SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending March 13, 2015

AIRSPACE:

- **Natca Phoenix OAPM Design and Implementation**
    - 3/10-12
    - Albuquerque ARTCC for Design
    - Began design packages.
    - Evaluated project progress with core team.
    - Calendar Adjustments.
    - Telecon with Metroplex National Leads to coordinate ISIM and RNP usage in PHX.
    - National Metroplex Telcon.
    - Briefing on Phoenix Northwest SID post implantation work group finding by Phil Hargarten (Western OSG Rep) and Steve Carnes (P50 FacRep).
    - Briefing by Marina Landis, Environmental Protection Specialist on environmental impact of Phoenix Northwest SID post implementation.
    - Created and requested fix names for new procedures.
    - Determined to further develop RNP procedures for PHX.
    - Further developed BRUSR, COYOT, DSERT, and MAXXO.
    - Briefing by industry on benefits of RNP and RNAV Visuals.
    - Reviewed environmental documents with FAA environmental specialist.
    - Began creation of ISIM needs and schedule
    - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **DC Metroplex**
    - Successful implementation of multiple DC Metroplex procedures including "stacked OPD" STARs into the DCA, IAD, and BWI airports.
    - DEALE STAR NOTAM N/A due to waypoint proximity to P56 as well as the fly-over waypoint on the north transition. Contingency BILIT RNAV Star reinstated. Corrections to DEALE in progress.
    - Mitigation to relationship between CAPSS and RAVNN RNAV STARS allowing possibility of RAVNN Arrival to descend into CAPSS RNAV STAR in a single segment of both profiles. Mitigation in effect at ZDC to descend CAPSS arrival to FL210 prior to issuing descend via until charting correction can occur to change two waypoints on two enroute

transitions from "at or above FL220" to an "at FL230" constraint.

o Minor fix pair, fixed posting area, adaptation problems in CSIDE/CSIDW sectors.

o DC Metroplex team held two teleconferences daily from implementation through the weekend of March 7-8 keeping all facilities and industry participants updated on the current status of procedures and issues.

o Conducted refinement to procedures meeting (RPM) with ZNY and Industry for the TROYZ STAR, in-depth design evaluation resulted in procedure enhancement that reduced mileage flown as was renamed the TRISH ONE RNAV STAR.

o Participated in the April implementation teleconference with all affected facilities providing review of procedures and status of automation and training requirements

o Continued analysis of CDRs (Coded Departure Routes) for TERPZ4 SID and Preferred Routes in Route Management Tool underway with PCT, ZDC and ATCSCC.

o DC Metroplex team participated in coordination meeting with DCAT, PCT and Industry for the validation evaluation of the LAZIR SID at DCA.

o DC Metroplex assisted in coordinated effort with ZDC and PCT FAST units to facilitate all AIMS tickets involving March implementation.

o DC Metroplex team met with IADT for amendments to the PCT/IADT LOA resulting from new SID procedures associated with April and June implementations as well as changes occurring in October.

o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex

- **Charlotte Metroplex**
    o The Team worked at CLT TRACON
    o The majority of the week was spent building the MS Project Files
    o Helped CLT with Map changes for the 6/25/15 and 10/15/15 Implementation cycles
    o Worked with ZDC on Implementation issues. They will generate Overtime estimates for us to forward up the chain of command. ZDC needs a commitment that OT will be available for them to support the implementation schedule
    o Coordinated with ZTL and ATL Metroplex on .air5 file for ZTL airspace changes to ensure we are giving ZTL what they need.

- o Coordinated travel for AT Coach expert to help CLT build problems for scheduled changes
- o Worked on various administrative issues
- o Participated in various TELCONs
- o Requested approval to purchase webinar program for the CLT Metroplex Team to reduce travel costs. Estimate we could potential reduce our travel by about $30,000, just in leads travel this doesn't include contract support.
- o Bob Szymkiewicz worked on currency requirements
- o Switched over travel and overtime costs to workbook provided by Ron Wood.
- o **Issues:**
  - Automation
  - TBFM
  - EA
- o **Upcoming:**
  - 3/16/15 — Szymkiewicz on leave. Zibrowski in Indianapolis
  - 3/23/15 — At ZTL
- o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **SoCal Metroplex**
  - o The core team along with Caroline Poyurs, FAA Environmental Specialist, Steve Smith and Chris Jones, ATAC, met at the Western Pacific Regional Office for a "page turn" of the first 4 chapters of the Draft EA document.
  - o The team reviewed the 4 chapters line-by-line and made additions, deletions or amendments when required.
  - o The draft chapters were forwarded to Ian Gregor, FAA Public Affairs Mgr, and Joseph Manalili, FAA Environmental Attorney, for their review.
  - o Preparations were made for the final SRM panels at ZLA next week.
  - o John Bacavis, CSSI, has left our team to join the Florida team. Thank you John for all of the hard work and dedication. He will be missed.
  - o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Atlanta Metroplex**
  - o **Week's Activities and Meeting Outcomes:**
    - ZTL declared ERAM ORD
    - TBFM HSI Team at ZTL for adaptation
    - Developed TBFM/OPD briefing for industry meeting
    - Telcon with ZTL530 regarding airspace file delivery
    - Reviewed 10152015 air5 file
    - Reviewed A80 airspace images
    - More work on MS Project
    - SGET Training coordination

- o **Issues:**
  - A80 STARs (Platform) Training & Implementation (Summer 2015) — Postponed to Fall 2015
  - A80 Critical Staffing
- o **Milestone/Activity—Completions:**
  - N/A
- o **Projected Milestone/Activity Completions and Risks(next 30 days):**
  - Meeting with Industry to Discuss TBFM and OPDs on 3/26/15
  - ATAC Support at ZTL to correct A80 airspace images and 10152015 and 12102015 air5 files, week of 3/16/15
- o Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **CLE/DTW Metroplex**
  - o The POC & Core teams meet with the Central Service Area employees and briefed on the status of the project. Teams were able to share information on future impact equipment deployment, lessons learned, training, spectrum management and military route changes just to name a few. Talked with flight check and FPT issues as a bulk of the work will be done during winter and the issues in its self that it may cause.
  - o Briefed the Directors and staff at CSA on the project.
  - o NTX lead Brent Luna set up meeting with the members of the North Texas project team to talk about training and implementation issues. A good exchange with controllers on the issues that surround Metroplex and PBN and the pilots that fly them.
  - o Teleconferenced with Delta ground modeling team and expected outcome briefing on the week of March 24th.
  - o Set Up a meeting with CAK and CLE of south arrival issues.
  - o Information sent to Delta airlines for their sims of the DTW procedures
  - o Weeks ahead working in New Cleveland tower week of 3/16 and D10/DTW week of 3/23
  - o Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex week of 3/09/15**
  - o **Activities this week (Central Part of Florida Metroplex at ORL Executive Airport (ORL) conference room):**
  - o First week of design for Florida Metroplex (ZJX,ZMA,F11,TPA,DAB,JAX,SFB) **Teams, along with industry partner (only American Rep present) worked the following SIDS and STARS and procedures to incorporate SIM data from industry:**
  - o MCO PIGLT STAR
  - o MCO BUGGZ STAR
  - o MCO EPCOT SID

- o TPA OOXXN SID
- o TPA FOOXX STAR
- o PIE OOXXN STAR
- o Satellite TRAPR STAR
- o TPA BAYPO
- o TPA SYKES
- o TPA ENDED
- o TPA GANDY
- o TPA CROWD
- o DAB ROYES DEP
- o DAB NEW ARRIVAL
- o Received waiver for meetings from program office.
- o Met with Robert Novia (FAA Hdqtrs), Jorge Rivera (ZMA), Mark McKelligan (NATCA D&I Lead), George Peurifoy (Airspace Office) and Vicki Turner (FAA Co-Lead) about Metroplex and PBN
- o The other industry partner has been present for 2 days in the last 6 weeks
- o Submitted by Greg Harris Article 48 Rep, Florida Metroplex

- **North Texas Metroplex/CSA PBN 03/08/15-03/14/15**
  - o Met with Metroplex Team from CLE/DTW. Day One at Central Service Center for OSG and Director Level Briefings. Day Two at D10 for information exchange with ZFW and D10.
  - o Continued support requested for ERAM ER 136427:ERAM capability to process SID Runway Transitions properly. Additional 17 slots scheduled with CSA FPT in October 2017 to return to original designs, pending ERAM ER.
  - o Compilation of non-quantitative benefits for D10/ZFW. Many of the North Texas designs proceduralize operations that needed attention. Both teams are documenting benefits that aren't measured in the final Post Benefits Analysis for inclusion and distribution.
  - o Weekly NATCA PBN Service Centers Telcon
  - o Weekly Metroplex Telcon
  - o PBN/ATSAP Telcon to discuss processes for non-metroplex (PBN) Implementations
  - o D10/ZFW Meeting-SE Corner Ops…Adjustments to SOP and LOA agreed to.
  - o **Upcoming Activities:**
  - o Industry/North Texas Meeting-RNPs at KDAL…March 18,19---D10
  - o MSP Go Team…March 24,25,26---ZMP
  - o Meet with Chicago Airspace Project…April 7 and 8
  - o NCE/NNM/NSW Multi-Region meeting…April 29, 30 with Phil Hargarten, Western OSG PBN Rep. Briefing materials being developed with Bill Wyse, Eastern OSG PBN Rep.
  - o IND Implementation Go Team…April 30 (not confirmed)

- o Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **Eastern Service Area PBN**
  - o Attend ESC weekly Airspace Redesign (ARD) meeting
  - o Met with ESA "Management" Lead Rob Mason to review current PBN request in ESA
  - o NSPP Telcon
  - o ANE RAPT Meeting
  - o NATCA weekly Service Center Telcon
  - o Weekly ESA PBN meeting
  - o Attended ATSAP-X briefing
  - o Participated in a telcon with NATCA Safety Team concerning the .41 process
  - o Continued working ZBW/A90 post-implementation
  - o **Upcoming Activities**
    - ▪ AJV-14 7100.41 Rewrite Meeting — Moved to April 7-9
    - ▪ SDF/ZID STAR WG
  - o Submitted by Bill Wise (ESC) ESA PBN Rep
- **Western Service Area PBN and Established on RNP (EoR)**
  - o 3/9 Began coordinating with WSA Co-lead and facility reps for BIL PBN Peer to Peer.
  - o 3/9 Coordinated with Florida Metroplex Co-lead on status of EoR
  - o 3/9 Coordinated with D01 Facrep regarding Denver EoR Fly-it status
  - o 3/10 Enroute to ABQ
  - o 3/11 Participated in PHX Metroplex Team D&I meeting and briefed on PHX West Departure Post-implementation findings. Also discussed EoR with PHX Metroplex members.
  - o 3/12 Seattle EoR status telcon
  - o 3/13 Meeting with WSA PBN co-lead at Western OSG.
  - o 3/13 Meeting at S46 with Facrep and Management
  - o Submitted by Phil Hargarten, WSA PBN Rep
- **National Design and Implementation Rep**
  - o Attended weekly Metroplex staff meeting. We discussed Denver D&I and scheduling ISIM to be used by the team in help in determining whether they should utilize 8 or 16 stars in their design. We also discussed whether RNP approaches should be built for PHX airport by the PHX D&I team. There is more information needed. We are waiting to get the go ahead on the next study team.
  - o Met with the Denver D&I core team to review the administrative week and to work on schedules to figure out the best time to get them some ISIM support.
  - o Participated on a telcon with the PHX leads to discuss ISIM support for their D&I effort.
  - o Finished up coordination on upcoming Peer to Peer meetings
  - o Attended a meeting with the central Florida D&I team.

- o Attended a meeting with the Florida D&I leads and Jorge Rivera (National Route Structure Art 48) and Robert Novia (PBN Lead Coordinator) and discussed Q,Y,Z routes being developed by the Florida D&I team, and plans to connect these routes throughout the NAS.
  - o Participated on a telcon with OSG Reps and the Safety reps to discuss coordination for PBN implementations.
  - o Submitted by Mark McKelligan (ZBW) National Design and Implementation Rep
- **NATCA National Airspace Rep**
  - o Participated in the weekly Telcon with the Deputy Director of Airspace Services, Frank Black
  - o Participated in the weekly NATCA Airspace Rep Telcon
  - o Participated in the weekly Telcon with John Brandt, Mitre airspace lead
  - o Participated in a PBN Strategy pre-planning meeting
  - o Started drafting a scoping document for the NAS NAV Strategy meetings
  - o Started drafting an agenda for the April NATCA Airspace and Procedures Committee meeting

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) is the Article 48 Representative to CDM. His report for this week follows.

- The spring session meeting with all of the groups on CDM is in Orlando March 23-27th at JetBlue.
  - o This will be a perfect opportunity for all the CDM representatives to get together and hash out issues within their groups. ie updates.
- Lisa Ake (DCC) will be stepping down as FET rep in May 2015. An announcement for her replacement will be sent out in the near future to allow for some overlap to assist in the transition.

DATACOMM: Chad Geyer (ZLA) is the DataComm Article 48 Representative for NATCA. Mr. Geyer forwarded the information below for this week's update.

- Attended DataComm Team Meeting-This meeting is all of the leads of the program to discuss upcoming activities and program events
- Attended PTR Triage Meeting-This is a daily meeting to discuss Problem Reports and fixes in the S1P1 program

- Attended TIMS/TDLS build check-out meeting-This is a daily meeting to discuss how the software of the TDLS Information Management System is performing
- Attended the S1P2 Initial Training Meeting. This meeting was to discuss what events need to occur to deliver training to all of the En route Centers for the S1P2 deployment. Going forward the teams will meet to begin work on a training team CADRE, Training development and other items as needed.
- Attended UBER CHI requirements meeting-The UBER CHI is a more efficient CHI developed for the tower roll-out. The key sites will work with the current version for a few months until the UBER CHI can be completed and training developed. This new CHI is what will be deployed to the waterfall sites in the beginning of 2016.
- Called in for the SFO PDC issue-SFO has had some issues with PDC's that fall within the 18 hour window. What this means is that if a PDC is sent, another PDC cannot be sent to that same call sign for 18 hours. SFO requested that the time be reduced to 12 hours. The facility is currently working on an SRMD to include all information discovered from their investigation.
- Attended UBER CHI prototype meeting-IFCET is building a prototype of the UBER CHI while the system is being coded. This will help the team validate new requirements and validate that the system is user friendly.
- Attended meeting with Honeywell to discuss changes they are seeing in ORD with the PDC messages. Currently when a facility has an ADR greater than 24 characters and remarks in a flight plan, the AOC's do not receive the filed routing in their PDC. Honeywell acts as a third party provider to deliver these messages to airlines in their requested format. They were asking what to do when a filed routing is not included. I will also be working with them to ensure that titles used on certain elements of the message are stressed for importance to the pilot.
- Attended I&T Checkpoint and OT Caucus meeting to discuss final results of the OT&E finished last week and what is the current status of the TDLS build set for delivery to SLC on 3/30/15.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) is NATCA's ERAM Implementation Representative. Mr. Henriques and the entire ERAM Team have done an outstanding job over the

past five years getting ERAM out to the controllers. Mr. Henriques' update for this week is below.

- **20 of 20 Sites have achieved ERAM Continuous Operations**
  - 18 have declared Operational Readiness Date (ORD):
  - Of the 18 sites that have achieved ORD:
    - 16 have powered off the HOST
    - 16 have initiated Decommissioning
    - 13 have removed hardware
    - 11 have removed cables
- Congratulations to ZTL who declared ORD on 3/10!
- Congratulations to ZNY who declared ERAM Continuous Operations on 3/11!
- Mr. Henriques is proud to announce that all 20 centers have now reached continuous operations on ERAM. This achievement is a testament to the hard work, and dedication of our NATCA members all across the country.
- Both ZDC and ZNY are planning to transition to the next build (EAD21100) on 3/20 as they continue to make progress toward declarations of ORD. The subsequent software 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. Testing will be conducted in early April.
- Members of the ERAM National User Team and of the ERAM CHI Team are currently participating in HITLS at the Tech Center. The study will assess the impact of Conflict Probe algorithmic enhancements on Radar and Radar Associate positions. Results will enable the ATO En Route Requirements organization (AJV-731) to develop CP performance requirements for ERAM.

FLIGHT DATA INPUT OUTPUT (FDIO): Pete Slattery (CLT) is the NATCA Article 48 Representative for FDIO issues. Mr. Slattery's report below covers the last two weeks.

- Mr. Slattery is still gathering information from FacReps and FDIO engineers at the Tech Center, however at this point, it appears that the FDIO RECAT upgrade in the N90 and NY area airports occurred without incident.
- Mr. Slattery has received no reports of the FDIO system omitting RECAT symbology on paper strips or otherwise performing in less than the expected manner.

       o At this point it is safe to say that FDIO is capable of printing RECAT on paper flight strips without error.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) is the IDS-R Article 48 Representative. His report for this week follows.

- NIDS installations continue at PHL, I90, SCT and BGR. While the hardware is being installed the database for SCT can finally be compiled being that SNA was visited last week.
- I90's database is still awaiting some of the Federal Contract Towers to be visited prior to completion.
- NATCA is going to test a remote visit by the engineers while a SME attends the facility.
- There are more than a few facilities that are awaiting the installation at PHL to see the functioning design of their "hanging" NIDS display.
- The last information heard from CLE is the new tower will not be commissioned in time to meet the projected IOC.
- RSW was visited last week for database collection. There seems to be a trend developing in which the program office engineers are relying on the local points of contact to do more work getting the database compiled in a shorter time period than was previously done. This reliance can and will backfire of the FAA when a facility is encountered that cannot allocate a POC for the desired time frame, thus delaying the data delivery.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is NATCA's Article 48 Representative on this relatively new program. This program is working to provide controllers with a monitor for ILS, RNAV and Lighting systems. To date there are two projects the Agency has deployed, the Integrated Control Monitoring System (ICSM) and the Universal Interlock Controller (UIC). Ms. Conrad's report for the week is below.

- The team is still working on the requirements document for the NME.
- A meeting will be held in Portland, OR on March 25th and 26th to review the document.
- The S&T Department received an email from Jeff Blow, D21 FacRep about a conversation he had about NATCA opposing the

UIC. The department put Mr. Blow in contact with Ms. Conrad.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) represents NATCA as the Article 48 Representative to the NVS Program. Mr. Shedden's report to the membership is below.

- **Meetings this week:**
    - o NVS Leads Meeting
    - o NVS Human Factors Working Group
    - o NVS Failure Mode and Effects Analysis (FMEA) procedures review
    - o Key West RCAG troubleshooting (ZHU)
- **Other issues worked:**
    - o Automatic transfer of A/G during G/G call on NVS
    - o Update on CAR 2013-007 (ETVS Audio Routing Anomaly)
    - o Review of NVS security Feature Description Documents (FDD)
    - o NVS Dial Plan
    - o NVS Call Pickup and on-hold Call Pickup
- Mr. Shedden will be working from FAA HQ all week (3/16-3/120).

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the Article 48 Representative assigned to the PMO. Mr. Woods' report for the week is below.

- Attended World ATM Conference in Madrid, Spain
    - o Briefed on PBN process
    - o Staffed the NATCA booth Tuesday, Wednesday and Thursday
    - o Attended IFATCA SESAR meeting
- Briefed on PBN process

RTCA:
- **GSP Adjacent Band —** This group held their first meeting during the week. Bill Geoghagan (S&T) represented NATCA at the meeting. His notes are below:
    - o This issue is concerned with the deployment of a new cell-type system by Lightsquared. This system will allow a wireless type access for existing or new devices. The system will utilize towers or existing buildings. The concern for GPS is that the system will use a frequency spectrum that is adjacent to the GPS

> spectrum. The system will emit a higher power signal than the GPS satellites and may interfere with the GPS signal if the GPS receiver is an older model or has poor filters and is in close proximity to the antenna.
>
> o What this means is that the FAA wishes to establish an "exclusion zone" in the vicinity of these towers. This zone will be a 500 feet radius around the tower and extend to 100 feet above the tower. The height of these towers and the placement of these towers is restricted around existing airports. (Maximum tower height will be in rural areas and will be 500 feet or less.) This "exclusion zone" will mean that the GPS signal in these areas will be unreliable or corrupted. This can affect TAWS or HTAWS devices.
>
> o The FAA has charged this RTCA group to answer three questions about this. The group covered most of those questions today and will have to meet another time. RTCA is required to submit a report to the FAA in April or May concerning these questions.
>
> o The major issues raised involve helicopter and UAS traffic that operate at low altitudes. Specifically, EMS helicopter traffic operates in marginal VFR or IFR weather at low altitudes and to locations that could lie within these "exclusion zones." UAS use GPS signals to fly preprogrammed routes or to obtain altitude information. UAS also use GPS in the event of loss of C2 or link to climb or proceed to a selected waypoint and attempt to reconnect with their operator. If the signals are not reliable or corrupted, helicopters or UAS may be directed to incorrect and possibly hazardous areas.
>
> o It was determined that Fixed Wing aircraft would not be affected as they are restricted to above 1000 feet above urban areas. VFR fixed wing aircraft in rural areas can operate 500 feet above sparsely populated areas but would not likely be doing so using GPS navigation.
>
> o The group will review their findings, collaborate via email, and meet again to finalize their recommendations.
>
> o If you have any questions about this group please contact Mr. Geoghagan at wgeoghagan@natcadc.org.

- **NextGen Advisory Committee — Sub Committee (NAC-SC):** Mel Davis attended this meeting to discuss the work of numerous working groups and committees.

Safety and Technology Department
Weekly Update
Week ending March 13, 2015

SURVEILLANCE BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) represents the bargaining unit as the SBS Article 48 Representative. Mr. Labardini and the SBS Article 48 Team have forwarded the reports below for this update.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
    - Several discussions this week on the ERAM/ADS-B safety alert issue identified by ERAM SLE. This occurs when ADS-B is the priority sort cell surveillance and Mode C information is missing from the ADS-B report. The combined conditions occur infrequently, but is of sufficient concern to warrant a recommendation that sites temporarily rank ADS-B as secondary or lower in sort cells. The issue is expected to be resolved with EAD300, and direction will likely come at that point to prioritize ADS-B again.
    - The ERAM IOA group provided an out brief of their assessment of ADS-B use this week. The group did find that ADS-B was operationally suitable though some risks and concerns were identified. Training: regular refresher training is needed, and NATCA SBS has been pushing this issue for all platforms. Avionics issues: the IOA team identified an issue with non-compliant aircraft and a design flaw that causes some avionics to lose position reporting with the loss of Mode C. These and other issues identified by IOA will require a response from SBS.
    - SBS and NATCA are continuing to schedule telcons with ERAM sites to explaining the what, why, and how of removing previously established floors of ADS-B coverage. To date, five ERAM sites have reconfigured to allow ADS-B use in non-radar airspace with no issues reported including: ZHU, ZID, ZJX, ZLA, ZAU and ZLC. Upcoming and confirmed near term sites: ZMA (3/16), ZME (3/16), ZKC (3/19). This week, participated in follow up telcons with ZLC and ZKC.
    - Terminal ADS-B Only key site testing is complete at SCT (CARTS) and expected to be complete next week at MSY (STARS). Following successful completion, roll out of the reconfiguration of other CARTS/STARS sites will begin. Similar to ERAM ADS-B Only roll out, this will be done in a methodical manner so as not to overload facility or support personnel resources. Each site will be contacted by SBS to schedule a

telcon explaining the changes prior to any operational impact. This week, participated in a telcon with NCT to discuss the ADS-B Only changes, but their TAMR transition means this is not likely to occur until June 2015.

o The SBS Program Office continues to spread awareness of ADS-B advantages wherever possible. This week, participated in a multi-facility discussion with on M201 benefits. The eastern offshore route is sometimes impacted by radar outages, but ADS-B coverage now overlaps the area. ADS-B equipped aircraft can continue to use the route offering an offload solution for both the user and traffic management.

o Participated in a discussion with the ATC Handbook Steering Committee this week including Andy Marosvari (NATCA). The committee continues to work to redefine "radar" as including all surveillance sources, but they are receiving opposition from Flight Standards. The arguments are essentially the same as those presented to and overcome by SBS for many years. The re-defining is important as otherwise unnecessary, costly changes to multiple documents and phraseology would be required, including changing RADAR CONTACT to something much more convoluted.

o Received status updates on multiple SBS PO activities during the Implementation telcon and SBS Weekly telcon.

o Participated in the Fusion Focus Group telcon where multiple site activities were discussed. Relayed info from Cliff Murdock (P31 FacRep) to the group on false target presentation issues.

o Worked with the Fusion Capability Management group on their ConOps. The objective is to standardize the approach to Fusion across automation platforms as well as identify future enhancements.

o Discussed IM Turn/PTM concerns with Scott Conde (SC214 Rep), Chad Geyer (DataComm Rep), and Tom Zarick (IM Rep). Meeting with the PO is next week on these topics.

o Discussed GIM-S and TBFM concerns with Eric Owens (TBFM Rep) and Tom Zarick (IM Rep). TBFM is working on an issue with wind accuracy which will likely not be resolved until the August/September 2015 timeframe.

This will likely impact GIM-S deployment beyond ZAB
and ZDV.
- o Participated with Mitch Herrick (TAMR Rep), Doug
Peterson (TAMR Rep) and Craig Bielek (SBS Terminal
Rep) during an Agency briefing on 7110.683, Terminal
Fusion/ADS-B Notice. The briefing was fairly simple,
but we did have the opportunity to discuss the
Terminal ADS-B Only roll out with NATCA TAMR
counterparts.
- o SBS Ops Support changed their stance this week on
Fusion use with FMA. It seems that Separation
Standards work is only now underway, and FMA should
not be used in Fusion mode for the time being.
However, the Fusion Notices do not speak to this
point. A GENOT is likely in the near future to
clarify that sites should not be using Fusion with
FMA.
- o Other telcons this week: Advance IM Workgroup, ERAM
Operational Assessment planning, SBS/AJT/AJV telcon,
and led our weekly NATCA SBS telcon.
- **Craig Bielek (A90)**
  - o Monday traveled to Billings, MT
  - o Tuesday participated in the Billings ADS-B Flight
Inspection. The ADS-B coverage was very good,
matching the radar coverage for the interior of the
airspace and exceeding the coverage for nearly all of
the perimeter of the airspace.
  - o Wednesday traveled to Denver. Participated in Fusion
Capabilities Management telcon. Participated in
Fusion Focus Group telcon.
  - o Thursday participated in Denver TRACON first day in
Fusion. Participated in FAA briefing to NATCA of the
7110.683. Participated in a telcon for the use of
ADS-B only airspace with Northern California TRACON;
NCT expects to start using ADS-B only airspace
sometime this summer.
  - o Friday participated in NATCA SBS weekly telcon.
Traveled home from Denver.
- **Randy Ezell (ORD),** National Airport Surface Surveillance
Capability (ASSC) Rep
  - o Multiple telcons throughout the week.
  - o Nothing new to report on ASSC, still awaiting a
decision on how to move forward. Site prep continues
at CLE as the contract had already been awarded. The

program office is moving forward with some PR's that were related to Operational Testing.

- **Andrew Stachowiak (I90)**
  - Participated in the following: SBS Weekly, TFOS, FCM ConOps, and our weekly NATCA SBS teleconference.
  - Also participated on a call with two software specialist from the FAA Tech Center along with I90 Airspace & Procedures, I90 Automation Specialist and the Gulf Coast OSF to work out a STARS Freeze patch issue. A software fix was agreed to and the process will be expedited.
- **Tom Zarick (ZDV),** National Interval Management (IM) Rep
  - GIM-S — ZDV decided this week to conduct their own "local" SRMP surrounding Extended Metering into ZAB. Finalized dates for GIM-S Data Collection Meetings at ZID and ZOB. Had a discussion regarding TBFM "wind issue" impacting GIM-S rollout. ZDV will not be impacted; however, ZHU and ZMP may be delayed.

  - FIM — Brief discussion with other NATCA Article 48's regarding IM Turns and PTM in advance of next week's round table with management. Advanced IM Full Working Group meeting also scheduled for Monday, the 16th.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick is NATCA's Article 48 Representative for TAMR and is also the lead for the Section 804 Team. His report and the reports of TAMR Team leads are below.

- This week saw a couple of excellent things happening and one negative. Mr. Herrick was in Washington DC for the TAMR Program Management Review/Business Management Review PMR/BMR with Raytheon. There was also a introduction into the Section 804 Process for Springfield, IL (SPI) and Peoria, IL (PIA) for potential realignment scenarios to both St Louis TRACON (T75) and Chicago TRACON (C90). We had representatives for NATCA, PASS and Air Traffic and Tech Ops Management from all four facilities and spent two days going over the process and beginning the collection of qualitative data.
- **S46 transitions to G4**. Congratulations to Seattle TRACON (S46) for their successful "tech refresh" transition to Generation 4 (G4). The cutover occurred on Friday night and was by all accounts nearly flawless and completely transparent to the NAS and the Users.

- **NCT 72 Hour STARS Run**. As of writing this update the Northern California TRACON (NCT) was in the middle of a very successful 72 hour run enroute to their eventual conversion to STARS. The defined runs such as 24 hours and 72 hours are a result of lessons learned in ERAM. There have been a number of facility specific issues with software that the Agency has been extremely responsive to and it appears as though the software at NCT is nearly mature. This facility has worked extremely hard and the TAMR program has learned an enormous amount from them. As we get nearer to a Continuous Operations decision it is appropriate to recognize the amazing work of NCT TAMR Rep Aaron Rose who is also the TAMR Training lead. Aaron's tireless efforts have been instrumental in getting NCT this far. Also, NCT Facility Representative Steve McCoy has been a pillar in support of the TAMR program and has knocked down every obstacle that has been thrown out in front of us. Thank you to Steve and Aaron as well as OSF Specialist Richard Lau and Automation Specialist Dave "DJ" Quecke for their tireless and amazing work.

- **Evansville digitizer issue precludes STARS transition**. Evansville, IN (EVV) failed to transition to STARS this week as a result of a problem with false targets being fed to STARS by the ASR-8 Digitizer. NATCA has been telling the FAA for over two years that there was a risk associated with the TDX-2000 and the new digitizer known as the Common Terminal Digitizer (CTD) NATCA Segment 2 Lead Scott Robillard, Dan Stefko (Region X Engineer) and Surveillance Engineer Joe Yannone (Region X) wrote a White Paper in 2013 outlining NATCA's concerns related to the CTD program and the TDX-2000 input into STARS. To be clear.....the problem at EVV is NOT STARS....the problem is the Agency's lack of adequate optimization and planning for the analog ASR8 being digitized and sent to a digital system. NATCA is working with the program office and surveillance group to identify the best path forward. The early estimate is that EVV may now slide their STARS transition to June/July timeframe while we work to resolve the digitizer issues.

- **STARS/TAMR Phase 3 Segment 2 Update submitted by Scott Robillard-K90**
  - March 9, 2015, Scott Robillard (K90) dialed into the SAV IOC planning telcon.
  - March 9, 2015, Bill Spence (BTV) dialed into the SAV IOC planning telcon.

- March 10, 2015, Joe Yannone (Region X), Scott Robillard (K90) and Mitch Herrick (MIA) participated in a telcon with the Common Terminal Digitizer (CTD) group. The intent of the telcon was to improve communication and openness between the CTD group, NATCA and the TAMR Program Office. To date, the CTD group has been less than accommodating in meeting their requirements under Article 48 of the Collective Bargaining Agreement.
- March 10, 2015, Jim VanZee (GRR) and Dan Stefko (Region X) traveled to and participated in the Initial Site Survey (ISS) at MGM.
- March 10, 2015, Jim VanZee (GRR) and Scott Robillard (K90) dialed into the SGF IOC planning telcon.
- March 10, 2015, the SEG2 team monitored the TAMR RIO telcon.
- March 11 and 12, 2015, Scott Robillard (K90) travel to Washington DC to join Mitch Herrick (MIA) and Joe Yannone (Region X) in a S804WG meeting for SPI and PAI.
- March 11, 2015, the SEGe team monitored the Joint Site Survey (JSS) at BTV. A JSS is where Raytheon and the TAMR PO visit the site and prepare for the ordering of equipment.
- March 11, 2015, Bill Spence (BTV) dialed into the last IOC planning telcon for EVV. Serious issues with the EVV ASR8 we brought out into the open during this telcon.
- March 12, 2015, Joe Yannone (Region X) and Scott Robillard (K90) held a telcon with the site deployment lead for EVV to plan for the possible inability to achieve IOC due to a possible failed digitization of the EVV ASR8. False targets remain and all groups are working frantically to address the situation.
- March 12, 2015, Bill Spence (BTV) attended the PTR prioritization meeting at the Tech Center.
- March 12, 2015, Scott Robillard (K90) worked with the program office, FAT and SGF, and the STARS Transitional SMEs to adjust travel dates in April 2015 for adjusted IOC dates. Each facility moved one day to allow for IOC during reduced traffic periods.

- o March 12, 2015, Scott Robillard (K90) and Joe
     Yannone (Region X) participated in telcon with
     AJW 145 and 147, PASS Reps and EVV about the
     condition of the EVV ASR8.
  o March 12, 2015, SBN Shakedown 1 complete. SBN will
     begin AT training shortly with a projected IOC in
     June 2015.
  o March 13, 2015, Scott Robillard (K90), Bill Spence
     (BTV) and Joe Yannone (Region X) participated in
     a decision point telcon with EVV on whether or
     not to attempt IOC on Sunday, March 15, 2015. Due
     to the condition of the EVV digitized ASR8 and
     the presence of false targets, EVV will NOT
     attempt IOC. Once AJW 145 and 147 can make
     improvements to the radar and digitized
     presentation the facility will achieve IOC.
     During the week of March 16-20, the planning for
     the EVV projected IOC date will be debated and
     finalized.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
  o Monday 3/9: STARS Management Leads-OS
     Meeting. Hot Topic, key siting the DRD (data
     recorder device) replacement, the X2000. PHL was
     requested to key site this equipment, but any G4
     site wouldn't be able to test it. The X2000
     requires R4 (the merge build) software to work
     with this equipment. As we know, R4 won't be
     ready until June of 2016 pending everything goes
     well. R28 was considered to be the final STARS
     build, specific to the RAIDS/DRD/X2000, but was
     pulled back. R28 would've been the only way to
     test the RAIDS/X2000, but it would also take any
     G4 site out of possibility of upgrading to the
     TAMR (S6 baseline) software, which is a more
     robust EFSL. R27 is the only pathway to the TAMR
     archive (S6). Updates will be forthcoming. Air
     Traffic testing for R27 begins Tuesday
     3/17. This was going to be the final S4 baseline
     build, but after learning there will need to be
     an additional build to insure ADS-B enhancements
     will be included, R27A will be soon to
     follow. Key siting for R27 is going to be a
     multi-site effort, 2 G1's (Wichita/Daytona), 2
     G4's (Miami/Houston), and a DOD site (Eglin
     AFB?). PHL will most likely be requested to key

site R27A (early May). CLE shake down at the end
of the month. PBI cost estimates are coming in
higher than projected from Raytheon. Jim Pasto
(Facilities Group Manager) is working the issue
along with Mitch Herrick and TAMR Program Manager
Jeff Yarnell. Adding Fort Pierce (FRP) and Vera
Beach (VRB) is adding extra work which is adding
to the bill. Some of the cost may have to come
from Facilities and Equipment (F+E) Budget
line....

o General Digital presentation on new TDM. Picking
a screen size will be important as we move away
from the current TDM. The prototype is a 19-
inch. Genstar 4 is the new model, but still in
concept. They are seeking what we will need in a
monitor and getting it incorporated into the new
display. The color issue recently identified
while testing the MDM4 was brought up as a must
have. GD says they can deliver and are already
aware of the issue. NATCA brought up "Flicker"
as this has not been identified but exist in the
current TDMs across the NAS. GD, is also aware
of it and plans are put in motion to deal with
this as well. Jimmie White will be aiding Bill
Spence (Lead for the TDM upgrade) as the
weeks/months go forward. Mr White had a
conference with Mike Weiler (Phase 1 Program
Manager). They discussed the X2000 in
detail. Also, Mr. Weiler informed he was
promoted and would be leaving his post soon,
George Billos will be the interim manager.
o Thursday 3/12: PTR Prioritization
o Friday 3/13: Tag up meeting. Mr. White conducted
an FSL/EFSL overview for MSY. NATCA and AT
management were in attendance. It was received
well and they are confident and eager to get
started with their upgrade.

TERMINAL FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) is the
TFDM Article 48 Representative for the membership. Mr. Schrempp
forwarded the information below for this week's update.

- **TFDM:** This past week was spent in SFO for the TFDM
  Operational Evaluation Review (OER) of their facility. The
  OER's are intended to allow the program to capture data

> from the field to ensure they will provide a benefit. We were able to provide a briefing to SFO NATCA, Management, TechOps and their second level support and field any questions they may have. We were able to tour the new tower (still under construction) as well as visit Untied Airlines ramp tower. The tour of the ramp tower was to capture any benefit/needs to TFDM providing information sharing between industry and controllers. Outside of the OER, the program is working towards a Final Investment Decision (FID) in March of 2016, however, it is unknown if any budget cuts to the program will change that date.

- A survey for controllers regarding use of an Electronic Flight Data (EFD) system is in the works to go through the LR process. The program in addition to IP&A, is looking at the potential safety benefits that an EFD system provides to controllers. EFD systems are widely used in other countries.

- **Advanced Electronic Flight Strips (AEFS):** This past week we also held an AEFS Kickoff meeting on Wednesday with SFO to answer any questions regarding AEFS and the schedule to install. The management and NATCA local have asked that the system be installed in the old tower to allow controllers the ability to use the system prior to going live in their new tower. Currently the slated schedule for SFO is for the early part of 2016 to receive AEFS. We also received direction from the COO to get AEFS installed into EWR. To do that software work is required to be completed in order to get AEFS to work in EWR. In the coming weeks, engineers will begin work to correct any/all issues experience at both PHX and CLE to date to firm up the baseline and take AEFS out of a "prototype" system. Once that is accomplished, the work to combine AEFS and another program in use in the NY towers (DSP) will begin shortly thereafter and concurrently with a second Operational Test and Evaluation (OT&E) of AEFS.

- **Electronic Flight Strip Transfer System (EFSTS):** The keypad requirements for EFSTS have been drafted and will be reviewed in the coming weeks. Once they are set, work will continue to place a test keypad in a facility to ensure it will work as needed. The location for this test has not been determined by the FAA.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the TBFM Article 48 Representative for NATCA. This week's update is below.

- Last week the Ops Team had one person at ZAU shadowing the system to ensure the adaptation is acting the way we expect it to. The activities at ZAU are going very well and it appears they will be ready to conduct Adjacent Center Metering (ACM) to ZMP beginning March 24, 2015.
- The team also had a group visit ZLA, LAX and BUR. These three facilities are test a new capability called Integrated Departure Arrived Capability (IDAC). Unfortunately, we have had issues with the system arbitrarily shutting down and inadvertently leaving aircraft out of the lists. Our visit to these three facilities was very helpful as we try to determine the cause of the problems. We have agreed to slow delivery of IDAC down until we fix the issues at ZLA, LAX and BUR and complete the installs at the remaining terminal facilities that lie within ZLA's airspace.
- Mr. Owens was in DC meeting with AJV-85 and the Program Office. We have identified a wind issue in TBFM which is exposed by the use of GIM-S (the speed advisor). As a result, we will fix the wind issue prior to delivering GIM-S to any additional facilities. ZAB and ZDV are our current test facilities.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative for NATCA. Mr. Weidner has worked very hard in the past four months getting up to speed on this new position. With the FAA putting their Small UAS rules out for public comment, Mr. Weidner will be working more with industry to make sure the controller's perspective is known. Below is Mr. Weidner's update for this week.

- Vast majority of the week was spent at the World ATM Congress in Madrid, Spain
- Participated in ITF meeting being held during the Congress
- Made a presentation on efforts in the United States to integrate UAS into the NAS to Congress attendees
- Participated in the IFACTA SESAR meeting and briefed the attendees on US UAS integration efforts. This briefing led to a discussion on integration efforts in Europe.
  - Mr. Weidner met with IFACTA UAS representative Jens Lehmann from Germany

- Mr. Weidner met with representatives from Lockheed to discuss their wake turbulence detection equipment and research efforts being done on UAS wake turbulence

WAKE TURBULENCE: Scott Pressley (BHM) is the Wake Turbulence Representative for NATCA. Mr. Pressley works directly with the Wake Turbulence Office and his update for the week follows.

- March 5th through March 14th was spent traveling to and visiting facilities in Australia.
- Australian Air Services invited both the FAA and NATCA over to conduct briefings about the wake strategies that we are using in the U.S. While several countries are working on implementation dates for wake strategies we are still the only country who has implemented true wake turbulence mitigations.
- The United States team visited facilities in Brisbane and Melbourne (even got to spend time with past Southern Region RVP Andy Cantwell).
- There were several meetings each day with both air traffic and the airlines in both cities. They believe that there are 5 or 6 airports that can benefit from some of the mitigations that we are using.
- The team brought some preliminary work with them based on the traffic numbers Australia provided and Mr. Pressley believes they are even more optimistic about how wake mitigations can help them improve their traffic flow.
- Mr. Pressley does not expect this was the last trip the team will be taking there.

WEATHER: Matt Tucker (ZTL) represents the membership on Weather issues. Mr. Tucker's update for the week is below.

- Mr. Tucker spent a lot of time reading some of the ICAO documents Ruth sent me and planning the first meeting.
- Traveled to TPA ATCT to conduct a OSHA walk through and while there asked about PIREP and weather dissemination. The facility has NIDS installed but are having to manually enter the weather for 7 airports so will be following up with the NIDS office and rep. The facility is still calling FSS for PIREPS but use AIRS to pull weather data for the 7 airports.
- WARP upgrade

- o Had multiple discussions and telecons about the upcoming SRMP for the ECP1 upgrade and architecture changes to the NEXRAD feeds to the centers.
- NextGen Weather and Surveillance (NSWRC)
  - o Had a biweekly telecon to update the status of the initial down select and safety panel that has been on going. After discussions with the NWP office there is a need to relook at some of the solutions to ensure that the weather requirements will be fully met.

Thank you,

Dale Wright
Dale Wright
Director
Safety and Technology