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## **SAFETY AND TECHNOLOGY DEPARTMENT UPDATE**

**Week ending January 2, 2015**

**VOR MINIMUM OPERATING NETWORK (MON):** John Vogelsang (P31) is the NATCA Article 48 Representative to the VOR MON project. Mr. Vogelsang's update for the week is below;

- Mr. Vogelsang sat in on the biweekly VOR MON telcon on Tuesday 1/6. They are almost ready to begin releasing information to the field. As soon as the US Army signs off on the draft proposal list of VORs to be decommissioned, a final list will be distributed to the VOR MON program participants. The Army is expected to sign off in the next week or so and we should have the final list by the end of January. After the list is compiled and released, a proposed waterfall schedule will be released sometime in March. Coordination with the affected facilities in the field will be able to begin based on this data.
- The decommissioning of the VORs will take place in two phases.
  - The first 101 sites will be shut down between late 2015 and 2020.
  - The second and final phase is expected to be completed by 2025. The initial 101 VORs will be those that have fewer than 4 routes attached to them.
- One of the concerns brought up on the telcon is how to guarantee the 77 mile service area requirement of the MON without flight checking each remaining VOR with any proposed non-MON VORs shut off to prevent interference. This would be a pretty lengthy process and there was disagreement on whether it was needed. It was decided to wait to address this until after the final list has been released.

**TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR):** Mitch Herrick (MIA) is the TAMR Article 48 Representative. His report follows;

- All three Segment Leads were on Leave or working traffic over the New Year week. No reports from the various Segments.

- Mr. Herrick spent the week of New Years catching up on email and attending multiple telcons that he has not been on in a couple of months.
- Worked with Systems Engineering on procurement and requirements issues surrounding a replacement Tower Display Monitor.
- Worked with DC Facilities and Program office to ensure that the Site Survey at West Palm Beach Scheduled for January was comprehensive enough to include Vero Beach and Fort Pierce as well as additional equipment required for the new PBI TRACON.
- Also went to Fort Myers to see Air Traffic STARS class in progress and review some transition issues with RSW FacRep Ross Costa.
- Coordinated with Air Traffic and Program Office personnel on Terra Fix Removal for LAX Radars.
- Had Dialogue with several FacReps and Program office folks related to Section 804 issues in both Ohio and Michigan.
- Two days of leave on New Years Day and the following Friday.

**RNAV and PERFORMANCE BASED NAVIGATION (PBN):** Dennis Kelly (PHL) represents the NATCA bargaining unit on RNAV and PBN criteria issues. Mr. Kelly forwarded the information below for the membership;

- **ACF Highlights** – This conference was held recently covering a myriad of topics including
  - **National Route Structure** - It is a concept of operation only and is not funded. The PBN Route Structure is envisioned to be the primary means of navigation for the future NAS and would complement and support the VOR MON program. The route structure would increase the number of RNAV routes, e.g., Q and T routes, in order to replace existing VOR-based Victor Airways and Jet Routes, while still accommodating point-to-point navigation. Route structure will be established in areas where structure is deemed necessary, for instance the high traffic corridors along the East Coast. Point-to-point navigation will be utilized in less congested zones where route structure is not deemed necessary. The system of ATC preferred routes will continue to exist and will likely be expanded. Eventually all of the Jet Routes

are expected to be eliminated. The existing Q Route structure will be re-evaluated, revised and added to. Victor Airways, and T Routes will remain, especially in areas of no radar coverage and in high traffic areas. Connections between Metroplexes are being analyzed and will make up a key part of the PBN National Route structure.

- **Runway Selection and Use Plan** - FAA Order 8400.9. The Order addresses safety concerns and operations of aircraft arriving at and departing from Part 139 airports. The Order will require that all Part 139 airports establish a Runway Selection Safety Team (RSST), who will be charged with determining maximum crosswind and tailwind components for each runway at their airport. This knowledge will effectively reduce the number of times pilots must reject a clearance for a runway due to cross or tail wind limitation and will also reduce the number times pilots are put in possibly unsafe situations. The timeline for coordination of the Order is by end of 2014. It is anticipated that the Order will be formally adopted by late 2015.
- **VOR Mon** - The latest update is It is estimated that 90% of the general aviation and commercial aircraft operating within the NAS are GPS equipped. The numbers for DoD aircraft equipped with GPS were estimated to be around 60%. The need for VORs is in decline and it is still the FAA's intention to eliminate 30% to 50% of the existing VORs by 2025. The reduction will begin gradually over the first five years during which time the bulk of the procedural/airway/airspace work will be assessed. Then the plan is to accelerate the process, with approximately 20 to 25 VORs decommissionings accomplished per year. Many of the remaining VORs will be enhanced to supply increased service volume.
- **Flight Path Angle (FPA) on charts** - The final recommendation from the PARC VNAV Action team was not to publish FPAs on STAR Charts. There was very strong pilot support at the previous ACF for published FPAs on arrivals but AFS stated that the angle will be calculated as part of the criteria, but will not be published on the chart. One of the main reasons for this is the misconception from pilots in misinterpreting the FPA by using it to navigate it all

the way to the ground, which is not what they are designed for.

- **Alternate approach procedures** - It used to be that alternate missed approach procedures were evaluated and published on IAP source only upon the request of an ATC facility that needed them for traffic flow or separation. Several years ago alternate missed approach procedures proliferated when a policy change was made to evaluate and publish them wherever the primary missed approach procedure used a NAVAID different from the NAVAID for final approach guidance. Several years of experience has shown that the appropriate Forms 8260 seldom, if ever, reach air traffic facilities. In the unusual event when they do reach the facility they do not make it to controllers' position. Controllers rely solely on the information and terminal procedures charts contained in the published Terminal Procedures Publications (TPPs.) It is impractical (if not effectively impossible) for ATC families to ferret out pertinent Forms 8260 from Transmittal Letters. Sometimes an alternate missed approach procedure may change by permanent NOTAM, which are even more difficult to ferret out of the Transmittal Letters except for those FAA personnel who are trained and work with Transmittal Letters on a regular basis. That alternate missed approach procedure text is included in the front material of the pertinent TPP in textual format, with the preface, "These alternate missed approach procedures cannot be used for flight planning purposes nor can they be used in actual flight operations unless assigned by ATC." The implementation of the publication of existing alternate missed approach procedures should be accomplished as soon as the details are worked out and should include all alternate missed approach procedures on initial publication. FAA Order JO 7210.3 needs additional detailed guidance to insure that the published procedures are available to the controllers.
- **NSSP** - NEW Metroplex Procedures to be published January 8<sup>th</sup>.
  - **Houston:** Mostly up numbers IAH 6 RNAV STARS, CXO 1 RNAV SID, HOU 3 RNAV SIDs and 6 RNAV STARS. GUMBY2 in danger of missing the March 5<sup>th</sup> publication date.
  - **Washington DC:** All new at RIC 3 RNAV OPD STARS, 1 RNAV SID and 1 Conventional SID, Up numbers at DCA 1

RNAV SID, 1 Conventional SID and 1 Conventional STAR, IAD 1 RNAV STAR. FRDMM3 and TRUPS3 may have some type of FC scheduling deadline for March 25<sup>th</sup>.

- **NORCAL:** All new at SMF 3 RNAV SIDs, SFO 3 RNAV SIDs, OAK 2 RNAV SIDs and SJC 1 RNAV SID.
- **SIDs/STARs/RNP:**
  - **March 5<sup>th</sup>:** AUS 4 RNP's moved to August 20<sup>th</sup> publication cycle due to waiver issues.
  - **June 25<sup>th</sup>:** END 1 RNAV SID moved to December 10<sup>th</sup> publication cycle for WG to make changes to meet criteria.
- **Procedures pending PBN BAR** – All PBN BAR CWGs have been suspended until the new PBN 7100.41 process is defined properly to set the groups up. This was discussed as to whether this should be on the NSPP project tracker and tracked internally either at the service center or PBN office level.
- Mr. Kelly provided the department with reports released on the RTCA website on the LAS Assessment and PBN Roadmap 2015.

**OPERATIONAL PLANNING AND SCHEDULING (OPAS):** Rich Santa (ZDC) is the Article 48 Representative for OPAS and the associated programs. His update for this week is below;

- **WMT**
  - Mr. Santa spent much of the week answering user questions. Mr. Santa had to work with the programmer to answer many of the questions.
- **A-SISO**
  - Prepared for MIA and CVG testing. Mr. Santa called the facreps and answered a few questions about the MOU and what to expect. Discussed the need for an outage notification at the facilities.
  - Reviewed data from existing sites. Working on gathering information that needs to be changed in the next ATOMs program.
- **ATOMs**
  - Worked on the user stories. These are mostly management ideas on how the new program should be constructed. Also looked at a few of the available start pages. Mike Robicheau, NNE RVP has asked to have a meeting reference the use of PIV cards. We are still looking for the FAA to approve our SMEs.

- Mr. Santa maintained currency on the holidays and Sunday.

**INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R):** Richie Smith (N90) is the NATCA Representative on the IDS-R project. Mr. Smith's update for the week is next;

- As we get set to come out of the moratorium the IDSR schedule for January is light compared to the last few months.
  - Only one facility is scheduled for a visit- BGR database design on January 21&22.
  - Installations continue at I90 and its satellites and BGR is scheduled for installation the same week as the database visit.
  - PIT is also waiting for a fix for NIDS to be able to communicate with the airport authority's IDS5.
  - The ACE-IDS interface seemed to fail in spectacular fashion.
  - As we project into February there are still only a few visits planned. C90 is scheduled for site survey and PBI for database design. The only installation for February is at PHL.
  - We are hoping that the program office can schedule a visit back to Southern California to finish up the SCT network.

Thank you,



Dale Wright  
Director  
Safety and Technology

Cc: