircraft to fly by its own navigation to an intermediate fix is not an acceptable method to intercept an approach. Restrictions on how we can vector an aircraft to join an approach do exist and the controller provides the aircraft certain protections when these are followed. If an aircraft is cleared to navigate to an intermediate fix on its own, those protections are not being

***"Both pilots and controllers are still learning about this technology, if either makes a mistake ..."***

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Taken a step further, these tools could allow for the restructuring of airspace on the fly. This would allow the controller to tailor sectors and take advantage of airspace not being used by another sector to cut down on point outs and coordination caused by weather-generated routes in the old airspace configuration.

Additional modules for ERAM would allow the airlines to coordinate their needs for different arrival and departure banks in real time with traffic management. As airlines cancel or delay departures due to weather or maintenance, traffic management could then fine-tune arrival and departure restrictions, since it would be basing it on actual and not anticipated demand.

As the system matures and we get down to the core elements of ERAM, such as flight plan and radar processing, controllers would see further enhancements because of better tracking ability of modern radar, which could take advantage of multi-site sensors such as terminal and en route radar, Automatic Dependent

Surveillance B and any other new technology. This would then improve the ability for any flight plan tracking element and conflict probe to do its job with much greater efficiency.

ERAM is not just a single-purpose system, nor does it just replace the current NAS infrastructure. It is a springboard for both ideas and improvements in how controllers do their jobs and it allows them to be creative with new concepts for the future of air traffic control. It will expose the controller workforce to much more up-to-date information such as weather, Pilot Weather Reports, NOTAMS and flow restrictions that directly effect all nearby sectors.

Finally, the architecture of the system will allow enough redundancy so system failures should be transparent to the user as will testing and certification that today forces us to work on secondary and less capable systems.

As more information becomes available on ERAM we will keep you updated on its progress. As always, if you have questions, you can contact the NATCA Representative Scott Ginsburg.

# ATPAC update: NOTAMs, Interpretive Rule, intersecting runway separation and much, much more

Scott Voigt

*It has been quite a long time since the "ATC Safety Net" has reviewed the activities of the Air Traffic Procedures Advisory Committee, so it's time for an update of some of its recent actions.*

## **Houston 250 Knot Indicated Airspeed exemption test**

The first issue is the Houston 250 Knot Indicated Airspeed exemption test below 10,000 feet. The pilots are still trying to get answers to their questions about this matter from the Federal Aviation Administration. So far, the agency has moved ahead slightly, but not enough to make the pilot community happy. From the pilot's perspective, no documentation exists that shows exactly what is tested, what results the agency seeks and no ending date. So for now, the test is ongoing, and the group awaits results from the data collection taking place in the Flight Standards group.

## **NOTAMs**

Notice to Airmen have been discussed quite a bit in the recent months and are now beginning to gain some necessary attention. The FAA gave a brief detailing its move forward with a new platform in a three-phase program. The agency is already in phase two of the program and hopes to be into phase three sometime in 2003. The FAA is looking at different systems that can handle the information and workload of distribution in a fast and efficient manner as well as being able to cooperate with both domestic NOTAMs and the international

Civil Aviation Organization.

## **Federal Aviation Regulation 91.129**

The FAA is still researching the change to Federal Aviation Regulation 91.129, which controls when an aircraft may taxi across a runway. The agency is seeking funding for testing in the National Aeronautical and Space Administration Ames tower simulator and will then look for some controllers to participate in this program. It is also exploring which airports to simulate, mostly considering airports with lots of crossing runways and taxiways. The agency will collaborate with the FAA Procedures Branch, Airports and NATCA to make that decision. Due to other priorities, the test plan has not yet been completed as of the last ATPAC meeting.

The FAA recently gave a briefing on vehicle conspicuity to demonstrate it was moving forward on this issue. The area of concern has moved to the Atlantic City Test Center for evaluation of different lighting configurations. Researchers will consider human factors as well as which different color schemes and light flash patterns work best. The committee hopes to hear more about this at the next ATPAC meeting in January.

## **Interpretive Rule**

The pilot group is still dissatisfied with the answers it is receiving in reference to the "Interpretive Rule." The group passed a second recommendation to change the Aeronautical Information Manual. It states

pilots should read back those parts of air traffic control clearances and instructions containing altitude assignments or vectors as a means of mutual verification. It also stipulates pilots should not assume the controller would correct an erroneous readback.

## **Intersecting Runway Separation**

Intersecting runway separation brought about more heated debate between the pilot groups, the FAA and union members. The FAA and NATCA believe with the standard, as it is used today, is appropriate "if" users comply with it. The pilots countered, stating that the standard does not have a sufficient buffer in the event that something goes wrong. So how much buffer is needed for any kind of separation used today? Although some movement occurred on this issue, the pilot groups still want to limit the use of intersecting runways. The committee will await further action pending a review of a response that the FAA sent to the National Transportation Safety Board on this subject.

## **Taxiing Instructions**

An AOC stands on issuing taxi instructions to aircraft while on landing roll out. The group would like to see a change to the FAA's 7110.65 ATC handbook in a note that states, "runway exiting instructions should normally not be issued to an aircraft until the aircraft has reached a safe taxi speed." The pilot groups stated that normally a controller could tell when the aircraft has slowed enough

by observing the thrust reversers in the stowed position. The pilots feel a lot of noise and action occurs in the cockpit at this time so a very good chance exists that the flight crews are not going to hear and understand exit instructions until the aircraft has slowed.

## **Diverse Vector Areas**

The issue of diverse vector areas received a recommendation to expand the language in the ATC handbook to say, "Except where diverse vector areas have been established, a departing or missed approach climbing aircraft cannot be vectored into a sector with a higher Minimum Vectoring Altitude unless the aircraft is at or above the next sector's MVA." A Data Collection Package is in progress now and is out for comment.

ATPAC is currently working on many other issues as well. You can read about them on the FAA web site at [www.faa.gov/ats/atp/atp110](http://www.faa.gov/ats/atp/atp110). You can find all of the minutes and future meeting sites in the event you would like to sit in and watch the action.

As always, if you have anything you would like to see changed in the Air Traffic Procedures manual, please send your ATPAC request to either Southern Region Safety Representative Wes Stoops or me and we will forward it on and fight your case. If you need any help in putting one together we would be more than happy to walk you through the process.

## **Free "Air Traffic Control Modernization Tools" booklets**

The national office still has a large supply of *Air Traffic Control Modernization Tools* booklets, created this past summer as a reference for technology programs in which NATCA members actively participate. The book summarizes over 60 programs, such as Automated Surface Observation System, Reduced Vertical Separation Minima, Global Positioning System and Airport Movement Area Safety System. If you would like a copy, please call Publications Specialist Maureen Malone at 202/220-9814 or e-mail at [mmalone@natcad.org](mailto:mmalone@natcad.org).

# LASTLOOK



## Honolulu Control Facility

Photo Credit: Eva Hurgo

Pictured at left is the newly dedicated Honolulu Control Facility in Honolulu, Hawaii. The HCF brings together several Federal Aviation Administration facilities into one complex. It contains the Center Radar Approach Control, the Hawaii-Pacific System Management Office, the tower and the TRACON. The facility controls en route air traffic, arrivals, departures and over-flights in and around numerous airports of the Hawaiian island chain.

The HCF, dedicated on Jan. 11, at a ceremony where President John Carr spoke, staffs over 200 FAA employees.

## Regional Safety Representatives

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## The perils of shiftwork: make sure to get your zzz's

**T**he constant flow of the National Airspace System is a certainty for air traffic controllers, much like taxes. Unfortunately, to maintain this very fluidity, shiftwork must also be a certainty.

According to the recently completed Article 55 Human Factors Team's "Shiftwork and Fatigue" survey, 79 percent of controllers reported having a lapse of attention during the drive home after a midnight shift. Even more alarming, 36 percent of controllers reported falling asleep during that drive home and one percent reported being involved in an accident.

In addition to the perils faced on the drive home, controllers experience chronic fatigue, reduced attention span,

increased reaction time, disruptions to family and social life and excessive daytime sleepiness. Evidence indicates that over time, shiftworkers develop gastro-intestinal problems, sleep disturbances, excessive fatigue, depression, heart problems and other maladies that impact their lives.

Like food and water, sleep is a basic physiological need. Personality, intelligence, education, training, skill, motivation, size, strength or professionalism cannot prevent fatigue.

According to a University of Pennsylvania study, volunteers limited to six hours sleep per night began to fall asleep against their will during performance tests by the sixth day of the study. Volunteers who slept an average of eight hours

did not have a single sleep attack.

Many controllers feel they have adjusted to shiftwork schedules, yet research shows most people never truly adjust and the tolerance for this type of schedule begins to decline after age 40.

To help cope with all the negative effects of shiftwork, sufficient sleep must be a priority.

### **Other Tips:**

- Keep sleeping quarters cool, dark and quiet.
- Be physically active. Regular physical fitness improves sleeping patterns and increases your alertness.
- Don't forget those closest to you. Fatigue causes people to become moody and less caring. Avoid taking out your frustra-

tions on your loved ones.

· Be aware. Pay close attention to how fatigue affects you at work and driving home, especially after a midnight or early morning shift. Sleepy workers/drivers tend to have slower reaction times and to misperceive signals, warning lights or other indications of trouble. If you cannot keep your eyes open, pull off the road and take a nap. If you are exhausted, take a nap before leaving the facility.

Article 55 Human Factors Team Member Jim Beadling reminds controllers, to "remember that sleep is not a treat, it is a human need and there is no substitute for sleep."

## OWCP Committee is ready to help when a work-related injury occurs



Members of the OWCP committee join national office Labor Relations staff at a workman's compensation training in fall 2001.

According to *Psychology Today*, "work-related stress is increasingly recognized as one of the most serious occupational health hazards." And *Medscape Health* recently reported that air traffic controllers rank number four out of 10 for the most stressful jobs.

As one of the most intense and rigorous jobs in the United

States, air traffic controllers come in close contact with stress-related problems everyday. The NATCA National Office of Workers' Compensation Programs Committee was formed to ensure any member subjected to traumatic injury or occupational disease or illness has a place to turn for assistance and refuge. "The world

of OWCP can be very bizarre," says NATCA's National OWCP Representative, Ron Oberg. He stresses the extreme importance for controllers to "properly initiate, prepare and pursue a claim" should they incur an on-the-job injury.

To assist the membership with the process to follow if ever subjected to any form of trauma, occupational disease or illness, the committee created an OWCP guide that all NATCA facility representatives possess. Using the guide in conjunction with other information distributed by the committee, allows facility representatives to properly assist members pursuing workman compensation benefits through OWCP.

While diligently working on claims and more effective ways for controllers to deal with stress, the committee continues its training to ensure they remain effective in the field. Recently, members of the com-

mittee and the Labor Relations Department at the NATCA national office participated in a three-day workman's compensation training course. As a result, all participants received certification as workman compensation specialists from the Department of Labor

As one of the occupations that requires minimal mistakes, air traffic controllers may, at some time, succumb to the pressures of stress. The OWCP Committee works to assist members in the process of securing and ensuring their benefits.

Oberg states, "NATCA members can find comfort knowing their union takes a very proactive roll in establishing and supporting this committee and its endeavors."

If you have any questions or concerns about OWCP issues, please call your regional representative.

## Human factors update: JANUS set to roll out

**T**he “unsung heroes” of aviation somehow manage to keep close to a billion passengers safe in the never-ending flow of traffic in the sky. Although they execute a job most people can never comprehend, air traffic controllers are human and human error can occur. In light of this, the Article 55 Human Factors Workgroup is hard at work with Dr. Julia Pounds of Civil Aerospace Medical Institute to identify causal and contributing factors associated with operational errors.

JANUS, a computer based program, will allow researchers to take the controller and other willing participants through a series of structured questions. Instead of the current “blame and train” process, this software looks at the controller’s actions as well as the environ-

ment, procedures, decision-making techniques, training, teamwork and equipment. JANUS also investigates other human factors such as staffing, distractions, supervision, management and even the structure of the facility organization.

With high hopes, JANUS began a six-month beta test at six facilities around the country. The test involves an investigation of 60 to 80 operational errors incurred at several centers, towers and TRACONS. This process is strictly voluntary and occurs at facilities with joint support on all levels. The workgroup plans on venturing to the New England, Southwest and Western Pacific regions first and adding additional facilities if necessary.

If JANUS proves to be a valid tool, the workgroup hopes to take the next step in the process and change the opera-

tional error investigation process nationwide.

With the JANUS project forging ahead, the Human Factor Workgroup continues to handle other projects. The team recently completed a packet of information describing results from the shift work and fatigue survey distributed last year. The group will soon be distribute the packet to all air traffic personnel. It also includes a CD that discusses how to cope with fatigue resulting from the air traffic controller profession.

The team is also working with the Atlantic City Technology Center on the Tower Complexity Study. This study focuses on contributing factors of complexities such as runway crossings and anticipated separation and the types of strategies and information controllers use to deal with com-

plex scenarios.

The future holds a great deal for the workgroup. It plans on continuing to look at human factors and operational errors through JANUS, start an air traffic control stress study, continue to work with CAMI and the University of Pittsburgh in analyzing data from the fatigue field study and work with scientists to develop valid recommendations for facilities on how to enhance their schedules in hopes of reducing controller fatigue.

For more information pertaining to these studies, please contact Article 55 Human Factors Workgroup Committee Members Jim Beadling at 202/628-5451 ext. 17000 and Scott Keller at ext. 10015.

## Transportation worker activist program launched

*NATCA members urged to join*

*Michael Buckley  
Communications Coordinator  
Transportation Trades  
Department, AFL-CIO*

The AFL-CIO’s Transportation Trades Department, in partnership with its 34 member unions, including NATCA, has launched a revamped web site - [www.ttd.org](http://www.ttd.org) - and an online activists’ alert newsletter, *The Transportation Worker*, aimed at educating and mobilizing transportation worker activists on issues affecting their jobs, their rights and their safety.

TTD, now in its 11th year of providing a unified voice in the legislative, policy and political arena, gives NATCA

members a chance to join millions of workers in the aviation, rail, transit, trucking, highway, longshore, maritime and related industries in speaking out on critical transportation labor issues.

In addition to leading transportation labor’s immediate response to the airline crisis following the September 11 attacks, TTD has aggressively joined NATCA in advancing a strong air traffic control modernization and funding agenda. In fact, in 2001 TTD brought together its diverse membership of transportation union presidents to unify against “highly suspect (air traffic

control) privatization of ‘commercialization’ proposals” and to rail against various pending reform schemes. “Safety will undoubtedly suffer if privatization advocates get their way,” TTD affiliates stated.

“Contracting out to the lowest bidder is no way to ensure safe skies.” In other words, NATCA isn’t standing alone in the fight to stop the misguided ATC privatization movement.

When NATCA joins together with TTD and transportation unions, NATCA members become a part of a movement of several million transportation workers. As Sonny Hall, TTD’s president and also presi-

dent of the Transport Workers Union, says: “...by finding that we have one voice - where we can get a bus driver to contact their congressman about an air traffic controller’s job or a railroad worker’s job or vice versa - and we do that as brothers and sisters, we convince legislators that we are in this together as working people. It is very powerful.”

TTD’s “Tell it to Washington” web site provides a number of ways to speak up on NATCA issues and on behalf of your brothers and sisters across the transportation labor movement. Visit [ttd.org](http://ttd.org) and become an activist today.

# LR Report

*The following is an update on contract negotiations for NATCA's new bargaining units:*

**AOS-200/260/510 and AVN**  
Negotiations for AOS-200/260/510 and AVN are complete after several weeks of negotiation. These units will join the engineers and architects bargaining unit upon the reading of a memorandum of understanding. This MOU will be read in conjunction with the engineers and architects' Agreement. Some of the articles such as staffing, overtime and position descriptors will remain for discussion during pay negotiations. A joint petition was filed with the Federal Labor Relations Authority to combine the units. NATCA has given the Federal Aviation Administration the first union proposal for pay negotiations. FAA responded with a counter proposal, which was simply a link to the FAA Core Comp Website. Labor Relation Staff Representative David Sandbach has contacted with FAA Labor Relations Specialist Ron Frampton regarding a joint meeting to begin negotiations. The plan is to meet sometime in the beginning of 2002.

**AOS-300/ATB-200**  
Negotiations are complete for AOS-300/ATB-200. The bargaining units have a tentative agreement and are now awaiting a pay proposal.

## **Aircraft Certification**

The negotiating parties have met several times and are scheduled to meet again Feb. 19-22 in St. Louis, Mo. NATCA originally proposed 97 articles, and currently has 76 of those tentatively agreed upon. As with every bargaining unit, pay negotiations will not begin until a tentative agreement on AIR Work Rules exists.

## **Aerospace Medicine, Headquarters Budget and Finance, Regional/Center Counsel, Logistics, Budget, Finance and IRM and Airports Division**

NATCA and the agency have met for four weeklong sessions. The negotiating parties are scheduled to meet again during the week of Feb. 11-15 in Orlando, Fla. This appears to be the last meeting because only 12 articles remain, including duration. NATCA proposed 91 articles and the agency proposed one additional. A pay team for these bargaining units has already been established, and met earlier this year and created a union proposal. While a pay proposal is prepared, it will not be delivered to the agency until the work rules are complete.

## **Traffic Management Unit**

The agreement for this bargaining unit was signed in January. A delay occurred when printing the document because of a snag with the Notice to Airmen bargaining unit's pay negotiations.

The FAA sent the agreement to print the week of Dec. 3, 2001.

## **NOTAMs at the ARTCSCC**

The work rules for NOTAMs were completed with those of the Traffic Management Unit. However, the work rules were not sent out for ratification until much later due to a delay in pay negotiations. NATCA made the decision to separate work rules and pay for ratification purposes and to not delay the printing of the agreement any longer. NOTAMs ratified the work rules portion only and FAA Labor Relations Specialist Heather Biblow, on behalf of the agency, sent the Air Traffic/TMU/NOTAM Agreement (Work Rules Only) to the printer the week of Dec. 3, 2001. Pay negotiations will continue for this group. Labor Relations Staff Representative David Sandbach sent a request to the agency for a meeting.

## **Recently signed memoranda of understanding**

- HOST Computer Software Change, 3,000 Character Flight Plan - June 2001
- Installation of Airport Surface Detection Equipment, Model X Interim Contractor at Syracuse Tower - Oct. 30, 2001
- Implementation of Case File TP110-CPF-004 (Reference Field 3) - Oct. 31, 2001
- WATRS Reduced Vertical Separation Minima Phase II at Boston, Miami, New York, San Juan and Washington Centers -

Nov. 5, 2001

- Atlanta TRACON Relocation - PCS Agreement - Nov. 5, 2001
- Contract Interpretation Subgroup Results - Oct. 9-12, 2001 Dallas Meeting - Nov. 6, 2001
- Operational Support Service - Draft FAA Order 1320.58X, System Support Directive - Nov. 8, 2001
- Electronic Document Management System for Capitalization Process - Nov. 8, 2001
- NexGen - Phase 1, Stage 1 - Nov. 9, 2001
- Traffic Flow Management Activities - Nov. 15, 2001
- Area Navigation Procedures for Standard Terminal Arrival Route Extensions - Nov. 21, 2001
- Concept Corridor Integrated Weather System - Nov. 27, 2001
- Controller Incentive Pay Amendment for Sacramento - Nov. 28, 2001
- Precision Runway Monitor Equipment Use - Nov. 28, 2001
- Automated Radar Terminal System IIIA Tampa Traffic Count Patch, National Patch level "X" - Nov. 29, 2001
- Military Leave - Nov. 30, 2001
- Departure Procedure/Standard Terminal Arrival Route Transition - Dec. 5, 2001

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 See who topped a list of aviation's most influential.

**Runway Construction**  
 Learn more about the latest news in runway construction efforts.

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