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## **SAFETY AND TECHNOLOGY DEPARTMENT UPDATE**

**Week ending February 13, 2015**

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

- **Phoenix OAPM Design and Implementation**
  - US Airways/American Training Center in Phoenix for Design
  - Process Expectations
  - Calendar Adjustment
  - Discussed feasibility of swapping EAGUL STAR and LALUZ SID to reduce conflict points in TRACON airspace. Determined this was not necessary.
  - Began design of new EAGUL STAR and offload EAGUL star.
  - Looked at IZZO SID adjustments and impacts.
  - Looked at feasibility of major modifications to the MAYSE SID. Decided this was not feasible.
  - Briefed by Phoenix Northwest SID post implantation work group leads.
  - Presentation by Marina Landis, the ATO WSA Environmental Lead.
  - Telcon with SoCal Metroplex Team to discuss collaboration.
  - Attended meeting between Phoenix Northwest SID post implantation work group and City of Phoenix Officials.
  - Submitted by Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Atlanta Metroplex**
  - Telcon with TYS, CHA, AVL and ZTL regarding 06252015 Airspace Changes
  - Telcon with ZID, ZME and ZTL regarding 06252015 Airspace Changes
  - Worked on the implementation Playbook
  - ZME still needs the PENCL SID Target file
  - ZID still needs to make some minor changes to the ZID/ZTL LOA
  - Scheduling a TYS, CHA and ZTL joint telcon to discuss pending LOA changes
  - Pre-Brief at ZDV for upcoming Metroplex project
  - Worked on MS Project

- **Issues:**
  - 2nd Level Support for FAST
  - A80 STARS (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
  - A80 Critical Staffing
- **Milestone/Activity-Completions:**
  - Completed initial 06252015 Changes Telcon with all affected facilities
- **Projected Milestone/Activity Completions and Risks (next 30 days):**
  - TBFM HSI Team support at ZTL for adaptation meetings week of Feb 17th
  - All associated LOAs and SOPs completed 120days prior to implementation date
  - Review test NASDI airspace for 06252015 and final implementation with ZTL
- Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **SoCal Metroplex**
  - The SCT POCs, Rob Henry (FAA Co-Lead) and Mr. Gonzalez met at the Regional Office. The ZLA POCs met at ZLA.
  - The SCT team along with Coast Area SMEs met with LGB Tower and SNA Tower on to finish LOA negotiations.
  - The SCT POCs met with LAX Tower on Wednesday to finish LOA negotiations.
  - Mr. Henry, Mr. Gonzalez and Caroline Poyurs, the new Environmental Specialist, met with SMO Airport to provide them with a SoCal project status update and airport outreach briefing.
  - The core team conducted a telecon with Industry representatives to finalize and have concurrence to final changes to procedures.
  - Mr. Henry, Ms. Poyurs and Mr. Gonzalez travelled the following day to BUR and VNY to present airport outreach briefings at both locations.
  - The team conducted an airport outreach briefing at the Regional Office to HHR airport officials on Thursday.
  - Mr. Henry and Mr. Gonzalez conducted a telecon with the PHX Metroplex leads, Brad Mayhugh (FAA) and Mark Ostronic (NATCA S46), to discuss coordination of routes between SoCal Metroplex STARS and ZAB SIDs. We agreed to a telecon with facility POCs and SMEs next week at a date and time TBD.
  - Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **DC Metroplex**

- Coordinated with ERAM team and ZDC FAST concerning the refinement of FAV's to support test build for ERAM as well as validation and verification of requirements in maps, routes, airspace, functionality, etc. to ensure appropriate and successful implementation.
- Coordination and discussion continued regarding Traffic Management Initiative requirements for March implementation with emphasis on Traffic Management Restrictions during implementation of stacked OPD's remaining dynamic (real time) in order to alleviate impact on the NAS.
- Presented DC Metroplex March implementation STARs/SIDs procedures to the Flight Plan Filers group via teleconference.
- Coordination with Industry and the military continues for Industry Outreach scheduled for February 24th and Industry Controller 5 x 5 safety briefings scheduled for the week of February 23rd at PCT and ZDC.
- ZDC LOA's/SOP's in process with no delay expected, awaiting receipt of PCT and ZTL LOA's. ZDC/ZOB and ZDC/ZID LOA's in process at signature stage.
- Received signed LOA's from DOV, WAL, SBY and VACAPES.
- March Implementation Teleconference held with participants from ORF, DOV, NHK, ZTL, PCT, ZDC, and Industry for continued awareness, issue identification, and resolution.
- Refinement to Procedures Meeting (RPM) for the ANTHM RNAV STAR as well as the MCRAV and JERES RNAV SIDs meeting attendees finalized and briefed for February 18<sup>th</sup> and 19<sup>th</sup> at PCT.
- The TROYZ STAR RPM will occur on of March 10, 2015 at PCT.
- The changes required to automation for April 30<sup>th</sup> implementation for all ADR's, AAR's, ADAR's and APR's continues.
- Coordinated with Eastern Service Center regarding the spectrum analysis data concerning the airspace changes associated with the MAPEL1 RNAV STAR and PRIV01 STAR.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex

- **NorCal Metroplex**

- Participated in the Weekly NorCal Telcon (Wed): Core Team and POCs updated the Implementation Tracker for Stage 4; discussed status of speed restriction on TECKY departure (SJC), naming convention rules, current divergence issue with SFO SIDs and upcoming activities
- Weekly National Metroplex Telcon cancelled due to travel and meetings (Wed)
- Worked 2 shifts in support of ERAM work at ZOA. EAD20204 testing and implementation upcoming
- Worked 1 Operational shift for staffing and currency
- Upcoming: Feb 24-26 Core Team and POCs in Sacramento for last Stage 4 Implementation prep meeting; Stage 4 Implementation on Thu, March 5<sup>th</sup> (13 procedures); March 17-18: Pre-Stage 5 LOA Meeting with SMEs and Core Team @ NCT
- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex

- **Charlotte Metroplex**

- Worked at ZTL (M,T,). Eastern Service Center (W). Bob Szymkiewicz in CLT (Th, F). Cheryl Zibrowski in Indy (Th, F)
- We held a series of meetings with various departments at ZTL:
- ATM and FACREP. They signed off on the Implementation Plan and we gave them a project status update and were able hear their issues. We have a series of IOUs as a result of this meeting
- Airspace Team. Test NASD should be available for review a few weeks
- Traffic Management. HSI needs a "future system" from FAST. This should be available in mid May
- Training Department. We discussed the training plan. Training need the Test NASD to start building SIM problems
- TELCON with ZTL, ZDC, Industry, Environmental and others to discuss the CHSLY and the need to add addition transitions to this procedure. A proposal has been sent to ZTL
- Had discussions with ZID on TMIs for implementation

- Worked with GSP and AVL on LOA for implementation. This work is ongoing and no issues are expected
- We reached out to the Eastern TMO to discuss the NE MIT issues. A meeting will be set-up
- TELCON with Industry Partner about several issues. AAL would prefer we return to our original SID design. We have asked the CLT POCs about this and will discuss this with the facility have a decision soon. AAL has concerns about the CHSLY. We will ensure these are addressed and that any changes do no harm to the current procedure design
- Worked on various administrative issues
- Participated in various TELCONs
- Bob Szymkiewicz received various facility training and briefings
- **Issues:**
  - Automation
  - TBFM
  - EA
- **Upcoming:**
  - 2/16/15 – Bob Szymkiewicz in Charlotte (CLT ATCT). Cheryl Zibrowski on Leave.
  - 2/23/15 – Bob Szymkiewicz in Charlotte (CLT FSDO). Cheryl Zibrowski on Leave.
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **CLE/DTW Metroplex**
  - 50% project milestone completed.
  - Group received a briefing from the regional safety coordinator on ATSAP and safety concerns from previous METROPLEX projects.
  - Finalizing design work for Cleveland area, RNAV SIDs and STARS.
  - Received good news from the service area that they have completed RNP and RNAV ILS work and are currently quality checking it.
  - Worked on prop arrival to the CLE metropolitan area.
  - Prepared for next week's briefing between Cleveland TRACON /Center team members, Akron (CAK) and Mansfield (MFD). The team will be working cross facility issues on traffic to the south of Cleveland.

- DTW worked to complete the STARS to the airport have been working some criteria issues of intersections to close to one another for their altitude.
- Continued with documentation of our procedures and Fix naming on the DPs in DTW area.
- Cataloged and preliminarily agreed to airspace adjustments between D21 and MTC for Northeast triple operations.
- Prepared for our briefing/meeting with TOL approach about triple operation from the southwest.
- Prepared for a meeting with TOL air National Guard on fighter operation northbound in and out of TOL and project update.
- Communicated with Delta ground sim employees, the data has been loaded and starting to run models. Work expected to be completed in the next several weeks.
- Refined the schedule for the coming months into March to define specific areas of work.
- Weeks ahead working in CAK, TOL til 2/19, ZOB week of 2/23
- Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex**
  - **Activities this week (Central and Northern Part of Florida Metroplex at ZJX):**
  - Second week of design for Florida Metroplex (ZJX,ZMA,F11,MCO,TPA)
  - **Teams, along with industry partner ( only American Rep present) worked the following SIDS and STARS and procedures to incorporate SIM data from industry:**
  - TPA FOOXX STAR (speeds and altitudes added, some fixes were moved to assist accommodate flows)
  - TPA OOXN STAR (temp name) (speeds and altitudes added, some fixes were moved to assist accommodate flows)
  - PIE team built new (unnamed)STAR
  - MCO EPCOT SID (altitudes amended)
  - SRQ STAR
  - TPA ENDED and BAYPO SIDS
  - MCO PIGLT (speeds and altitudes added, some fixes were moved to assist accommodate flows)
  - MCO BUGGZ STAR (speeds and altitudes added, some fixes were moved to assist accommodate flows)
  - MCO LEWRD SID
  - MCO FATHE

- MCO JEEMY
- MCO COSTR (speeds and altitudes added, some fixes were moved to assist accommodate flows)
- TPA SYKES SID
- TPA BLOND STAR
- Worked meeting space logistics with ZMA management
- Coordinated to have DAB and JAX approaches at our Orlando March meeting
- Working with program office to get waiver to have meetings outside of government facilities
- Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **North Texas Metroplex/CSA PBN 02/08/15-02/14/15**
  - **Activities this week:**
  - D10 & ZFW POCs and SMEs, Ed Hulsey, and Brent Luna met with Brian Will at AAL on Friday (13th) to evaluate the AAL altitude data sent a week or so ago. The MITRE wind models were used and necessary ATC operational aspects were considered. There were no egregious flaws found in the published designs. The expanded first windows that are already submitted for publication showed to be beneficial and the team sees opportunities for a few windows to become at or above type restrictions. All in all, the current procedures proved well designed and no surprises were found.
  - ATAC data support was requested to provide several reports on the 11k issue. We have provided the PDARs data to AAL and will discuss more on Tuesday, February 17th.
  - ERAM ER 136427 requests ERAM capability to process SID Runway Transitions properly. Currently at CRB Level Review. This ER is very important for true "End-to-End" Route Processing. Early indications are that this will require changes to Tower, TRACON, and EnRoute processing capabilities. Scope of enhancement is large and timeframe unknown.
  - Final Environmental Review for North Texas August 2015 Submission has been completed
  - Planning for Facility Hand-Off and Post OAPM Coordination
  - Preparation of Industry Response Documentation
  - Development of Binders for 530 Records and future workload
  - Ground Rules and Agenda sent for Final Industry Meeting on February 17<sup>th</sup>



- SDF STAR Amendment Telcon
- MSP Environmental Data Telcon
- AUS RNP Telcon and Submission
- AUS SEWZY2 STAR Telcon
- Brent Luna in DC with Karol Archer, AJV-14, AJV-3, WSA PBN, ESA PBN, Mark McKelligan (NATCA D&I Lead), and Ed Hulsey (NATCA Study Team Lead) working on .41 supplemental documents. Vicki Turner in FL in support of Florida Metroplex.
- **Upcoming Activities:**
  - Industry Discussion...February 17–D10 Room 1<sup>st</sup> Floor Conference Room
  - POC Meetings...February 17,18,19–D10 Room 3<sup>rd</sup> Floor Conference Room
  - POC Meetings...February 24,25,26–D10 Room 3<sup>rd</sup> Floor Conference Room
  - MSP Peer to Peer...March 3,4,5–ZMP
  - IND Peer to Peer...April 7,8,9–IND/ZID
- Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **Eastern Service Area PBN**
  - Traveled to DC to attended PBN/OSG 7100.41 Meeting – February 10-12
  - **Upcoming Activities**
    - PBNRS CONOPS Meeting – February 18-19
    - AJV-14 7100.41 Rewrite Meeting – February 24-26
  - Submitted by Bill Wise ESA PBN Rep
- **Western Service Area PBN and Established on RNP (EoR)**
  - 2/10-12 Participated in AJV-14/OSG/NATCA PBN Order Guidance Meeting.
  - 2/11 Participated in Austin RNP telcon
  - 2/12 Participated in Seattle Greener Skies monthly Fly-it Telcon.
  - Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
  - Participated in telcon reference the Phoenix Post-implementation Evaluation and Analysis
  - Participated in the weekly Metroplex Program Office telcon
  - Met with PBN Office and NATCA PBN Rep to discuss PBN related issues
  - Meetings on Feb 10-12 to continue finalizing the 7100.41 process for non-Metroplex PBN projects and working on the guidance and supporting documentation



- Met with PBN Project Management to discuss the process for scheduling and tracking non-Metroplex PBN projects
- Telcon with AUS facilities and PBN Service Area Co-Leads to discuss AUS RNPs
- Participated in flight simulations at American Airlines in Ft. Worth to evaluate DFW STARS post-implementation with the North Texas Metroplex NATCA Lead and facility POCs and SMEs
- **Upcoming Activities:**
- 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
- ZLA/SoCal Metroplex Q-Route Kickoff Meeting - March 4, 2015
- Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Lead**
  - Participated in the weekly Metroplex staff meeting, issues discussed revolved around Q routes and SCT Metroplex and achieving cut off dates for rule making, we should not have any issues with this, there is enough time built into the schedule. We discussed environmental concerns in Phoenix, Charlotte, and Southern California Metroplexes. We discussed FSS changing criteria back to what was previously accepted in Nashville, LGA and for the ORKA Sid. This was accomplished by the hard word of the SCT team working with Flight Standards effective date Dec 2015.
  - Participated in several telcons about the Phoenix Post Implementation team and the scoping document that was agreed to between the FAA and NATCA.
  - Coordinated for a Peer-to-Peer reschedule for IND.
  - Coordinated with Metroplex manager for a waiver for team meeting space.
  - Had a telcon with Joey Tinsley (ATL Art 48 rep) to discuss a pre D&I kickoff in Denver went. We are shooting for a mid March D&I Kickoff.
  - Attended 3 days of meetings with AJV-14. OSG Co-leads, AJV-3 to finalize the 7100.41 processes. There is a team being put together to rewrite the 7100.41 the weeks 2/24-2/26 and 3/24-3/26.
  - Participated on a telcon with Mike Barnhart (Metroplex Manager) George Puerifoy (D&I Manager), Chris Thomas (Denver D&I Art 48 Lead) and Mark Phipps (Denver D&I

Management lead) to discuss potential issues in Denver and how to address them.

- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
  - Participated on the weekly telcon with Frank Black, Deputy Director of Airspace Services
  - Attended the 2 day NATCA Committee Chair meeting in DC
  - Attended a PRRRT meeting in DC to start finalizing our report out
  - Finished scoping document for the PHX post-implementation team
  - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

**AUTOMATED TRAFFIC PROXIMITY ALERT (ATPA):** Mickey Vitti (N90) represents NATCA as the Article 48 Representative to the ATPA program. Last week the ATPA training at New York TRACON (N90) continued along with JFK, EWR, LGA and TEB towers. This week HPN and ISP towers will begin training.

**CAMERAS:** Mike Foote (LAX) leads NATCA's work on the Camera Working Group. This group discusses the use of cameras on the airport surface and also provides guidance for the Agency. Mr. Foote's update for this week is below;

- Nothing happened outside of the Searidge visit the past few weeks. Gio Parro (FAA) has left his Washington, DC position and someone else will take his spot on the group. Mr. Foote's last conversation was mostly with Larry Beck (FAA, AJV-7) as we disagreed on the definition of "Collaboration". Mr. Beck seemed to believe that it meant allowing us to have input and then him doing whatever he wants. Mr. Beck eventually left the workgroup and we made a few decisions after that.
- NATCA wanted wording to protect for managers using cameras as a method of mitigation to allow buildings to be built that block Line of Sight (LOS). There were a few other changes to wording and structure, but not much intent. The group left it with FAA having our input and they were going to write another set of Document Change Proposal (DCPs) for the Camera Work Group and include the changes the had requested. Once completed the work group would have another telcon to go over this and collaborate on any

further changes.

- The open item is a sit down with airports to see if we could not get a meeting of the minds on possible changes to either the 7460, or SMS process to mitigate further issues with construction projects that block LOS.

**COLLABORATIVE DECISION MAKING (CDM):** Ron Foley (ZOB) is the CDM National Representative for NATCA. Mr. Foley's update is below.

- Flow Constraint Team (FCT) just got new tasking. It's been about a year.
- The Surface Collaborative Decision Making Team (SCT) just got new tasking as well.
- As for the Flow Evaluation Team (FET), Mr. Foley will be going to the meeting this week and will forward the membership the latest.
  - While Mr. Foley is at the meeting he will send an update that may say as much as ie; FCT no update etc.

**COMMON AUTOMATION SYSTEM (CARTS):** Mickey Vitti from N90 also represents NATCA on the CARTS program. His update for CARTS is below;

- On Thursday Feb 12<sup>th</sup> I participated in a SRM Panel to safety analyzing/discuss the following PTRs for CARTS Build R37i.
  - PTR 0319-4041TT Display Failed While Running Training Scenario. This PTR was deemed NSI (**No Safety Impact**) since it is an offline tool.
  - PTR 0212-0019YN CDR Edit Reports Larger Data Gap Than Actual Data Gap. This PTR is a Tech Ops issue.
  - PTR 0903-3139YN PI - Increase Maximum # of ATPA Ineligibility Scratchpads per ATPA Region. STARS has increased the maximum # of ATPA ineligibility scratchpads per ATPA region to 200. This PI (Product Improvement) was written in an attempt to maintain, as much as possible, a standardized ATPA functionality between STARS and CARTS. Therefore, increase the number of ineligible scratchpads per region to 200 in CARTS. **No Safety Impact.**
  - PTR 0905-4105YN PI - New SC Indicators: MF (Minimum Fuel), ME (Medical Emergency) and OD (Opposite Direction). This current TAMR functionality is being implemented into CARTS. This PI enhances the existing Special Condition functionality by adding 2 new special condition indicators, MF (minimum fuel) and ME

(medical emergency). MF and ME will be displayed in line 0 of the AFDB (Alert Full Data Block) in yellow when the keyboard entry is made (MF SLEW/ENTER) and (ME SLEW/ENTER), respectively, to an associated track. Additionally, when MF or ME is displayed in the AFDB, the mnemonic will also be displayed, in yellow, in the SDA. The MF/ME indicators do not have a corresponding beacon code. As with the existing special condition indicator, MF/ME cannot be entered as scratchpad.

- In addition to the new MF and ME indicators, this PI will also be used to implement a new Special Condition indicator, OD, to identify aircraft which are involved in Opposite Direction Operations (ODO). This functionality will serve as an available "memory aid" in support of ATO Safety Guidance ATO-SG-14-09. Both STARS and CARTS will implement this capability. **No Safety Impact.**

**DATAComm:** Chad Geyer (ZLA) is the NATCA Representative for DataComm. His report for the past two weeks is below;

- Last week the DataComm SME's and local 48 teams from the Key Sites completed the second week of the Formal Dry Run. The group mainly focused on failure recovery and PTR documentation. The Formal OT&E will be scheduled for the end of February. Several PTR's will need to be fixed prior to running the formal event. The SME team also briefed the Key Sites on what will be expected of them over the next several months, how their facilities will be trained, what the new Automated Clearance Order will look like and how it will affect their operations. New procedures and strip-marking will have to be developed to allow for the delivery of Controller Pilot Data Link Communications (CPDLC) clearances from the Departure Clearance (DCL) application by clearance delivery.
- Representatives from the Key Sites are Jon Risenmay and Doug Nelson from SLC, Will Hutson from IAH and Shane Hammond from HOU. The new version 12 of TDLS is slated to be uploaded at SLC on April 2<sup>nd</sup>. Six weeks later, CPDLC functionality will be enabled to allow the tower to send fully load-able revised clearances directly to the flight deck while allowing the controller to receive a WILCO or Unable response associated with that clearance.
- This week Jon Risenmay and Doug Nelson attended the TDLS Application Specialist (TAS) training at the Mike Monroney

Aeronautical Center. The TAS is responsible for setting up a facilities adaptation for the DCL application and creating the D-ATIS adaptation as well. Over time, some facilities have transferred the duties of the TAS to Tech Ops. With the new version 12, the TAS function will have to be operated by an ATC knowledgeable person. The TAS will have to be able to read and understand their departure procedures and know where to find certain information that will be entered into the adaptation. Every Tower Data Link Services (TDLS) facility will have a local 48 team comprised of management and NATCA. This group will be responsible for assisting with the deployment of TDLS Version 12. 56 sites will also get the CPDLC functionality.

- All controllers will receive training on the new DCL application that will have both PDC and CPDLC functionality. If your facility will not have the CPDLC functionality, you will only receive the PDC training.

**ENROUTE AUTOMATION MODERNIZATION (ERAM):** Julio Henriques (ZNY) is the Implementation Lead for the ERAM initiative. Mr. Henriques' update for the week is next;

- 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
  - ZNY continues to make progress toward a declaration of continuous operations on ERAM, benchmarking to extend the length of their current operational run to February 23rd. ZDC is operating on EAD20204 with plans to up-level to the next release after implementing major OAPM adaptation changes in the March 5<sup>th</sup> system. ZJX and ZTL continue to make progress toward a declaration of ORD. Both sites also expect to up-level to their next release after March 5th, which is needed for ORD.

- Regression introduced in EAD21017 was discovered during testing at the Tech Center. The regression caused FDM application failures necessitating a rebuild of the software release (EAD21019). Ops Eval testing has now been completed on the rebuild and a Site Exit Briefing will be conducted on Tues 2/17 with the authorization for operational use.
- The next build will be EAD220 with a planned delivery date of early April.
- ZID, ZME, and ZKC have been confirmed to conduct site testing of the EAD300 software release.
- The next ERAM National User Team (NUT) meeting is scheduled for the week of February 23<sup>rd</sup>, 2015.

**FLIGHT SERVICE NAS INITIATIVE (FSNI):** Mark Prestrude (S&T) is the NATCA lead on this initiative. This initiative is working to move some of the present duties done by FSS into the air traffic world. This week's update from Mr. Prestrude is below:

- Several NATCA representatives are now all included on the AJT/AJR/NATCA meetings.
- Once the scoping document is complete Mr. Prestrude sees this group meeting under the guidance of that document. The scoping document has been sent back to the FAA as U2.
- The simple solution for some of the proposed FSNI changes is getting approval for ARTCC Flight Data position 2154s to take over flight service duties. Flight service is talking with NAGE and FAA Legal (AGC-100) about this.
- Mr. Prestrude has been working to provide input on developing a NATCA position on 2154s taking on flight service duties.
  - As long as the controllers working position are not making NOTAM calls, NATCA does not object to non-control positions making the phone call for NOTAM Coordination.
  - NATCA is willing to explore using 2154s for IFR clearance relay.
  - NATCA agrees to designate the overlying ARTCC flight data 2154s as backup for AIS-R entries when the underlying facility has an AIS-R outage.
  - Mr. Prestrude believes NATCA needs to clarify how the use of 2154s might impact the our BUEs but as long as none of the new duties use ATC as a backup to the

ARTCCs Flight Data Section there should not be an impact.

- This group has already started discussing this topic.

**INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R):** Richie Smith (N90) is the IDS-R Article 48 Representative. His update for this week is below;

- While NOTAMS in NIDS requirements negotiations continue, this past week the FAA changed the time of a meeting and failed to inform NATCA. How this will impact the timetable is yet to be seen.
- The C90 site survey raised some interesting issues. One of the towers still thought that 22-inch monitors were still available while they were taken out of the program over a year ago. ORD was previously told that NIDS displays would be available in portrait mode and the tower re-mod that they went through was based on this option. At this point the program office has not utilized this option. NATCA believes that this can be done but will increase the size of the database considerably.
  - WARP input is also utilized in the C90 network and is currently unsupported in NIDS.
- The FAA has taken strides to return to the SCT network and complete the database collection at SNA. The problem with this is that the FAA engineer attempted to coordinate this on his own without the approval of the program office. This issue is being addressed.
  - Discussions are also taking place as to how to address the sites missing from the I90 network.

**NAS MONITORING EQUIPMENT (NME):** Corrie Conrad (PDX) is the NME Article 48 Representative for NATCA. This is the former UIC Representative position. Ms. Conrad's update for this week is below;

- UIC installations and updates have been put on a hold with the exception of the new tower in SFO. They are still working on completing the final version of the Universal Interlocking Controller (UIC) to install at SFO.
  - No updates or new UICs will be installed anywhere else and this is because of the process that the FAA failed to follow.
  - Basically, when the FAA designed UIC they claimed it was a modification and not a new program and



therefore, did not bid the program out to the public, which they are required to do.

- There is another company that believes they can build a product meeting the requirements of the current UIC, therefore, the FAA has stopped the program and started over with the NME and is now following the proper procedures.
- Aubrey Wiggins from the PMO stated that they have developed a market survey for NME and it is currently in Legal/Contracts.
- Ms. Conrad attended a two day meeting last week in OKC where Aubrey Wiggins (FAA PMO), Sylvester Ivory (FAA-OKC Engineering), Allen Lewis (PASS representative), James Sizemore (FAA Hdqtrs), Myron Gilmore (FAA), and Ozzie Kawahara (FAA) - (all of who will be working to write the requirements documents for NME), and Ms. Conrad were in attendance. They are working to develop a requirements document for NME to be ready by March.
- Normally a requirements document would not be developed so quickly, however, due to the nature of the circumstances regarding UIC we are working at a fast pace to accomplish this.

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

- Mr. Shedden was at Harris Corp. in Melbourne, FL all week for the NVS Design Technical Interchange Meeting (TIM).
- **Topics discussed:**
  - G/G Calls (conferencing, inbound/outbound, interphone)
  - In-use indications
  - Human Factors (unattended positions, relief briefing, A/G cross coupling, positions displays, A/G frequency displays, A/G controls)
  - Common Answer Queue (Call Queue)
  - A/G Multiple Site Groups (diversity algorithm)
  - Training Mode
  - Fan-in/Fan-out limitations (A/G and G/G)
  - Touch Entry Display (TED) hardware
- **Other issues worked:**
  - FAA performed a flight check/radio test in the Gulf of Mexico (ZHU) on the midnight shifts of the 9th, 10th, and 11th. Initial reports were positive.
  - Color schemes for NVS (light and dark)

- Mapping of A/G summary buttons on NVS
- Copying maps in NVS
- Mr. Shedden will be working from FAA HQ all week (2/17-2/20).

**OPERATIONAL PLANNING AND SCHEDULING (OPAS):** Rich Santa (ZDC) is the membership's representative on OPAS. His update for this week follows;

- **A-SISO**
  - We had a busy week of testing at CVG. The system is not without its flaws.
  - One of the bigger issues is the distribution of breaks at some facilities. The team hasn't really come up with a good solution except to recommend using a break board system. The testing team does agree that this program will probably not be able to be used at all facilities but we haven't figured out who will determine it. They are still working on a status bar to notify the facility if A-SISO is operating correctly.
  - The team seems to be wrapping up the testing phase as they want to initiate remote installations at some facilities. Mr. Santa am hesitant to agree and have called for a telcon to discuss this week.
- **ATOM**
  - Numerous telcons surrounding the building of the program. We received the SME list and Dale will be working on that soon.
- **WMT**
  - General bug fixes and small enhancements are scheduled. We are still waiting on the 7-day OT piece. There was a slight bug in testing.

**PROJECT MANAGEMENT OFFICE (PMO):** Jeff Woods (I90) serves the membership as the Article 48 Representative to the PMO. His activities for the week are below;

- Attended a weekly meeting with Dale Wright, Mel Davis, and James Keith.
- Attended ATPAC with Andy Marosvari.

- Attended a meeting with New York Area Program Integration Office (NYAPIO) with Dale Wright, Dean Iacopelli, Jim Davis, and Pat Gallagher.
- Participated on a telcon with Julio Henriques about oceanic automation.
- Attended multiple meetings and telcon about Phoenix and PBN.
- Worked on logistics for the Phoenix post implementation work group.

**REQUIREMENTS (AJV-7):** James Keith (D10) represents the membership as the AJV-7 Article 48 Representative. Mr. Keith's update for the week is below:

- Mr. Keith was on leave beginning Wednesday so the summary will be short.
- Mr. Keith has engaged via email Sharon Kurcyak (FAA AJV-72) to schedule a meeting to discuss one of the staff members of AJV-7 not fully understanding NATCA's role on NIDS.
- Scott Montroy (D10) provided me with a contact to give AJV-7 for EIDS preparation on a Con-Ops and short-fall analysis. Honolulu (HCF) provided great feedback on EIDS from the Cenrap perspective.
  - AJV-7 is waiting contact from NCT on a POC for question pertaining to that type facility. Tom Adcock (NATCA Training) is also involved in providing a NATCA voice to the training needed for EIDS in the future.
- Mr. Keith met with Frank Lias (FAA AJV-7) via phone to discuss the Surface Viewer Tool (SVT) after an internal NATCA meeting.
  - AJV-7 has completed all requirements for this program and has no plans to make any changes.
  - Mel Davis (NATCA NextGen) attended a meeting regarding SVT and it appears that the background issue for N90 can be changed to adapt to local facility desires.

**RNAV and PERFORMANCE BASED NAVIGATION (PBN):** Dennis Kelly (PHL) is NATCA's Article 48 Representative on RNAV and PBN criteria. Mr. Kelly forwarded the information below for this week's update;

- **Climb Via II team** - Draft DCPs have been written for using Climb Via with VFR-On-Top clearances and VFR climb clearances.

- DCPs are being written for:
  - Aligning 4-3-2 and 4-3-3
  - When controllers must use Climb Via
  - Vectoring off a non vector SID
  - Assigning an altitude below the MEA on a STAR
- **.65 rewrite** - Chartered FAA team tasked with fixing the top 15 issues identified by FAA, NATCA and Industry.
  - DCPs for New Descend Via Phraseology
  - DCPs for ARTCC assigning route transitions on STARS.
  - DCPs for a controller to assign an altitude when aircraft is deviating for weather.
  - Vectoring an aircraft off of a Climb/Descend Via clearance and assigning an altitude
- **ODP**
  - Current 4-3-2 only refers to when the ODP is textually described.
  - AFS-420 proposes including both textual and graphic ODP to 4-3-2 (c) (2) and also updating the example of proper phraseology.
  - Consideration for PARC/PCPSI is to suggest amending FAA Climb Via Workgroups is to amend this example to:
    - "Depart via the (runway number) obstacle departure procedure"
    - "Depart via the (graphic ODP name) obstacle departure procedure"
  - Next Steps - Top Altitudes are being published on SIDs
    - Bottom Altitudes are being identified on STARS
    - DCPs have been started by the Climb Via team and .65 rewrite team
    - SIDs that were difficult to understand or have altitude restrictions above the Top Altitude have been identified and sent to OSGs.
    - STARS that are difficult to understand are being identified.
- **Facilities with procedure issues** - MSP MAC was looking for information on the amount of traffic that would be using the arrivals. They are looking for more than what is on the dashboard for STAR usage that was provided and they want to advertise the actual impact of the procedures at the airport, specifically fuel burn and emissions and a little noise reduction. Reduced emissions are one of their biggest concerns and they are looking for the data that supports it, which can only be proven by the use data of the OPDs to the runway. Mitre shared what is on the public

dashboard. They went over timelines and currency, which is not all that great (4-6 months behind). The MAC didn't really like that and it was finally suggested to them that if they want something close to real time information, they'll have to get that information from the user. This is a common problem on bigger projects as we have models and projections but no real verification of savings. The users are going to have to reveal that, which they are loath to do.

- **NSPP** - NEW Metroplex Procedures: IAD 2 RNAV SIDs and 2 RNAV STARs moved to 6/25/2015 publication cycle. SIDs/STARs/RNP: 8/20/2015: JFK 1 RNAV SID and 1 RNP moved to 10/15/2015 publication cycle.
- **PARC VNAV WG** - We discussed new guidelines for RNAV SIDs much like the ones developed for RNAV STARs. We are in the initial phases with the following material discussed:
  - Climb gradient - the standard is 200-500' per NM range. 500' per NM is pretty aggressive for 4 engine and other vertically challenged aircraft. Too low of a gradient could cause more track miles. The 500' per NM is doable up to about 3000' but after that can be problematic. A tiered approach of different rates can be hard to do also because of other variables, temperature, DA, length of runway, weight of aircraft, whether or not there is a turn in the climb, etc. One idea is two different categories, like A and B with each having its own criteria.
  - OTG vs open SID - There needs to be options. One is the procedure that has OTG but a break in the middle to offer flexibility to join later. The other option is vectors off the runway to join later. OTG is important to higher volume airports. The flexibility to be able to use different types of procedures will be key.
  - What is more efficient? Go on course first and climb later or climb first and fly more track miles? Volpe is working on a scenario to let everybody use to evaluate and get opinions. A model or study of a sort.
  - The STAR vertical angle recommendation (2-3 degrees) is coming under fire because under some head wind conditions, it can be too low. Was the group too restrictive? Should this be amended? Mitre pointed out that if we design to the higher angle, then there will be times that the procedure will not be useable.

- **Peer to Peer** – There were 2 recent sessions for this program at AUS and MSP. Thanks to Phil Hargarten (S46) and Chris Thomas (L30) for representing NATCA in helping both these facilities prepare for their upcoming implementation of a lot of procedures. All sides felt it was very helpful and successful.
- **PRRRT** - We are going to start to work on an outline for a final report. The total number projected for removal so far is 230, 50 from western and 180 from eastern and central. No answer from 4 facilities. Some of these have resulted from metroplex efforts. There are a total of 1682 SIDs and STARS that serve many airports. 514 Conventional SIDs, 511 RNAV SIDs, 326 Conventional STARS, 331 RNAV STARS. Maintenance on SIDs and STARS is about \$1100/procedure and about \$900,000 yearly. RNP, \$2750 and \$1.9million, LP/LPVs \$2750 and total unknown.
- Mr. Kelly also attended meetings/telcons for PARC NAV WG, TTN RNP, MSP Environmental, PRRRT 1 day meeting in DC, Climb via, NSPP, 1 day operational.

**SURVEILLANCE BROADCAST SERVICES (SBS) OFFICE:** Eric Labardini (ZHU) is the Article 48 Representative for NATCA to the SBS Office. Mr. Labardini's report for the week is below;

- The SBS Article 48 work group met at NATCA National in DC this week for our quarterly face-to-face meeting. All NATCA SBS team members were present including **Eric Labardini (ZHU)**, National SBS Article 48 Rep, **Craig Bielek (A90)**, **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep, **Andrew Stachowiak (I90)**, and **Tom Zarick (ZDV)**, National Interval Management (IM) Rep.
- Discussions touched on a number of topics.
  - Dale Wright, NATCA Safety & Tech Director, joined the work group for a refresher on the FAA/NATCA MOU on SBS activities. Leadership changes within the Agency have caused concern over the empowerment of their designee to the work group. Intentions and working relationships are certainly positive within the work group, but outside FAA leadership continues to insert themselves into what is supposed to be an empowered work group.
  - Funding continues to be a concern. Though SBS activities are fully funded, the funding for travel

- and payroll within the program remains uncertain. The SBS Article 48 work group is of one opinion that should travel be unavailable to support an activity, then that activity should be postponed.
- Program status was discussed. ADS-B Out equipped aircraft are up to 9,630. ADS-B IOCs have occurred at 23 of 24 EnRoute and 63 of 159 Terminal facilities. The remaining Terminal IOCs are dependent largely on the TAMR Elite roll out.
  - ADS-B Only roll out has begun at ERAM sites. Key site work at ZHU and ZID is complete, and since then ZLA and ZJX have started. Many other ERAM sites are planned in the next few months.
  - ADS-B Only key site work within Terminal sites is dependent on key site work at SCT (CARTS) and MSY (STARS). SCT began testing on February 5 with no issues. MSY started the same day but found ISRs unexpectedly. This has been traced to an issue within STARS and a resolution is expected on Feb 18. The SBS Article 48 work group also expressed that ADS-B should be weighted higher in both CARTS and STARS to take advantage of the accuracy when available.
  - Received a briefing on Interval Management. GIM-S work continues at ZAB, and inter-Center work has begun with ZDV/ZAB. Potential future sites were discussed.
  - Discussed the effort to introduce Wide Area Multilateration at CLT. SBS infrastructure will likely be available by Jan 2016. Plans need to be firmed up for a Safety Risk Management Panel as well. Awaiting a decision from TAMR on which build might include the capability. TAMR and SBS objectives may or may not be in conflict at CLT, and a meeting with both programs, the OSF and the facility represented was suggested.
  - SBS will be on site for Communicating for Safety. A booth will be manned and presentation material was discussed for a break out session. The focus is education on ADS-B: what it is, where we are, and where we are going. Space Based ADS-B discussion will be aided by Aireon, the prime contractor in this area. NATCA SBS team members also met with SBS management on Friday to work on presentation material.
  - ERAM Track Based Display Mode testing was discussed. SBS intends to fund a prototype R-side configuration in order to test faster display rates, enhanced use of



ADS-B velocity messages, and other features. SBS Article 48 is reaching out to ERAM Article 48 for their assistance in the venture.

- ASSC program status was discussed but no path forward has been decided. Whether the Agency decides to add radar to ASSC or move to other sites that have no radar, they will have to approach the JRC first.
- In addition to the SBS Article 48 work group activity the activities below were reported:
- **Eric Labardini (ZHU)**, National SBS Article 48 Rep:
  - Participated in the TFOS telcon.
  - Met with AJV-8 Agency representatives to bring them up to speed on MEARTS Operational Assessment outcomes and discuss procedural issues
- **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep:
  - Dialed into SBS implementation and ASDE-X tech refresh telcons.
  - Meeting at headquarters to discuss runway incursions and ground surveillance.

**TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR):** Mitch Herrick (MIA) is the TAMR Article 48 Representative. The TAMR update for this week is below

- Last week Mr. Herrick traveled on Sunday to attend all day Committee chairs meeting and training at the National Office in Washington, DC. This is an annual meeting that Paul and Trish hold to ensure that people working on National projects and committees have the necessary training and knowledge to effectively represent the membership.
- There were also several significant events in TAMR as well as Section 804.
- Another successful event at NCT where we learned a few more things about the STARS adaptation and we are moving closer to continuous ops. Also, working with FAA finance and the 804 team we have found some common ground on staffing tables and the way we will look at 24 hour facilities moving forward.
  - Hard as it may be to believe, the Finance folks didn't know about the mandate for 2 people on midshifts at 24 hour facilities.
- **Sunday:** RDO. Traveled to Washington, DC

- **Monday:** All day at National Office
- **Tuesday:** All day at National Office, traveled home in the evening
- **Wednesday:** TAMR Systems Engineering Telcon, Fusion Focus Telcon, TAMR Readout, NCT IOC Test event meeting, Evansville IOC Planning Telcon
- **Thursday:** SPI Initial Site Survey Telcon, T75 Weekly transition telcon, Joint Service Area TAMR briefing, TAMR OSF briefing telcon, C90 Deployment discussion, RSW IOC after the fact review to capture lessons learned.
- **Friday:** Weekly TAMR Tag Up with NATCA Leads and Management Counterparts, SPI ISS outbrief, Segment 2 TAMR NATCA SME telcon, Core Work group discussion with Section 804.
- **Saturday:** RDO
- **TAMR PHASE 1 – Jimmie White (PHL)**
  - **Monday 2/9:** Participated in the STARS Management Leads-PM Meeting. Mr. White briefed the group on Tech Ops misleading AT on IFDT (inter-facility data transfer) activation during a previous IOC (initial Operating Capability) planning meeting. Specifically, Tech Ops advised AT, there will need to be an input into the MCW (maintenance control workstation) prior to activating the IFDT. Mr. White advised them he had talked with NATCA's tech ops and Phil Nicholson (National PASS Rep) to correct this information. MCW inputs are only for S6 software facilities (Seg1, TAMR Archive). Mr. White added, in the future when S4 (STARS facilities) upgrades to S6 software (starting at R2A), we will then need to make inputs into the MCW, but not before.
  - MSY installed R26E and then fell back to the previous build. R26E allows you to show ADSB equipped aircraft, however it also generated ISR's, which was too much of a distraction for the controllers. Panama City JSS (Joint Site Survey) will be in two weeks, beginning of March. R27 testing has moved for Air Traffic (Mar 16-27).
  - **Wednesday 2/11:** Working in the operation. Mr. White also sat in on the MDM briefing to the OSF. The OSFs have concerns with the different adaptations required with the MDM3s and MDM4s. They were under the impression they were going to lose a string to support a facility who has MDM4s. We told the OSFs, the adaptation changes are for color only, so the software

doesn't impact any other operation. Only one OSF reported having the adaptation change requirements. Mr. White will reach out to Candy Barr (NATCA NE-OSF) and see if she can follow up with the other OSF facilities and that they have the requirements and proper understanding of what is needed.

- **Thursday 2/12:** Mr. White held a conference call with the S46 NATCA instructors on FSL/EFSL operations. The meeting went well, but there were some valid concerns dealing with IFDT connectivity. This has come up before, here at PHL, CLE, and now S46. How do we deal with not having Tech Ops and supervisors on the midshift? Mr. White shared PHLs protocol, which is to stay in EFSL without IFDT activation until either a supervisor or Tech Ops shows up on duty. As stated above, as facilities upgrade to the TAMR archive there will be a need to make an entry into the MCW to activate the IFDT. At PHL, only supervisors have access to the gang switch (IFDT), so when we upgrade to R2A (TAMR archive) they will lose permission to activate IFDT. We have not fully engaged in what our final practice will be, but folks at other facilities are already asking, what are you guys doing and what does it mean to the controllers pulling CIC on the mid?
- **Friday 2/13:** Tag up meeting between NATCA and the program office.
- **TAMR Phase 3 Segment 2 – Scott Robillard (K90)**
  - February 9, 2015, Bill Spence (BTV) and Scott Robillard (K90) dialed into the transition planning telcon for MDTs transition to STARS from ARTS IIE.
  - February 9, 2015, Scott Robillard dialed into planning meeting for RAID hardware deployment. Initially, the Hardware/software was to be key sited at SBN. Due to software delays, SBN will not key site due to IOC concerns.
  - February 9, 2015, Jim VanZee (GRR) dialed into the Joint Site Survey (JSS) at GEG.
  - February 10, 2015, Jim VanZee (GRR) and Colin Ngai (Region X) attended the Initial Site Survey (ISS) at RFD for their STARS system.
  - February 10, 2015, Tim Poer (ABI) and Dan Stefko (Region X) attended the Initial Site Survey (ISS) at LCH for their STARS system. LCH has extreme size

constraints and will present a unique challenge for deployment.

- February 10, 2015, Scott Robillard (K90), Doug Peterson (D10) and Mitch Herrick (MIA) engaged in a telcon with the Program Office to initiate the creation of lessons learned from RSW.
- February 11, 2015, Scott Robillard (K90) attended the TAMR Program Readout.
- February 12, 2015, Scott Robillard (K90) attended a waterfall planning meeting for sites in October 2016 and beyond.
- February 12, 2015, Jim VanZee (GRR) and Colin Ngai (Region X) attended the Initial Site Survey (ISS) at SPI for their STARS system.
- February 12, 2015, Scott Robillard (K90), Doug Peterson (D10) and Mitch Herrick (MIA) engaged in a telcon with the multiple lines of business to finalize lessons learned from RSW IOC.

**TERMINAL FLIGHT DATA MANAGER (TFDM):** Mike Schrempp (PHX) is the NATCA Article 48 Representative to TFDM. His update is below;

- **TFDM:** This week the TFDM program conducted an initial meeting for an up and coming request for an EFD questionnaire to be submitted to controllers. Continued work towards FID and Early Implementation were also ongoing throughout the week. The effort to baseline AEFS will continue in two weeks with the scheduled DT test at CLE ATCT. Mr. Schrempp will be in attendance for the test.
- **Automated Electronic Flight Strips (AEFS):** Forward progress towards formal training documentation and material creation moved forward this past week. The efforts have been done in collaboration with TSLE to obtain the necessary documentation needed to generate formal training for AEFS. Once these materials are created, they will be rolled back into CLE and PHX. CLE continued to operate this past week with AEFS with contract support on the Tech Ops side from TSLE. Once formal training is created and vetted for Tech Ops, the local techs at CLE will begin providing support for AEFS. A planned demonstration test is also scheduled for next week at CLE. The main goal for the DT test is to obtain a MTBF number for NCP progress.
- **Electronic Flight Strip Transfer System (EFSTS):** A demonstration of the new EFSTS touch keypad was performed at the Tech Center this past week to NATCA and AJV-7. The

demonstration was to show both functionality as well as brightness settings for day and night in an actual environment. The test was performed in the mock tower at the Tech Center. Moving forward a list of needed functions will be pulled from facilities to ensure all correct requirements are captured to move forward with implementation.

- **Daily activities:**

- Monday 02/09/15: Travel From PHX to DCA.
- Tuesday 02/10/15: Travel from DCA to ACY. Participated in the TFDM Tactical Meeting. View Ops test and demonstration of new EFSTS Keypad in day and night conditions at ACT Tech Center.
- Wednesday 02/11/15: Travel from ACY to DCA. Participated in the TFDM OPS meeting. Met with NATCA Safety and Technology.
- Thursday 02/12/15: Participated in the TFDM Strategic, Transition and EFD Questionnaire Meetings. Travel from DCA to PHX.
- Friday 02/13/15: Participated in the TFDM Ops Meeting and provide input/review of new AEFS/TFDM documents.

**TIME BASED FLOW MANAGEMENT (TBFM):** Eric Owens (I90) leads NATCA's efforts on TBFM as the Article 48 Representative. Mr. Owens' update follows;

- Last week the TMC TBFM First Course Conduct was completed and the course is now going through the final phase for validation. The course will be available for TMCs to attend in April 2015. Mr. Owens appreciates the volunteers who attended the first course conduct and helped make the course successful.
- Mr. Owens had two NATCA Ops Team SMEs at ZAU assisting with ACM training development. This training will be used to allow ZAU to conduct Adjacent Center Metering to ZMP currently scheduled to begin March 24, 2015.
- We also had an Ops Team NATCA SME and an STMC at ZAB working on the TBFM adaptation and GIM-S to PHX. We are still trying to resolve a wind issue with TBFM and ensuring GIM-S is delivering aircraft to the meter fix in accordance with the 7110.65 plus or minus one minute.
- This week Mr. Owens will attend a GIM-S SRM Panel on Wednesday in DC. We have a group at ZLA, LAX and BUR working on IDAC implementation. We also have a group at ZAU

to begin training.

**UNMANNED AIRCRAFT SYSTEMS (UAS):** Steve Weidner (ZMP) is the NATCA Article 48 Representative for UAS. Mr. Weidner's update to the membership is below;

- Participated in a telcon with facreps from SYR and FAR regarding Air National Guard UAS ops at those airports
- Participated in a meeting with AJV-7 and AJV-8 regarding UAS research and development
- Met with Hassan Shahidi (MITRE). All UAS work at MITRE falls under Mr. Shahidi's portfolio
- Coordinated with the FAA and NASA regarding NATCA participants for an upcoming UAS HITL at NASA Langley
- Weekly meeting with Dan Williams (ATO UAS Lead)
- Met with Dan Williams and Bill Whalen (UAS for USAF) regarding USAF UAS Ops
- Attended a briefing from Jan deRegt regarding UAS Ad Hoc working group recommendations. Ad Hoc group was tasked with developing short term initiatives that the Agency can pursue that are above and beyond the requirements of the anticipated sUAS rule.
- Met with Daniel Brock (AVS UAS R&D)
- Coordinated with ZLA on Global Hawk COA information

**WEATHER:** Matt Tucker (ZTL) is the Weather Article 48 Representative for NATCA. His update for the week is below;

- Mr. Tucker was in an OSHA meeting for last week.
- **WARP** upgrade. A change in architecture was brought to my attention last week, which has now generated a need for an SRMP on the change as they originally did a SRMDM.
  - Mr. Tucker brought up that the change was introducing risk and the memo was not appropriate or run through me.

Thank you,

*Dale Wright*  
Dale Wright  
Director  
Safety and Technology