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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending January 30, 2015

AIRSPACE: Jim Davis (PCT) is the National Airspace Lead for NATCA. Below are updates from Mr. Davis and various airspace team leads;

- **NorCal Metroplex**
 - Update Jan 26, 2014 – Jan 30, 2015
 - Stage 3 Post Implementation work continues- ZOA / NCT adaptation fixes, LOA adjustments and SOP fine-tuning ongoing
 - Participated in the Quarterly Metroplex Staff Meeting (Tue-Thu): Discussed Metroplex Handbook w/ MITRE, discussed NorCal Study Phase vs. NorCal Design Phase, Environmental briefing, Service Center briefing(s) & discussion, site updates, Administrative Record briefing & discussion, funds update, discussions re: SMS, international carriers and RNP IAPs
 - Weekly National Telcon cancelled due to leads present for staff meeting at ZMA (Wed)
 - Core Team worked with PBN Specialist Martha Dunn on upcoming procedural paperwork adjustments
 - Coordinated with DCC FacRep re: upcoming NorCal briefings on Wed, Feb 4th.
 - Upcoming: Feb 2-6 NorCal Co-Leads in DC for Command Center briefings and meetings at MITRE and CSSI; Core Team will review Metroplex Handbook and send MITRE suggested edits/additions, if any; Feb 24-26 Core Team and POCs in Sacramento for last Stage 4 Implementation prep meeting; Stage 4 Implementation on Thu, March 5th (13 procedures)
 - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **Charlotte Metroplex**
 - Leads at Miami ARTCC for national meeting
 - CLT POCs worked with contractor to finalize CLT TRACON airspace
 - Organized a TELCON to deal with an issue with the CHSLY STAR

- Coordinated with ZTL to arrange various meetings
- Worked on various administrative issues
- Participated in various TELCONs
- **Issues:**
 - Automation
 - TBFM
 - EA
- **Upcoming:**
 - 2/2/15 – At ATAC visit to finalize all airspace and images
 - 2/9/15 – At ZTL to meet with leadership and hand-off implementation deliverables
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **DC Metroplex**
 - Continued coordination with ZDC FAST concerning the airspace nodes and coordinates along with the altitudes changes between ZDC, PCT, NHK, and DOV as well as the appropriate ADR's, AAR's, ADAR's, and APR's to support the March 5th build and implementation of procedures.
 - Coordination complete and Invites sent to participants in preparation for February 18-19, 2015 Refinement to Procedures meeting for November Post Implementation follow up, but received information that ZNY will not be able to attend. The procedures that we need to discuss with them will be rescheduled.
 - Participated in Metroplex quarterly meeting.
 - Coordinated with Eastern Service Center concerning incorrect procedures being shown on the IFP Coordination Website and they contacted AeroNav to get this corrected.
 - Continued working on the spectrum analysis data concerning the airspace changes associated with the MAPEL1 RNAV STAR and PRIV01 STAR and this data has been sent to the ESC Spectrum Analysis Specialist to be worked.
 - Received feedback form the Spectrum Analysis Specialist that the airspace changes associated

between ZDC and ROA are complete and we can move forward. We will coordinate with ZDC and ROA to determine a date that works best for both facilities to make the changes.

- Coordination with Tetra Tech continues as we receive and review amendments to procedures.
 - Coordinated with the Flight Plan Filers and will be part of their teleconference on February 4th and March 4th to brief the preferred method of Flight Plan filing for the March 5th implementation.
 - Coordination has been occurring between ZDC FAST and PCT concerning the additional FDIO printer being installed with the addition of the CSIDW/CSIDE sectors at PCT.
 - Coordination has been occurring with PCT Tech Ops concerning the additional landlines being installed for the CSIDW/CSIDE sectors.
 - Coordinated with the ESC to setup a teleconference to discuss how MEA's are being assigned between RNAV procedures and Conventional procedures, which will occur on February 2nd.
 - Coordinated with Industry about their concerns regarding the ANTHM1.
 - Coordinated with the Director of Aeronautical Navigation Products and Aeronautical Information Management concerning a possible issue with a procedure being published for IND and one already published for IAD and schedule to meet with her on Monday.
 - Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **SoCal Metroplex**
 - The teams met at ZLA.
 - Rob Henry (FAA Co-Lead) and Mr. Gonzalez attended the Quarterly Leads meeting at ZMA.
 - The teams continued to work on LOA agreements and Pat McKeon, SCT OSG, is maintaining the updated copies.
 - Airspace changes are being tracked and incorporated into the design packages by John Bacavis, CSSI.
 - Procedure notes were reviewed and updated by the team. The changes were added to design package control sheets.

- ATAC successfully ran I-Sim for various airspace changes and included new proposed Q-Routes for ZLA Sectors 32, 33, and 34.
- SMEs continued to work on the presentations that they will use for LOA and SOP SRM panels.
- SCT SMEs continued to work on changes to video map displays.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Atlanta Metroplex**
 - Week's Activities and Meeting Outcomes:
 - Leads Meeting
 - Worked with ATAC to correct airspace files
 - Added two stand-alone fixes to the NW ATL STARS
 - Telcon with ZTL to discuss Design Package, Airspace and Procedure Turn-in
 - Received final training plan from ZTL
 - Emailed TRI ATCT and AVL ATCT regarding 6/25/15 Airspace Change
 - Issues:
 - 2nd Level Support for FAST
 - A80 STARS (Platform) Training & Implementation (Summer 2015) – Postponed
 - A80 Critical Staffing
 - TBFM: ZTL and Delta Air Lines have both said TBFM needs to be in place for the STARS to work
 - Projected Milestone/Activity Completions and Risks (next 30 days):
 - ATAC support on site to correct A80 airspace diagrams Feb 3rd – 6th
 - Submitted by Joey Tinsley Atlanta Metroplex Article 48 Rep
- **Florida Metroplex**
 - Second week of design for Florida Metroplex (MIAT, ZMA, FLL, ZJX)
 - Teams, along with industry partners worked the following SIDS and STARS and procedures to incorporate SIM data from industry:
 - MIA ARKES SID
 - FLL HEDLY SID
 - MIA WINCO SID
 - FLL THNDR SID
 - FLL JINGL STAR
 - FLL CORSO STAR

- FLL VEGIE SID, EAST
 - MIA EONNS SID
 - MIA FENIR SID
 - FLL VEGIE SID, WEST
- Attended Metroplex leads meeting
- Received briefing from ZMA airspace on their New airspace work
- Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Western Service Area PBN and Established on RNP (EoR)**
 - 1/27 Established on RNP telcon
 - 1/28 Greener Skies Telcon to discuss MARNR STAR issues with industry
 - 1/27-29 Participated in Metroplex Leads meeting
 - Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
 - Met with North Texas Metroplex Leads to discuss industry concerns and mitigations
 - Attended Metroplex Leads meeting in Miami on January 27-29 where we were briefed by the Metroplex Program Office, Environmental Office, and the Service Areas along with briefings from the individual Metroplex sites
 - **Upcoming Activities:**
 - PBN/OSG 7100.41 Meeting - January 10-12, 2015
 - North Texas Metroplex Industry Meeting - February 17, 2015
 - North Texas Metroplex Facility Handoff Meeting - February 18-19/24-26, 2015
 - Communicating For Safety - March 2-5, 2015
 - Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **NATCA National Design and Implementation Rep**
 - Traveled to quarterly Metroplex leads meeting where in invited out OSG reps so they can have a better understanding of Metroplex and some of the commonalities between the .41 processes and the Metroplex process. Other issues discussed:
 - FY 15/16 Budgets
 - Environmental briefing from Donna Warren(Headquarters EA manager) on all the Metroplex sites to include the EA issues going on in Phoenix. There will be a lot more discussion on Phoenix next week
 - Each sites status update and any needs and scheduling

- Discussion on closing down a Metroplex site after Post Implementation what and how we hand off to a facility.
- Level of contractual support needed during each Phase of the Process
- OSG Redesign implementation managers briefed us on how they see their roles in regard to Metroplex
- Implementation tracking
- Preplanning the kickoff for Denver D&I and working the logistics
- Reviewed the new Metroplex Handbook
- Worked on P2P logistics AJV14 has decided to push back the IND implementation scheduled for 3/5 to 4/30 , so the P2P needs to be rescheduled.
- Discussed with the CLT leads the EA issue they had with scheduling a 3rd outreach meaning and how it went.
- Worked with the NCT/DC Leads logistics for their next implementation
- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated on the weekly Telcon with the Deputy Director of Airspace Services Mr. Frank Black
 - Participated on a Telcon concerning RNP AR Algorithm Validation work conducted by Mitre
 - Discussed the RNP AR Algorithm Validation Telcon with Dennis Kelly, NATCA PBN Rep, to determine our next steps
 - Coordinated an award invitation with the agency
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

AUTOMATED TERMINAL PROXIMITY ALERT (ATPA): Mickey Vitti (N90) is the Article 48 Representative for ATPA. Mr. Vitti reports the ATPA training continues at N90 and this week the training has started at JFK Tower.

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) leads NATCA's CDM efforts as the National Lead. Below are reports from the CDM team leads:

- **Flow Evaluation Team (FET):** Lisa Ake (DCC) is the FET NATCA Lead. The notes to the January FET meeting were not available from the Agency so Ms. Ake is attempting to track them down. The Agency doesn't seem to know who is responsible to provide them.

- **Surface CDM (SCDM):** Kyle Andrews (ORD) is the NATCA Representative to this team.
 - A number of the industry leads representing airlines in the CDM process are changing because their terms are up. As a result, there is some delay on moving forward with the components of CDM, including the departure metering automation. Without any real changes since last month, the Surface Office canceled the January face-to-face meeting and instead scheduled a telcon to bring the participants of the SCDM program up to date. Information that was shared:
 - Tasking for SCDM program has been completed and the process will move forward according to that tasking.
 - A decision on what airport(s) would be best to introduce the SCDM automation is still forthcoming.
 - In order to determine the effect to staffing and controller workload, simulations are still pending, but might be contingent on an airport selection being made.
- **WEATHER EVALUATION TEAM (WET):** Matt Tucker (ZTL) is the NATCA Representative on the WET. His report for this week is embedded in his overall weather update in this report.

COMMON AUTOMATION RADAR TRACKING SYSTEM (CARTS): Mickey Vitti (N90) also represents the bargaining unit on CARTS. Below is his update for this week;

- Discussions were held this week reference the requirement of "OD" (Opposite Direction Operations) to appear in Line Zero (0) of the Full Data Block (FDB) to supplement verbal coordination between TRACONS and Towers.
- The CARTS Requirements were developed based on the STARS requirements from the STARS SRM Panel held January 29th.

DATAComm: Chad Geyer (ZLA) leads NATCA's DataComm efforts as the Article 48 Representative. Below is Mr. Geyer's update for the week;

- This week the DataComm SME team spent time at the Tech Center with the three key site local 48 teams. The teams are the first three sites that will have the CPDLC (Controller Pilot Data Link Communications) functionality associated with the TDLS (Tower Data Link Services) DCL (Departure Clearance) Application. This functionality will

allow controllers to send revised messages directly to the flight deck and also receive an acknowledgement digitally. These teams will be at the Tech Center for the next two weeks to view how the system works and aid in operational try-outs.

- This was also the first week that the production system sent initial and revised clearances in a test to UPS Airlines and a Department of Defense DC10. Multiple clearances were sent through the Tech Center set up and routed through the DataComm Network Services to planes in SDF and ADW. The system still has some issues, but is getting closer to a deployable system.
- The Local 48 teams and the DataComm SME's will continue to test and debug the system this week. The group will also work on developing the facilities local procedures.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) is the Implementation Lead for ERAM. His report for the week is below;

- 20 of 20 Sites have achieved ERAM Initial Operational Capability (IOC)
 - 19 have reached Continuous Operations
 - 16 have declared Operational Readiness Date (ORD):
 - 1 Conducting Extended Operations: ZNY
- Of the 16 sites that have achieved ORD:
 - 16 have powered off the HOST
 - 16 have initiated Decommissioning
 - 13 have removed hardware
 - 11 have removed cables
- Site Activity:
 - ZNY – Current Ops Run Began 1/16
- Congratulations to Jacksonville Center who declared ERAM Continuous Operations on January 20, 2015!
- ZNY benchmarked to extend the length of their current operational run to February 4th.
- The EAD210 build will be delivered between 02/16/2015 and 02/23/2015. This build will aim to address additional content needs identified through site discovery, also allowing sites to make progress toward declaration of ORD. The next build will be EAD220 with a planned delivery date of early April.

- The next ERAM National User Team (NUT) meeting is scheduled for the week of February 23rd, 2015.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) serves the membership as the IDS-R Article 48 Representative. Below is Mr. Smith's report for this week;

- The past week was full of telcons for the IDS-R program office. The first round of Site Survey Review for N90 began this week in conjunction with a snowstorm in the area.
- NOTAMs in NIDS requirements discussions kicked off in earnest this week with an action packed seven hour telcon. We explained what NATCA is looking for in NOTAM functionality and improvements that would be usable. A point that created confusion is that the office presently working on NOTAMs is preparing them for EIDS, which is a system designed for both terminal and enroute. Mr. Smith made it known that we are presently only interested in discussing terminal options. Items being discussed are searchability outside of facility airspace, keyword search, and the use of LAT/LONG functionality. Mr. Smith would like to thank Todd Johnston (DSM) and James McLaughlin (CID) for their input.
- Technical issues to be investigated for NOTAM functionality are SWIM and FTI bandwidth limitations. It was also cited that the FNS-NDS (Federal NOTAM System National Delivery Service) was unlikely to be able to support the desired number of site connections. "Cost schedule modification" came up in the discussions so we're pretty sure someone wants money.
- C90 will start their site survey this week and we hope the weather will cooperate toward the completion of a busy facility visit schedule.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) is the NVS Article 48 Representative. Mr. Shedden's report for the week is below;

- **Meetings this week:**
 - NVS Human Factors Working Group
 - NVS Systems Engineering Working Group
 - HF meeting with FAA Human Factors
- **Other issues worked:**
 - Review of NVS Build Plan and Feature documentation
 - NVS touch screen color design

- NVS Position Confidence Test results (display and report)
- Review of FAA plan to replace legacy PBX with FAVES voice at operational facilities
- NVS In-use indications requirements
- Tone volume control ON NVS
- NVS Dial plan changes
- Coordination for Flight Check/Radio test at ZHU
- Mr. Shedden will be working from FAA HQ all week (2/2-2/6).

NAVAIDS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) represents the NATCA bargaining units as the NME representative. This position has been renamed due to taking the Uniformed Interlock Controller (UIC) and the Integrated Control Monitoring System (ICMS) and combining them into one basic program. Ms. Conrad's update for the week is below;

- The program management office is now trying to make the NME (NavAids Monitoring Equipment) a program and is trying to secure the funding.
- James Sizemore from AJV-73 composed an outline of the requirements document that Ms. Conrad, the PASS Rep, and Engineer Team in OKC will mark up and add the requirements for our respective areas of expertise.
 - The team, will meet in OKC on Feb 10th and 11th to further develop the document along with Aubrey Wiggins, the program manager.

OPERATIONAL PLANNING AND SCHEDULING (OPAS): Rich Santa (ZDC) is the NATCA Representative for OPAS and associated programs. Mr. Santa's update is below;

- **FALCON**
 - Phil Barbarello (NEA RVP) and Dean Iacopelli (NEA ARVP) joined Mr. Santa in a presentation of the replay tool. It was to prepare for the requested MOU.
- **A-SISO**
 - We were in TPA last week to test the program. We found numerous little issues and the leadership group at TPA decided not to use it at this time. We did gather a lot of data to take back for future upgrades.
 - We are in CVG this week for the same testing.
- **CRU**
 - The new version of CRU (.27) has had some reports of slower operation and we are looking into it.

- **CEDAR**
 - We are scheduling a meeting for April to test new features.
- **ATOM**
 - We have put out the solicitation for SME for the program.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the PMO Article 48 Representative. The PMO update for the week follows;

- Attended a weekly meeting with Dale Wright, Mel Davis, and James Keith.
- Participated on a telcon with NYAPIO (NY Area Program Integration Office).
- Participated on a telcon about EOR (Established on RNP).
- Attended multiple meetings with the FAAs Resiliency group.
- Attended a meeting with RTCA (Margaret Jenny and Andy Cebula).
- Attended an introduction meeting with Daniel Brock (AFS).
- Attended a meeting with Kip Spurio (PMO) and Jim Linney (PMO) about future needs for automation.

REQUIREMENTS (AJV-7): James Keith (D10) is the NATCA Article 48 Representative to AJV-7, the Requirements Office. Mr. Keith's update for this week is below;

- Mr. Keith spent the week at NASA AMES watching TSS simulated runs and working toward developing some key questions to be answered in the OIA in May. NASA is working with the agency to have an operational initial assessment (OIA) at the Atlantic City Tech center in May. The agency will be making a formal request for SME's in the next couple of weeks.
 - He discussed a couple of key points with the TSS operations group, NASA, and the agency on the OIA.
 - The current plan is to allow TSS to run with RNP aircraft turning side by side at the same altitude. Mr. Keith pointed out that the agency does not allow that operation today and collecting data not using current rules and regulations would not be good. We will continue to discuss this over the next few weeks.
 - Mr. Keith also noticed unusual speeds being suggested by TSS via the suggested speed on the slot markers. The system was issuing speeds above 10000 to less than

250 knots on a regular basis. The slowing of aircraft to 230 and in some cases slower is not a normal operation in most terminal environments. The slowing of aircraft at the terminal boundary to less than 250 was causing a back role downstream to force the enroute to use speeds not normally used in everyday air traffic. Mr. Keith spoke to NASA and they can adjust the parameters to ensure that speeds would not be suggested at less than 250 knots above 10000.

- Mr. Keith attended the bi-weekly remote tower conference call this week. The call revealed a couple of things.
 - SAAB was scheduled to give a presentation for the locally based pilots at JYO. Mr. Keith advised Dale Wright and he made a few calls and attended the event.
 - The mobile tower at JYO currently does not have the ability to independently control airport lighting including the rotating beacon. The agency is looking to find a regulation in writing to provide to SAAB on this issue. However, if no regulation can be found it would cause a safety concern to allow air-to-air control of lights during tower openings.
- This week in AJV-7 a meeting was held to construct requirement for NOTAMS to NIDS. We were able to get Richie Smith (N90) the article 48 representative on this project of the schedule to prepare and attend via conference call the requirements meeting. Mr. Keith will visit with Mr. Smith on Monday to summarize that meeting.
- Mr. Keith is traveling to Ottawa Canada next week to look at Searidge Camera Systems and electronic flight strips.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is the Article 48 Representative for the RNAV and PBN criteria work. Mr. Kelly's update for the week is next;

- **7100.41 Rewrite** – The schedule has been set with meetings in DC in February, March and May with a goal of publication in August. So far, no input has been given by the field.
- **Climb/Descend Via** – Air Traffic Services has started reviewing STARS. Developing two books west/east of the Mississippi with the book on the west first. The question came up on what a bottom altitude is in the case of an AOA or block altitude for the final restriction. After much discussion the team has decided to list it as it is listed

on the STAR. So in the case of LAX OLDEE 1, the bottom altitude would be 12000B14000.

- How this would be actually noted on the STAR has yet to be determined. They will share the completed books with AFS so they can work the charting issue.
- PCPSI has recommended that the final restriction on a STAR be an "at and maintain" altitude, team agrees, but understands that AT might have a reason for listing the AOA or block altitudes.
- A Corrective Action Report (CAR) is being worked on assigning altitudes to aircraft that deviated for any reason off the procedure. Also, need to inform flight crews if they will be rejoining the procedure.
- Some education is needed to brief us about the increase in workload, to flight crews, when they have to put the procedure back in the FMS.
- **CLT/ZDC/ZTL** – Issues with Airbus aircraft have cropped up on the IVANE5 prompting ZDC to consider not issuing a descend clearance via anymore. There have been 3 documented cases since January 8th with a window being missed with one aircraft by 6000 feet. ZDC and ZTL met and decided to not permanently suspend the procedure and treat any issues as a pilot deviation.
- **IFALFA** - This international group has come out recently in a briefing leaflet with a statement opposing the use of RNAV visual approaches. A snippet "RNAV visuals were introduced through the US FAA to increase arrival rates by combining predictable flight paths with the benefits of a visual approach (reduced controller workload). The FAA also indicates these approaches are designed to reduce the number of unstablized approaches by being more predictable to the pilot, thus improving energy management. Interestingly, these approaches have often had the opposite effect by increasing pilot workload during this final phase of flight causing pilots to "fall behind" the aircraft and end up with too much energy and not enough time within the published track to achieve stabilized approach criteria. IFALPA recommends pilots should request a different type of approach from ATC if offered an RNAV Visual; however, acknowledging that these procedures are flown on a daily basis this briefing leaflet is provided to better inform the crews who choose to fly them. If you want a copy of the leaflet, contact Mr. Kelly at dennis.kelly@natca.net.
- **IND/ZID** - The IND Working Group decided that the IND STARS that will published Mar 5, 2015 will be NOTAM'd N/Aed,

until April 30th when the remaining PBN and Conventional procedures are published. There are a number of "FIXES" that will not be published until April 30th that tie into the new STARS and FedEx and ATC were in agreement not to use the new STARS until everything is ready, hence the delayed Apr 30th implementation. There were various issues that prevented Flight Inspection flying all of the procedures tied to this IND project. IND P2P will be postponed and aligned with the implementation of this IND project.

- **NSPP** - Metroplex: Florida Metroplex, 42 airports added to the production plan.
 - NEW Metroplex Procedures: North Texas names 26 procedures for DAL, ADS, AFW and DFW airports for 8/20/2015 publication date.
 - DC FRDMM3 and TRUPS3 moved to 4/30/2015 publication date.
 - ATL adds DIRTY3 RNAV STAR to add common/joining points for 6/25/2015 production cycle.
 - SIDs/STARS/RNP: 3/5/2015: MSP and IND all RNP's moved to 4/30/2015 publication cycle due to FC not being done in time.
- **PRRRT** - The team discussed why the data from MITRE and ATAC was different than DEN's number on the amount of RNP's that were run at the airport and there doesn't seem to be any clear-cut answer. They have a meeting next week to discuss what MITRE's progress is as they try to determine how to find a true baseline to compare to their new algorithm. Until they can verify their data properly, the PBN dashboard data will always be in question.
- Attended meetings/telcons for NSPP, RNP Algorithm, PRRRT, Climb Via II, PFS, 1 day floor, 1 day LSC.
- Mr. Kelly provided presentations for joint/pilot/controller training, 7100.41 rewrite, ICAO phraseology update and MITRE RNP Algorithm validation.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the TAMR Article 48 Representative. Mr. Herrick and several project leads for TAMR have provided the updates below;

- This was a really great week for TAMR and NATCA overall.
 - Travelled to West Palm Beach for the Joint Site Survey (JSS) for the new TRACON that is currently under

construction. This TRACON construction represents the final stage of a long arduous journey for the facility, NATCA and the Agency. Seeing the new TRACON under construction was a personally gratifying event.

- They will be expanding their airspace and bringing new services to the users in the region by expanding the PBI STARS system to now include Vero Beach and Fort Pierce airports.
- Along with ZMA and PBI and MIA working together this has been ten years in the making and it is now happening.
- Congratulations to all involved.
- The TAMR Program also had two Initial Operational Capability runs with STARS at Northern California TRACON. Overall these events were successful and we learned a good amount.
 - NCT is poised for transition to full time operations with STARS.
 - This will be the third large TRACON to transition in the waterfall and represents a monumental undertaking because of the complexity of their automation requirements.
- **Monday** Segment 1 weekly staff meeting, STARS program meeting, PMO Schedule review, Section 804 Core Workgroup Meeting, NCT Test event telcon, TFOS Coordination Telcon
- **Tuesday** Travelled to PBI and met at the facility with management and NATCA reps. Toured old TRACON, new tower and reviewed the mock up of their slat wall conversion for the new tower.
- **Wednesday** PBI Joint Site Survey
- **Thursday** Emergency STARS SRMP related to STARS Elite being used for replacement of STARS G-1/G4, T75 G4 STARS weekly review, Section 804 Core Workgroup, C90 Telcons related to an eleventh hour attempt to move C90 STARS transition into October of 2015. NATCA's position is that this is a very risky idea and should not be attempted. There is a runway project that will be completed in October and a lack of prior planning has resulted in someone trying to force the issue and have TAMR transition to FMA on the new runway while continuing to use CARTS for the remainder of the facility. There are myriad issues/obstacles that NATCA views to be too much of a risk.
- **Friday.** SL

- **Surveillance Update submitted by Joe Yannone-Regoin-X**
 - Attended Jackson, MS (JAN) TAMR Initial Site Survey (ISS) in-brief teleconference.
 - Started presentation showing the reduction in false beacon targets at some of the radars feeding SCT.
 - Attended the briefing on the proposed UPS to be used in Common Terminal Digitizer (CTD). The proposed decision is to place two rack mounted UPS units in the CTD cabinet at the radar site at sites where the radar is NOT on a UPS.
 - Working with S804 finance sub-team to work through some issues on the initial Business Case Analysis (BCA) for one of the next scenarios to be completed.
 - Additionally coordinated a meeting with same sub-team to discuss ways to simplify this rather complex method of developing the BCA's for S804.
 - Attended Jackson, MS (JAN) TAMR Initial Site Survey (ISS) out-brief teleconference.
 - Suggested to SBN some methods of reporting to help identify and track (and eventually solve) current performance problems experienced there after the installation of the TDX digitizer equipment.
 - Held teleconference with the PASS national rep for the CTD to ensure we are on the same page concerning some technical issues.
 - Working with CTD Program Office to make sure a poor decision is not made concerning the system's ability to eliminate beacon reflections.
 - Performed some data crunching on radar performance at SCT for upcoming teleconference.
 - Chaired teleconference with SCT, LAX Tower and ZLA to determine the impacts and improvements after a week of evaluation with the Terra Fix removed at the LAXN radar. The previous week a teleconference was held for the same thing only with LAXS radar having it removed. Neither week did any of the users observe any down side to the change. There was however a drastic improvement in beacon false target reduction. Between the two radars, there has been a reduction of approximately 80% of the number of false targets coming from these radars. Next week an SRM panel will be held to evaluate the risks of removing the Terra Fix at the remaining six Mode S beacon sites feeding SCT.

- Attended S804 Core Work Group teleconference further discussion of closing out Year 1 scenarios, and determining the Year 2 evaluations.
- Held telecon with SCT and WSA Operational Engineering Group to determine the correct and appropriate "special use" beacon codes to enter into the radars feeding SCT.
- Attended the Fusion Focus Group teleconference.
- Attended the bi-weekly CTD Engineering teleconference. Current concerns are dealing with the "tap points" to get data from the radar systems to the digitizer, as well as a new front end receiver of the CTD that is "miniaturized" so that it can fit inside the ASR8 cabinet instead of on top.
- Worked with National Flight Standards to finalize a process of notifying owner/operators of non-compliant aircraft when the airspace monitoring effort identifies non-compliant aircraft at facilities where the Terra Fix has been removed from one of it's radar feeds.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
- Monday 1/26: Participated in the STARS-TAMR Management Leads Meeting-OS. Seattle (S46) is on track for IOC on 3/15/15. JSS completed for PBI. I updated the group on LAF cadre training being finalized at SCT. LAF ATM was not kept in the loop. The program office vows to not let this slip again.
 - Joined an MDM4 roll out discussion with the MDM workgroup. This is a pre-meeting to get our thoughts out there before including the program office and get on the same page. Following will the roll out plan the work group will propose to the program office, nothing finalized.
 - Key sites were decided by adaptation and size. We chose smaller sites due to the fact that the MDM3 and MDM4 are using different software. All displays will need to be changed in one night, while giving the installation team an opportunity to replace all displays if they were to run into any problems.
 - Tulsa (TUL) G1 key site. 10 displays with 1 spare (11 total). Servicing OSF (Gulf Coast, GCOSF) will receive 2 (suggested) displays.
 - Boise (BOI) G2 key site. 7 displays with 1 spare (8 total). Servicing OSF (Pac OSF) will receive 2 (suggested) displays.

- Kalamazoo (AZO) G4 key site. 6 displays with 1 spare (7 total). Servicing OSF (Den OSF) will receive 2 (suggested) displays.
- Allentown (ABE) ELITE key site. 11 displays, 7 operational, 2 maintenance, 2 training, no spares. Servicing OSF (North East, NEOSF) will receive 2 (suggested) displays.
- The first installation will endure a 60-90 day test. As the other key sites are installed, less time will be needed (30 days?). Starting in April, 40 displays will be produced each month. Logistics will have to be worked out with the Seg 2 program, being that Seg 2 purchased the first 248 displays (digital/analog). If the plan above is accepted, we will work out how to deploy the MDM4 with respect to Seg 2 needs. At some point the key siting will require 45 of those 248 from Seg 2. The MDM3s pulled from the key sites, will be re-purposed for their respective program (Phase 1 or Seg 2).
- Tuesday thru Thursday 1/27-1/29. Mr. White was unavailable to the program due to working on the floor and personal matters. Mr. White did follow up with Scott Robillard (K90) and Bill Spence (BVT) in reference to the LAF conference with Management to close the gap on communication issues.
- Friday 1/30: Tag up meeting with NATCA and the program office. The big issue here is, the TSS (terminal sequencing and spacing) work group (Raytheon/NASA) is continuing to do work without involving the OSFs in the process. We (NATCA) had talked about it before, but Mr. White don't think we met to decide on some of the parameters surrounding how we want to use the tool. TSS comes up in the Monday PM meeting but NATCA has weighed in and said we want to slow the ship down until we decide what we want and not be dictated to on how they want to present it to us. We need to have this discussion sooner than later, as they are working on how to put it in the STARS platform.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10.**
 - Passed a significant milestone this week. Northern California TRACON (NCT), the third CARTS 3E facility, began Initial Operating Capability (IOC) on STARS this week. There were no significant issues during the wee hours of the first night that controllers from the

five different areas of NCT worked live operational traffic from STARS for the first time.

- They tested STARS for around four hours the first night and followed up several nights later by doing it again, this time starting several hours earlier and involving significantly more traffic and nine different towers that were still open. This was a huge success for the program and a great example of collaboration and teamwork.
- Hundreds of people and tens of thousands of man hours have been dedicated to this from both the agency and many of our bargaining units. A huge thanks to all.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - January 26, 2015-January 29, 2015, Bill Spence (BTV), John Kerr (MIA), Scott Robillard (K90) attended the OT&E at the tech center for STARS ELITE software drop S7 R3.
 - January 27, 2015, Tim Poer (ABI) attended the Initial Site Survey (ISS) at JAN for their STARS installation.
 - January 27, 2015, Richard Thomas (GEG) and Colin Ngai (Region X) attended the Initial Site Survey (ISS) at CID for their STARS installation.
 - January 27, 2015, Scott Robillard (K90) and Bill Spence (BTV) held a telcon with LAF on the addition of STARS equipment in the tower. LAF is a non-radar tower that will become a remote tower off of Grissom AFB.
 - January 28, 2015, Jim VanZee (GRR) and Mitch Herrick (MIA) attended the in brief at PBI for their STARS installation. Mr. VanZee will continue at PBI until February 3, 2015 to conclude the ISS of PBI and all remote towers.
 - January 28, 2015, Scott Robillard (K90) and Bill Spence (BTV) had a telcon with the Program Office to finalize an equipment configuration at GEG. GEG is a unique site in that it will have two STARS ELITES installed for operations under two ARTCCs.
 - January 29, 2015, Dan Stefko (Region X) attended a meeting in Washington DC for remote monitoring of STARS equipment.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the TBFM Article 48 Representative. His update to the membership is below;

- **TBFM Ops Team:** Last week two NATCA Ops Team members were at ZAU. We are assisting Chicago ARTCC with training and adaptation to allow Adjacent Center Metering (ACM) from ZAU to ZMP. This activity will continue until March 24, 2015.
 - The other NATCA Ops Team members were at NASA/AMES working on the Terminal Sequencing and Spacing (TSS) tool prototype. Financial Investment Decision (FID) is expected to take place in March 2015. If TSS is funded, an Operational Integration Assessment (OIA) will take place in Atlantic City, NJ during the month of May. The tentative date is May 12-21, 2015.
 - The team has been asked to assist CLT with installing some additional equipment and training.

 - In addition, the team also continue to work with ZLA, SCT, LAX and BUR with IDAC and support MetroPlex Activities.
- The TMC TBFM First Course Conduct is taking place in Oklahoma City, February 3-12, 2015.
- We participated in numerous telcons in addition to the above activities.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is NATCA's article 48 representative for the UAS project. His update for this week follows;

- Traveled to NASA Ames and participated in and in-brief for a HITL that is being conducted at the end of February/beginning of March. There are two NATCA controllers participating in this HITL.
- Ongoing coordination with the Air Force, the FAA UAS Integration Office, and S56/ZLC facilities regarding proposed Global Hawk operation in Hill AFB
- Received a call from the RDG facrep to discuss potential UAS operation affecting that facility
- Participated in an AJV-7 UAS Research telcon
- Participated in UAS Steering group telcon
- Participated in UAS Vision +2030 telcon
- Met with Gary Norek to discuss potential UAS operations below 200' AGL
- Met with Dan Williams to discuss the upcoming ATO UAS Integration Team

- Participated in 3-day RTCA SC-228 WG1 Safety Working Group meeting in Simi Valley, CA
- Spoke with ZMA about the development of a COA summary document to be available to controllers on position, working UAS

WAKE TURBULENCE OFFICE: Scott Pressley (BHM) represents NATCA in accordance with Article 48 in the Wake Turbulence Office. Mr. Pressley's update for the week follows;

- The week of January 26th was spent on several different tasks. A lot of time was spent on going over the White Paper that we have been developing as part of the Wake Vortex Tiger Team work group.
 - End of business Friday was the end of the submission time for cleaning up the document.
 - Although the main body of the document is not that lengthy for an RTCA workgroup document, the appendices are pretty in depth and they also have to be "cleaned up" and made ready for presentation and publishing.
- Time was also spent this week working on presentations for several pilot meetings in New York next week. These meetings are critical for us when it comes to getting buy in from the users when we transition facilities to RECAT. To make these presentations as pertinent as possible we try to customize them to the particular users we will be meeting with. Several of the air carriers that fly into the New York area will be seeing/hearing about RECAT for the first time. It is critical that we explain things to them like the importance of using proper ICAO types in their flight plans so the RECAT data base will recognize the aircraft and display the correct Wake categories and separations on the data blocks.
- Time was spent on several TELCONS concerning upcoming RECAT facilities, the next Wake Turbulence Mitigation for Departures (WTMD) upgrades and upcoming trips to Australia and Amsterdam to brief on Wake RECAT possibilities for their facilities.

WEATHER: Matt Tucker (ZTL) is NATCA's Weather Representative. Mr. Tucker's update for the past couple of weeks is below:

- **NAS Weather Enterprise Initiative**

- Closure of the ATSAP CAR for ADW weather issues- The issue was augmentation of the weather observations by the Air Force and the new automated observing system not accurately displaying the current field conditions. The Air Force has agreed to augment the system and currently the FACREP is satisfied, if the issue comes up again we will pursue other solutions.
- Contract weather observers and LAWRS, AJT is still finalizing a plan to move forward with converting a number of facilities from CWO to LAWRS, the goal is to start moving forward with the plan in 3rd quarter FY15.
- Weather enterprise – braining storm is still on going on how to address the vast array of weather products, systems, procedures, and offices to try understand everything that is out in the NAS from NWS products to weather integration into new and existing system. There is a great deal of work ahead to get a full understanding on who is working on all the different weather items.
- **CDM Weather Evaluation Team**
 - Work continues to move toward a March 3rd start date for the Collaborative Aviation Weather Statement (CAWS), the NWS has said they are committed to being ready for the start date, Mr. Tucker will be traveling to the AWC to assist in training the forecasters on the product and the training being provided to the CDM community.
 - SRMP for CAWS is scheduled for Feb 5th at the Command center.
 - Training for the CDM community has been finalized and has gone out to start training all involved.
- **NWP/CSS-WX**
 - The program is still awaiting FID and the program office continues to look at options depending on the funding that is approved.
 - Worked to finalize the requirements matrix for preparation for contract award.
- **Terminal Winds**
 - Had a telecon with AJV, AGC, and the Tech Center to talk about future work to be conducted by the weather observations branch.
 - Three main items came out that need to be finalized to move forward. They are airport surface winds (operational runway winds), terminal winds (winds from

the surface to around 8000 feet that effect the aircraft in the arrival pattern), and unusual wind shear airports (ASE, RNO)

- **NSWRC (NEXGEN surveillance and weather radar)**
 - Had a re-vote on down selecting options that are being considered for future work. The re-vote came after some clarification of how some of the options operate.
 - Continued working the progressive safety panel, to narrow down some of the items on the HAW.
- **Communicating for Safety (CFS)**
 - CFS Weather panel had numerous discussions on the weather panel and a CDM booth and breakout session that will give a CDM over view and an introduction to the CAWS and automated CCFP.

Thank you,

Dale Wright

Dale Wright

Director

Safety and Technology

Cc: