



National Air Traffic Controllers Association
1325 Massachusetts Avenue NW, Washington, DC 20005
Safety and Technology Department
Office: 202-220-9818
Fax: 202-628-7286

SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending April 22, 2016

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) is the NATCA Article 48 Representative assigned to the AJV-7 Office. Mr. Keith's summary to the membership is below.

- **Terminal Work Package 1-** The process of prioritizing the data collection is complete. Thank you to those NATCA members who provided the valuable input needed for this task. AJV-7 will be over the next few weeks work to get the prioritization score sheet in order and select the items that will comprise terminal work package 1.
- **AIM SEG 3** - The effort to digitize all paper to include approach plates, 7110.65, etc continues.
 - Mr. Keith visited ATOP members at ZNY and they gave me a very in depth briefing on that operation.
 - The information gathered will be useful in the ERIDS and AIM SIG 3 process moving forward.
- **Path Stretch** - path stretch demo is scheduled for late spring early summer.
- **Advanced Methods** - the site visits conclude in New York. Thank you to the membership at ZNY and N90 for providing a great deal of valuable input. The TMU membership provided a great deal of insight that will go toward making the concept controller user friendly.
- **Surveillance Strategy Workgroup** - attending this workgroup with Eric L our ads-b rep. The purpose is to identify what part of ground based radar needs to remain in place to provide for a backup to space based. This work group is in the very early stages and will keep the membership up to date moving forward.
- **Terminal CHI Team** - The agency is preparing to send over a request in the next week. Once that request and our LR team work out the details I will have a better idea of what to report to the membership.

AIRSPACE TECHNICAL DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) represents the membership as the Article 48 Representative for ATD-2. His report for this week is below.

- On April 18 and 19, NASA and ATD-2 industry partner American Airlines, provided a project overview and status update briefing to the Flow Evaluation Team (FET) and the Surface CDM Team (SCT) at American Airlines Operations Center in Fort Worth, TX. The CDM group was holding their annual Spring General Meeting at DFW so due to the proximity of this event to NASA's North Texas Research facility (NTX), NASA took the opportunity to share ATD-2 information with this part of the stakeholder community.

- Kyle Andrews (ORD), our NATCA representative on S-CDM was in attendance. The briefings were well received and a number of the participants expressed an interest in further engagement on ATD-2.
- The NASA ATD-2 team will be conducting HITLs with ramp tower personnel at NASA Ames the week of April 25th. NATCA does not have a presence at this event, but will receive a briefing on the outcome. Since tighter integration between non-movement area and movement area activities is one of the key goals of -ATD-2, we will have NATCA controllers participating in future HITLs that involve all relevant parties.
- On April 15th the NASA Integrated Communication (NICS) circuit to CLT was established. This major step will allow NextGen SWIM data, and other important data feeds, to connect to the ATD-2 system at CLT. The next step in the data connection process is onsite installation of the ATD-2 equipment at the lab located in the old terminal at the CLT airport. This is currently planned for [May 3rd](#).
- The CLT airport has provided office space in the old terminal which will serve as the NASA laboratory for ATD-2 testing and training. The laboratory will serve as the primary location for training and shadow evaluation activities by both airline ramp personnel and air traffic controllers. CLT surface team members can expect to spend significant amounts of time working with NASA engineers at the lab.
- On May 3rd and 4th NASA will be conducting a User Group meeting in CLT. This meeting is intended for actual users of the system, controllers, ramp/airline personnel, and airport operators. Several controllers from CLT's bargaining unit will be participating in this forum. We will all ensure that controller input and interests are at the forefront of any decisions that come out of this meeting.

COLLABORATIVE DECISION MAKING (CDM): Kyle Andrews (ORD), NATCA Representative to the Surface Concept Team (SCT) attended the CDM Spring 2016 General Meeting. The following is his report.

- CSIT meetings have been put on hiatus while the actual goals and purposes of CSITs are clarified. Once that is done, reengagement will be forthcoming, but it is not yet scheduled. The real issue is trying to identify when and where TFDm will show benefits. There is a balance that needs to be calculated on how far in advance an airport should be visited to start analyzing how TFDm would work at that airport - if the visit is too soon then the analysis might not be valid for the timetable in which it is needed.
- The DCA-LGA Delay Reduction Initiative trial has been received very well at DCA, with noticeable decrease in delays for these particular planes. The way it works - pilot calls ATC 30 minutes prior to push to advise that he will be ready at P-Time; at that time ATC calls Center TMU for a release window; when the plane taxis out it already has a slot reserved for it in the overhead stream and so waits considerably less. The trial has been so successful that this program has become

Standard Operating Procedure. MITRE has compiled the exact data to determine refined benefits such as Average Reduction in Release Delay compared to similar circumstances pre-trial, and this data is available upon request.

- Data Sharing will be turned on from the FAA side on April 30. The airlines are working out the format conversions to be able to input data at that time. Once data sharing goes live and shows stability (90-day test), Early Call-For-Release should be able to spread to other airports. Pilots will no longer have to call ATC, because the data sharing will provide the expected release time.
- There is an issue over investment level discrepancy between users (airlines) and the FAA on what should be spent creating the infrastructure for data transfer. The FAA is in a difficult situation - they do not have stable funding, but as the receiver of the information from a number of different entities, it is easier for the system if the FAA does the more aggressive build toward the users' equipment, not a number of users each building toward the FAA equipment.