



National Air Traffic Controllers Association
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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending March 20, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) represents the bargaining unit in accordance with Article 48 on several programs for tracking controller information. Below is Mr. Santa's update for the past two weeks.

- **A-Siso**
 - The team was in Portland OR. this week to test the install of the automated SISO. We had a few bugs with the time parameters and a few enhancements were requested. The TRACON decided to keep the program on but the tower opted out. They didn't see the benefit of the program for their configuration. Our next testing facility is Denver TRACON.
- **ATOM**
 - We had a telecon with the new SME for the CRU-ART replacement program. Mo Scoville (ZBW) and Mike Roberts (ZOB) have been selected and will be involved in numerous aspects of the construction of this new program. The first two telecons are Tuesday and Thursday of this week.
 - We had two telcons this week with the new natca SME. They were very productive and it's helpful to have those guys on board.
- **WMT**
 - We are still waiting the selection of NATCA members to the new team before we move forward with the next OT patch to webschedules.
 - We had over 90 members volunteer. Thanks!
- **FALCON AND CEDAR**
 - Phil Barbarello (NEA RVP) and Dean Iacopelli (NEA ARVP) are still working on a new structure for our continued participation.
- **CRU-ART**
 - No real issues on it this week

AIRSPACE: Jim Davis (PCT) leads NATCA's Airspace Team. These teams provide the membership will representation on many airspace projects from one-off type of work to large Metroplex redesign. Mr. Davis and the Airspace Team Leaders have provided the following reports.

- **Denver Metroplex Design & Implementation**
 - **March 16 – 19, 2015 – Denver TRACON (D01) TOC**
 - Denver Metroplex D&I Admin week 2

- The Core Team met with facility POC's and SME's from ZDV, D01, DEN, and APA.
- Tuesday, March 17, 2015
- The Working Group met at D01 to continue working administrative items to prepare for the April 7, 2015 kickoff of the Denver Metroplex, as well as the 8 vs. 16 STAR simulations
- The Denver workgroup has decided, with support of the Program Office, that before design work can begin the issue from the Study Team proposal of 8 STARs with multiple runway transitions vs. the facilities current 16 Directional STAR design should be modeled. We have decided to use the ISIM platform for this simulation
- Mark Phipps and I spent most of the day going through the Project Management and Prioritization of Procedures in an attempt to build scenarios for ISIMs. We began working through what scenarios the facilities would need to see in order to determine if 8 or 16 STARs was the best way to go
- Wednesday, March 18, 2015
- Mark Phipps and I continued the Project Management discussion.
- Dean Lacharite (NATCA Safety) – Briefed the working group on ATSAP and how it relates to Metroplex
- Mark Phipps, Ed Hulse, and I dialed into the weekly Metroplex Telcon
- Hilary Ekberg (MITRE Lead) continued the prioritization of procedures discussion with the work group while we were out for the Telcon
- We finished the day with putting together a schedule for the "8 STAR" design and started discussion to schedule the ISIM simulations
- Thursday, March 19, 2015
- Glen Hilgadick (ATAC ISIM) attended today's meeting and helped the workgroup finalize a plan and schedule for the ISIM simulations.
- After Lunch the Core Group met with only the facility POCs from ZDV, D01, and DEN. Mark and I had asked the Center and TRACON to prepare a presentation for discussion that outlined their specific issues with the 8 vs. 16 STARs. Both facilities gave great presentations and provided a ton of information to argue both sides.
- Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **South Suburban Airport SSA Project Activities this week:**
 - Monday presented a PowerPoint of the Feasibility Analysis findings to local facilities, Central Service Area and airports at the Great Lakes regional office.
 - Tuesday presented a PowerPoint of the Feasibility Analysis findings to the Illinois Department of Transportation (IDOT) at the Great Lakes regional office.
 - All work required by the reimbursable agreement with IDOT has been completed. The next steps will depend on IDOT's plans for the future

- Worked in the facility three days to get proficiency
- Submitted by Jeff Money Article 48 Rep, South Suburban Airport
- **DC Metroplex**
 - DC Metroplex team conducted a “Report on March 5th Procedures” teleconference in an effort to identify issues/concerns with implemented procedures and provide follow up support with Industry and impacted facilities. Intended result was to identify, prepare and prioritize issues in preparations for a Refinement to Procedures Meeting.
 - Continued analysis and updates for TERPZ4 SID and Preferred Routes in Route Management Tool underway with PCT, ZDC and ATCSCC. Follow up with ATCSCC and ZDC TMU continues.
 - DC Metroplex April implementation teleconference verifying status of PCT and ZDC training and automation progress. Also developed strategy for industry training using webinar versus physical briefings.
 - Conducted remote observation and validation of LAZIR SID. American airlines provided DC Metroplex team with updates and industry comments throughout the evaluation. Also participated in coordination meeting with DCAT, PCT and Industry about extending the validation period to 24 hours a day and expanding the airline participation.
 - DC Metroplex team conducted webinar with ZID for TIKEE RNAV STAR refinement in an effort to alleviate altitude/in-trail issue with aircraft arriving KIAD and KHEF as well as other satellite airports. Agreement reached to initiate a design change that would parallel the GIBBZ RNAV STAR providing greater benefits to the user and reducing controller workload.
 - TROYZ RPM, which led to a procedure name change to the TRISH RNAV STAR document finalized between ZDC, ZNY and PCT. Signatures in place with the procedure to be implemented August 20, 2015.
 - Coordinated with Tetra Tech concerning several procedural changes due to departure end of runway changes at KDCA.
 - Worked on presentation for a briefing that will be conducted on March 24th for the National Capital Regional Command Center (NCRCC) and FAA Security concerning Part 129 aircraft.
 - Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **NorCal Metroplex**
 - Update Mar 16-20, 2015

- Participated in the Weekly NorCal Telcon (Wed @ 9am). Focused on Stage 4 Post-Implementation issues, next week's SME meeting at NCT and the upcoming trip to OKC.
- Participated in the Weekly National Metroplex Telcon (Wed)
- Participated in Telcon with facilities leadership and Metroplex Core team. Discussed Stage 4 Post-Implementation needs / concerns and Stage 5 areas of concern. Additional research and solutions needed; work ongoing.
- Stage 4 Post-Implementation work continues. ZOA's internal AIT needs short-term changes and the team is looking at a long-term solution; ZOA Sector 14 is experiencing frequency congestion, pilot confusion and phraseology increases. Team is looking through provided ATSAPs and working towards improving communication with users to help alleviate issue. NCT is transitioning to TAMR/STARS- new equipment / computer entries adding to workload. Lessons learned are being captured- improve Industry outreach, improve management of TMs, provide additional controller awareness items, as needed, etc. Ongoing.
- Upcoming: March 24-25: Pre-Stage 5 LOA Meeting with SMEs and Core Team @ NCT; March 26 SMS Panel @ NCT; Mar 30-Apr 2: Core Team in OKC to work through STAR/SIAP disconnects and workgroup meeting to fix issues with SILCN and RAZRR STARS; Apr 7-9 Leads in DC to brief NCF and DCC on Stage 5 Implementation (routes and TMs).
- Worked 1 Operational shift for currency and staffing.
- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **SoCal Metroplex**
 - The teams had a split week.
 - The SCT team received an update on an analysis of coverage for previously discussed communication issues from Mike Miseriki, FAA Planning and Requirements.
 - SMEs worked with Katherine Shelley, ATAC, to complete sector map issues. 100% of SCT map issues have now been corrected.
 - The SMEs met with Matt Morter, SCT Automation Specialist, to provide him with information that he requires to begin the automation process.
 - A meeting is being scheduled with Matt Morter and F.A.S.T. Team specialists at ZLA. Date TBD.
 - The SMEs worked on their individual training plans and the amount of time required to complete facility training.
 - The ZLA team conducted SRM panels on the remaining Airspace, LOA and SOP changes and all were found to have no hazards.
 - The SMEs also worked with Katherine Shelley, ATAC, to correct sector map issues.

- Rob Henry (FAA Co-Lead), Dave Adams, (CSSI) and Mr. Gonzalez reviewed EA Draft comments for concurrence or non-concurrence for the first 4 chapters from Ian Gregor, FAA Public Relations, and Caroline Poyurs, FAA Environmental Specialist.
- The SMEs worked with Sue Cole, ZLA F.A.S.T. Team Specialist, to provide her with aircraft types that will fly on their respective procedures for automation purposes.
- Mr. Henry and Mr. Gonzalez participated on a telecon for a MAGVAR and RSA update at LAX. A decision is expected early next week on whether the MAGVAR project will be delayed until after SoCal Metroplex implementation. That will require some procedures to be processed with pre-MAGVAR and post-MAGVAR information.
- Final preparations were made for the PHX Metroplex meeting next week at ZLA
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Atlanta Metroplex**
 - **Week's Activities and Meeting Outcomes:**
 - Reviewed 10152015, 12102015 and 5262016 air5 files with ATAC
 - Corrected A80 airspace images
 - Worked on Microsoft Project
 - Meeting with ZTL530 regarding airspace and automation
 - Discussed SGET training with ZTL520
 - Telcon with Spectrum, ZTL TechOps, ZTL510 and ZTL530 regarding Spectrum issues
 - Worked on TBFM/OPD briefing for industry meeting
 - **Issues:**
 - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
 - A80 Critical Staffing
 - **Milestone/Activity—Completions:**
 - N/A
 - **Projected Milestone/Activity Completions and Risks (next 30 days):**
 - Meeting with Industry to Discuss TBFM and OPDs on 3/26/15
 - Briefing for Eastern Service Director of Operations on 3/26/15
 - Program Review, ESC OSG- TBD
 - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Phoenix OAPM Design and Implementation**
 - 3/17-19
 - US Airways/American Training Center in Phoenix for Design
 - Reached 25% completion point for Design Phase
 - Gave 25% completion briefing to National Metroplex Leads

- Coordinated ISIM+ procedures to be tested and facility logistics
- Design Phase calendar adjustments
- Discussed impacts and issues of Phoenix Northwest SID post implantation work group with National Metroplex Leads
- Finished design of DINGO, ZONNA, and New RNAV STAR for TUS
- Finished design WLDKT, BURRO, and TUCSON SID for TUS
- National Metroplex Telcon
- Coordinated controller participation in American Airlines SIM testing of new procedures
- Design work on PINNG, SUNNS, and New RNAV Satellite STAR for PHX Metroplex
- Design work on BNYRD, KATMN, and TFD3 SIDS
- Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **CLE/DTW Metroplex**
 - Teams meet from CAK, CLE and ZOB to resolve issue of stacked props versus the OPD just above on a restriction close to the mutual boundary between both CLE and CAK. First time face to face for the teams to resolve issues in some time. Procedure developed between CAK and CLE on for north operations and Procedure developed for runway 19 operations at CAK for downwind vectoring.
 - Worked with Delta ground modeling team and Simulation team on Data for simulation tests
 - Closed out most of the RNP issues for CLE and DTW.
 - New approach idea created for YIP to avoid traffic at DTW. Coordination started to meet with facility next week to discuss the issue.
 - Safety issue identified for BKL judged not to be related to Metroplex transferred to CSA for immediate resolution prior to fall of 2016.
 - Some flaws identified in the Master TARGETS file. Issues with the magnetic variation and the large scale of the project where it changes from west to east sides of file. Additionally some of the agreed airspace boundaries are not being imported and files are not being imported correctly. Lots of work still needs to be done on the AIR5 files by ATAC.
 - Finalized plans for a meeting next week with airport officials for DTW to brief on Metroplex.
 - Week ahead will be working in DTW/D10 week of 3/23 and CLE week of 3/30, 75% project completion on April 1 at New CLE facility at 0930.
 - Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex week of 3/16/15**
 - Activities this week (Central Part of Florida Metroplex at ORL Executive airport conference room):

- Second week of design for Florida Metroplex (ZJX,F11,DAB,JAX,SFB,ORL) Teams, along with industry partner (only American Rep present for 2 days) worked the following SIDS and STARS and procedures to incorporate SIM data from industry:
 - MCO PIGLT STAR (New name JAFAR)
 - MCO BUGGZ STAR
 - MCO CWORLD STAR
 - MCO GUASP SID
 - TPA OOXXN SID
 - TPA FOOXX STAR
 - PIE OOXXN STAR
 - TPA TRAPR STAR
 - TPA BAYPO
 - TPA SYKES
 - TPA ENDED
 - TPA GANDY
 - TPA CROWD
 - DAB ROYES DEP
 - DAB NEW CORLL ARRIVAL (New name TTHOR)
 - DAB New SID
- Leesburg shelf
 - ORL SID
 - SFB SID
 - SFB STAR from NW
 - ORL/SFB/DAB LEE STAR
 - ORL/ISM STAR
- The other industry partner has been present for 2 days in the last 7+ weeks
- Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Western Service Area PBN and Established on RNP (EoR)**
 - 3/16-20 Onsite at WSA OSG
 - 3/16 Weekly Service Area Telcon
 - 3/18 Weekly AJV-14 Telcon
 - 3/19 Weekly AJV procedures review Telcon
 - 3/19 WSA Co-lead meeting with Western FPT
 - Submitted by Phil Hargarten, WSA PBN Rep
- **North Texas Metroplex/CSA PBN 03/15/15-03/21/15**
 - **Activities this week:**
 - Meetings 3/18 and 3/19 as scoped in February Final Industry Meeting. Outstanding requests by SWA discussed and solutions forwarded to Gary

McMullin for comment. LOA adjustments made by D10 and ZFW for the SE Corner operations

- 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.
- 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.
- Presentation Material Development for Regional Seminar
- Weekly NATCA PBN Service Centers Telcon
- Weekly Metroplex Telcon
- CSA/TetraTech/AJV-14 Telcon
- PBN Project Status Weekly Telcon
- PBN Initial Procedure Review Weekly Telcon
- **Upcoming Activities:**
 - MSP Go Team...March 24,25,26---ZMP
 - Meet with Chicago Airspace Project...April 7 and 8
 - Metroplex Leads Meeting...April 14-16---Central Service Center
 - TARGETs Workshop...April 21-23---Washington DC
 - ZTL Training Department and Area SME Metroplex Training Meeting...April 27-28
 - NCE/NNM/NSW Multi-Region meeting...April 29, 30 with Phil Hargarten, Western OSG PBN Rep.---Portland, OR
- Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **Metroplex Study Team**
 - **Activities this week:**
 - Participated in weekly Metroplex staff Telcon
 - Participated in weekly Service Area PBN Telcon
 - Participated in weekly Metroplex Leads Telcon
 - Attended Denver Metroplex meeting March 16-19 to develop future schedules and prioritization of activities
 - Telcon with Western Service Area OSG PBN Co-Leads reference the ZLA/SoCal Metroplex Q Routes follow-up meeting scheduled for March 30. The meeting will be rescheduled for March 31 due to schedule conflicts with key participants from ZLA
 - Telcon with FAA VP Mission Support, Director of Airspace Services, and Jim Davis (NATCA Art. 48 Airspace Rep) reference PBN procedures
 - **Upcoming Activities:**
 - ZLA/SoCal Metroplex Follow-up Meeting – March 31, 2015

- 7100.41 Doc Re-Write Meeting – April 7-9, 2015
- Metroplex Staff Meeting – Dallas – April 14-16, 2015
- Phoenix Metroplex I-Sim – April 20-24, 2015
- Denver Metroplex D&I Meetings – April 27-30, 2015
- Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Rep**
 - Attended weekly Metroplex staff meeting issues discussed were working hours for POC's/SME's if not recallable, Phoenix assessment team report and next steps, 2 Denver SIDs that are going to go through the 7100.41 process on a fast track. Also discussed was how to integrate/coordinate with the National Route Structure Team (NRS) when the team is funded. Command center would like to be more involved with Metroplex coordination because of the amount of changes to the routing structure during a Metroplex implementation. We think it would be beneficial to bring Command Center in at certain design milestones ie. 50%, 75% etc. We are still waiting for the green light from the Agency to form a study team for Las Vegas.
 - Participated on the weekly OSG Telcon we discussed Phoenix SIDS, IND/MSP upcoming implementations, Climb Via, work that is need on the Boston Stars, AJV-14 sitting on requests, how the .41 process is working in each of the service centers.
 - Participated on a Telcon with Lynn Ray (VP Mission Support), Josh Gustin (PBN Manager), Frank Black (Deputy Director Airspace Services), Jim Davis (Natca Airspace Rep) and Ed Hulsey (National Study Team Rep). Lynn Ray wanted to know if our PBN processes (Metroplex/7100.41) cover all PBN issues that arise. Jim/ED and Mr. McKelligan believe that they do. They also discussed that no decision had been made yet on the Phoenix SIDs.
 - Attended Phoenix Metroplex Design team meetings
 - Coordinated with Robert Novia (PBN Project Lead) to insure service center's understand that all PBN procedures go through the 7100.41 process
 - Participated on the weekly Metroplex Telcon
 - Worked on coordination between CLE/DTW Metroplex and Data Comm to discuss routing issues and possible fixes.
 - Attended a meeting with the National Efficiency Work Group.
 - Gave a Metroplex briefing to the National Efficiency Work Group with Steve Hansen.
 - Attended a meeting with Josh Gustin (PBN Manager) and Robert Novia (PBN Project Lead Coordinator) To discuss how they would fit National programs (NRS,EOR,ELSO etc,) into the 7100.41 process, no decisions were made it was just initial discussions. They also talked about when was it likely to start the Las

Vegas study team, the study team has been funded and Mr. Gustin believed they would get the green light to form the team within several weeks.

- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated in the weekly Telcon with the Deputy Director of Airspace Services Frank Black
 - Participated in the weekly Metroplex Telcon
 - Participated in the weekly service center rep Telcon
 - Participated in the weekly Telcon with the Mitre airspace lead John Brandt
 - Participated on a Telcon with Lynn Ray (VP Mission Support), Josh Gustin (PBN Manager), Frank Black (Deputy Director Airspace Services), Mark McKelligan (NATCA Implementation Rep) and Ed Hulseley (National Study Team Rep). Lynn Ray wanted to know if our PBN processes (Metroplex/7100.41) cover all PBN issues that arise. Mark/Ed and I believe that they do. The team also discussed that no decision had been made yet on the Phoenix SIDs
 - Participated on multiple Telcons concerning Houston TBFM
 - Met with the NAS NAV Strategy group in DC to discuss logistics and the agenda for the upcoming meeting
 - Submitted by Jim Davis (PCT), National Airspace Representative

COMMERICAL SPACE: Harry Bergmann (DCC) is working as NATCA's Article 48 Representative for Commercial Space. It has been quite difficult getting a grasp on this activity due to the many different projects and staffing issues at the Command Center. Mr. Bergmann's update is below.

- For the last month Mr. Bergmann has been getting off the floor on Wednesdays for space meetings. Normally it's a telcon or two concerning work that is being done on a "display" concept. This will allow, hopefully, the Command Center to actually see a Launch/Return vehicle on a computer monitor. The telcons are very technical concerning how to get a feed from the FAA Tech Center to DCC and who has authority over lines and permissions. These meetings do show how the vehicle will be displayed and possible trajectories, that is of interest to TMC's or Controllers. These meetings give updates on how the progress is going.
- The company MEI (Millennium), has a one year contract with the FAA to design some type of display for DCC to monitor these vehicles. No one else in the NAS is involved and it's just a concept at this point. The contract ends sometime in September and at that time an actual Launch/Recovery vehicle will be tracked, here at DCC, and hopefully be displayed on a computer monitor. There's talk of eventually having these vehicles displayed on a TSD or ERAM, if possible, but for the test it will only be on an FAA authorized computer monitor.

- Other than these technical meetings Mr. Bergmann's only involvement has been an occasional meeting with Mitre and the support they are providing. Specifically questions to field facilities on how they do their job for Launches. Mainly ZMA/ZJX since they handle the bulk of space launches out of Kennedy Space Center. Mr. Bergmann believes the Space Office has forwarded the questions to Legal and eventually NATCA.

DATAComm: Chad Geyer (ZLA) is the NATCA Article 48 Representative on the DataComm program. Mr. Geyer's update for the week is below.

- The Data Comm SME's spent the week in OKC working with IFCET on UBER CHI requirements. Most of the requirements have been written and now the group will spend time working with the software engineer to refine those requirements.
- The goal is to make sure that the requirements are interpreted one way by both groups. The group also went over to the IFCET lab and tested D-ATIS. While there should be no change to the D-ATIS application, we are finding there have been some issues with the carry over. The SME's documented the issues and forward their report.

FLIGHT DATA INPUT OUTPUT: Pete Slattery (CLT) represents the bargaining unit on FDIO issues. Mr. Slattery forwarded the information below for his update this week.

- The Bi-weekly FDIO meeting was cancelled. The FDIO RECAT modification was supposed to be installed at CLT this week but has been postponed. It is now scheduled to occur next week.

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

- While the ISDR team waits for our spring travel schedule to begin database building is continuing for PBI, RSW and PHL. This year six facilities have gone IOC with NIDS: BHM, TPA, CID, SAT, TLH and MAF. It is important to repeat that facilities that are currently utilizing NOTAM data in their IDS system can accept NIDS in its present NOTAM-less configuration or be pushed back in the waterfall until such time that NOTAM data will be available. NATCA locals are given the option.
- Some hardware issues have been identified at PVD and are supposedly being attended to.
- The new operating system is still awaiting deployment while emergency builds are being compiled for distribution to facilities currently using NIDS.
- Recent developments have made our posted waterfall schedule obsolete. This is due to conflicts with other programs and workload on Environmental Services. The program

office is hoping to have a workable waterfall schedule ready for distribution by the end of March.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) is the bargaining unit's Article 48 Representative for NVS. Mr. Shedden's update for this week is below.

- Meetings this week:
 - NVS PTR Review
 - NVS Human Factors Working Group
 - NVS Systems Engineering Working Group
 - NVS Demo CCB
- Other issues worked:
 - NVS Dial Plan
 - Planning for NVS touch screen evaluation preparation
 - NVS Call Queue operation
 - NVS Progressive Conference operation
 - Coordination with ZHU on EYW radio test
- Mr. Shedden will be working from FAA HQ all week (3/23-3/27).

NATIONAL HURRICAN OPERATION PLAN (NHOP): Jorge Rivera (ZMA) represents the membership on work for the NHOP. The relationship between NATCA and the Agency on this group has been strained for the past six to eight months due to a lack of clarity reference who was responsible for the work and what was the group tasked with.

- The Safety and Technology Department assisted Mr. Rivera in bringing some light on the issues which included a lack of travel funds for the NATCA representative, confusion on meetings (local or national) and who is actually responsible for Mr. Rivera's travel.
- The Vice President of Mission Support, Lynn Ray sent an email out this week explaining where the re-examination of this project is. She talked of local agreements around self-separation and that ATO had not addressed this at the Executive Level.
- Goal is to have the operational units working on specific procedures under a clear policy umbrella early this summer.

NEXTGEN: Melvin Davis (SCT) is the NATCA NextGen Lead. Mr. Davis' report for the week is below.

- MIT Lincoln Laboratory overview:
 - This weeks primary NextGen activity was to attend a comprehensive briefing at Lincoln Labs to gain a better understanding of their work.

- The following items were covered and in each case, there are opportunities for NATCA to be proactively involved in the long term research and development arena. These opportunities will be identified by the Safety and Technology Department.
 - WEATHER/ATM PORTFOLIO
 - Weather technologies overview [ITWS, CIWS, CoSPA, NWP, OPC, field testing]
 - Weather/ATM Integration Technologies [RAPT, IDRP, FCA, field prototypes]
 - SURVEILLANCE SYSTEMS/UAS PORTFOLIO
 - ACAS-X
 - UAS program overview
 - RWSL & ATM Lab Tour
 - Weather Lab tour
 - OPERATIONS PORTFOLIO
 - N-control Surface Optimization
 - Terminal Flight Data Manager

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is NATCA's Article 48 Representative in the PMO. Mr. Woods' update for this week is below.

- Attended weekly meeting with Dale Wright, Mel Davis, and James Keith
- Attended Surface office meeting with Mel Davis and James Keith
- Attended AJV-7 Terminal Work Package 1 briefing with Mel Davis and James Keith
- Attended demo at Boston tower on Passur's Airport Information Network with Mel Davis, James Keith and Robert Utley
- Attended briefing at MIT Lincoln Labs with Mel Davis, James Keith and Robert Utley
- Participated on multiple telcons about PHX post-implementation assessment
- Attended a meeting with Jim Linney (AJM-2)

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is NATCA's Representative in accordance with Article 48 for the criteria reference RNAV and PBN. Mr. Kelly's report for this week is below.

- **Climb Via II** – The group continues to review STARS for issues not meeting criteria. Approximately 686 STARS to review, team has completed 335. The PCPSI has recommended that a top Altitude is not a constraint and to not use CV on procedures without constraints. They have also asked to use Climb and Maintain on SIDS with Top Altitudes below published restrictions. They have reported a bottom altitude Issue that when the last restriction on a STAR does NOT match IAP first restriction, FMS loads up

the IAP and places that restriction in the box. Pilots may descend to it not knowing it really isn't the bottom altitude. They have asked that the altitudes in this case should match and be a hard altitude. The last thing they asked for is clarification from the FAA that a note on a chart is a clearance. The .65 rewrite team is working the following as it pertains to climb/descend via: descend via phraseology to match climb via, ARTCC assigning landing direction/ runway transition, assignment of altitude for aircraft deviating off of a procedure for weather (also a CAR) and flight crews being told if they can expect to resume a procedure they are vectored off of procedure.

- **DCA/PCT** – AJV-141, was requested to facilitate increased utilization of the DCA LAZIR5 RNAV SID by the Director of AJV-1 and industry. The LAZIR5 RNAV SID was not being issued because of potential intrusions into the prohibited airspace over the National Mall and White House known as P56. The request was made as flight validation data supporting the existing procedure did not exist and key DCA Metroplex RNAV SID's, which mirror the LAZIR design, could be at risk. This past week aircraft resumed using the SID and aircraft had flown over 241 LAZIR departures, there have been no pilot refusals, and no P56 intrusions. There are several that get close (within .1NM) but seem to be relegated to Airbus and older generation B737s. The CRJs with the Rockwell Collins box have to preselect a heading to lead the aircraft in the right direction until the flight director engages. This keeps them from drifting to far off and swing wide into P56. Not all RJs are participating as they were waiting for the results of the validation to start using it. DCA and PCT are happy with the progress and they are ready to start going 24/7 with the procedure.
- **Established on RNP (EoR)** - Denver has commenced EoR operations under waiver for independent operations under .65 5-9-1 SIMULTANEOUS INDEPENDENT APPROACHES TO WIDELY-SPACED PARALLEL RUNWAYS WITHOUT FINAL MONITORS.
- **MSP/M98/ZMP** – Flight trials have been ongoing until Mar. 23rd for a Mar. 24 implementation of their STARs.
- **NSPP** – NEW Metroplex Procedures: DC adds 9 RNAV and 2 Conv. SIDs at DCA for 8/20/2015 pub cycle and deletes 1 RNAV SID at ADW for 6/25/2015 pub cycle, North Texas adds 17 up number RNAV SID slots for 10/2017 pub cycle and Nor Cal adds 4 RNAV SID slots for 8/20/15 pub cycle. Dates for later projects: ATL/CLT, FLA, CLE, PHX. SIDs/STARs/RNP: These procedures are drying up with only 36 procedures scheduled for the next 3 pub cycles. PDX RNP and RNAV STARs are all TBD due to waiver requirements. BOI also TBD because of MAG VAR updates, center change requests and requests from terminal to link STARs to approaches. The whole project needs to be reviewed.
- **PARC VNAV** – Some on this group want to open up the guidelines discussion previously agreed to and the FAA is balking and asking why the changes need to be made late in the game.

- AFS intends for most of these to be guidelines but some would make it to criteria. No answer on exactly what. The range of headwinds and tailwinds needs to be more accurately considered. Can there be different angles for different winds, headwind, tailwind, calm winds?
- 2 degrees to 4 1/2 degrees would be the angles that would accommodate all aircraft, which is not realistic but what many want. This is not really practical (the current agreement is the 2.2 to 2.7 sweet spot range with a basic 2-3.11 degree range). I'm not sure why or who is driving the change to the angles already agreed to but I stated this can't become criteria if the variability is to remain and that they can't expect to get all the efficiencies for all aircraft all the time. That was the whole point of these guidelines. These big angles would require use of a lot of airspace and big windows.
- Attended meetings/telcons for JO 3129.4, NSPP, LAZIR5, PARC VNAV, Climb Via II, 1 day leave, 1 day floor.
- Provided the S&T Department with a proposed climb via memo and the new PBN orientation power point.

SECTOR DESIGN and ANALYSIS TOOL (SDAT): Don Ossinger (ZBW) is the Article 48 Representative for SDAT. Mr. Ossinger's update for the week is below.

- Briefed by the agency on the inner working of the new web based SDAT. This would replace the current software version that doesn't integrate well with window7. Program is a good step forward for the use and design of MVA and MIA charts for our systems. The program is a giant step forward in the ability to prepare and generate reports required.
- A training plan should be rolling out by mid to late spring. Operational use should be in beta format until first round training is completed with is expected late spring early summer.
- A volunteer NATCA team will be providing operation use testing feedback for both training and software resolution updates. More information will be coming out on how to volunteer for this team.

SURVEILLANCE BROADCAST SERVICES (SBS): Eric Labardini (ZHU) is the Article 48 Representative for NATCA to the SBS Office. Below are updates from Mr. Labardini and members of the SBS Article 48 Team.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
 - Received status updates during the SBS Implementation and SBS Weekly telcons.

- Traveled to DC this week. Pressed the SBS PO on the need for ADS-B refresher training on all automation platforms. Too many in the work force receive little exposure to ADS-B, and the gap between their original training on ADS-B continues to grow. As aircraft equipage continues to rise, the exposure will also. In the meantime, regular ADS-B refreshers are needed. The SBS Article 48 work group will discuss further, but the expectation is that this will be a regular status item within our work group.
- The SBS PO became aware of several changes to our baseline ADS-B and Fusion implementation within the TAMR automation systems this week. These changes run contrary to SBS design documents and agreements between the respective program offices. These issues were also discussed at the Terminal Automation IPR meeting this week. Plans are being made to discuss this with all stakeholders.
- ADS-B Only key site activity at New Orleans (MSY) Approach was declared a success this week. Thanks to the support of MSY and SoCal (SCT) we are now in a position to start rolling out ADS-B Only configuration changes to all other STARS/CARTS sites. This begins with a telcon at each site explaining the changes and developing a time line the site can support.
- ADS-B Only rollout within ERAM sites continued this week with Miami (ZMA) and Memphis (ZME) on March 16 and Kansas City (ZKC) on March 19. Participated in a telcon with Ft Worth (ZFW) Center this week, and they are anticipating an ADS-B Only start date of April 2.
- Attended the Fusion Capability Management TIM meeting in DC. Multiple automation platform Fusion updates were provided. Discussed upcoming ERAM Operational Assessment effort, MEARTS Fusion changes and operational target dates, CLT WAM effort, DTW MLAT PRM-A effort, and much more.
- Attended the monthly Equip 2020 meeting with industry and Agency representatives. The work groups appear to be winding down and will soon move to quarterly meetings. Commercial representatives have worked through avionics concerns and delivered a recommendation to the Agency to grant modest exceptions for legacy aircraft that may not be able to guarantee 100% compliance at all times with the ADS-B Rule until 2025. General Aviation representatives concerns with cost were answered this week with an offer from FreeFlight Avionics to provide 10,000 ADS-B Out units for less than \$2000 each, a number that AOPA previously stated would be acceptable. Additional incentive programs are expected to be announced in the near future. Corporate representatives continue to weigh in on the privacy issue as ADS-B information is not encrypted by design; their issues continue to be worked.

- Participated with NATCA ERAM representatives Julio Henriques and Aaron Fishman in an ERAM NUT meeting. Discussed questions and concerns from the team.
- Participated in an internal SBS prep meeting for the HCF ADS-B flight inspection. Timeline is in July for the event. Previously developed plan will be circulated for any additional comments.
- Participated in a Reduced Oceanic Separation / Space Based ADS-B meeting. Agency leadership direction has been a bit uncertain. Current direction is to incorporate Space Based ADS-B for situational awareness only, much as radar is used in ATOP at ZNY today. Timelines likely in the 2020 range.
- Participated in a roundtable discussion on IM Turns / Pair-wise Trajectory Management (PTM) with Scott Conde (NATCA SC-214), Chad Geyer (NATCA DataComm), and Tom Zarick (NATCA IM). Received a briefing on the current status of PTM. Scott Conde offered great insight for the SBS PO from an oceanic perspective. Timelines for message set development within SC-214 and/or DataComm are closing rapidly though the Advanced IM and PTM concepts lack maturity. The SBS PO is taking the stance of developing all possible message sets now to meet the deadline. PTM and IM Turn briefing showed that the Agency is listening to operational concerns. A very productive meeting that will continue on a regular basis.
- Received new info on the ADS-B avionics issues identified recently. FAA AIR has canvassed manufacturers and found that UAT aircraft are not involved, however, the avionics standards have left 1090ES manufacturers room for interpretation. Various manufacturers and models of 1090ES avionics can lose their position information when Mode C altitude data is lost. This poses a problem in ADS-B Only, non-radar, environments of course. The only mitigation possible will be training to increase controller awareness of the infrequent issue. There is a possibility that AIR can issue direction to manufacturers on the issue; that would limit further deployment of the problem systems. Remedying the existing systems will likely require a widespread avionics upgrade which is not expected to occur before 2020.
- Also participated in the TFOS, prep meeting for SBS Article 48, MEARTS Notice development meeting, met with SBS Article 48 counterpart Bobby Nichols (AJM-23), and led our NATCA SBS weekly telcon.
- **Craig Bielek (A90)**
 - Participated in a STARS OT&E event for R27 build this week.
 - Thursday participated in SCT fusion focus group telcon. The group continues to make progress on reducing the number of false targets at SCT, and has had success with false beacon targets as well. SCT is looking to determine if more beacon targets need to be removed.

- Participated in the Denver Tracon Status update. Denver has had a good week on fusion, and the latest build has further reduced the number of false primary targets and reflections the controllers are seeing. They will continue fine tuning over the next few weeks.
- **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep
 - Monday, participated in SBS telcons. Participated in wireless telcon with ASSC vendor. They are unable at this time to meet requirements but are pursuing options to move forward with a wireless configuration at CLE.
 - Tuesday, participated in ASSC implementation telcons.
 - Wednesday, participated in vehicle ADS-B telcon. All submitted maps have been approved except LAX, expecting that approval soon. Still working on a portable option.
 - Thursday, participated in a wireless discussion with the ASSC vendor.
 - Friday, ASSC leads telcon. Still no path forward with ASSC. NATCA SBS team telcon.
- **Andrew Stachowiak (I90)**
 - Traveled to the Tech Center. Participated in a STARS OT&E event for R27 build this week.
- **Tom Zarick (ZDV)**, National Interval Management (IM) Rep
 - GIM-S: ZID GIM Data Collection meeting took place on Tuesday. ZOB's meeting needed to be rescheduled for Thursday, April 16th due to conflicts. ZHU Kickoff meeting scheduled the 24th of March. ZDV's April 27th IOC now appears to be in jeopardy due to mostly procedural concerns.
 - FIM: Advanced IM Full Workgroup call was held on Monday as well as a Roundtable discussion on Friday to discuss PTM (Pair-Wise Trajectory Management) and IM Turns.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is NATCA's Article 48 Representative for the TAMR program. Below are reports from Mr. Herrick and other TAMR Team Leads.

- **NCT and MDT transition to STARS.** This week Northern California TRACON (NCT) and Harrisburg, PA (MDT) joined the STARS family. NCT made the long awaited "continuous operations" decision after several interim test periods and a long CARTS in STARS period. They are the fourth of eleven Segment 1 Facilities. Harrisburg transitioned on Friday night March 20th in what can only be described as a flawless STARS cutover. Many thanks to the members of the two facilities. Special recognition to NCT Facrep Steve McCoy and MDT FacRep Phil Gesumaria as well as the two facility TAMR Representatives Steve Falcone (MDT) and Aaron Rose (NCT).
- **STARS/TAMR Phase 3 Segment 1 Update Submitted by Doug Peterson-D10**

- TAMR Segment 1 Lead spent 6 days in Sacramento at the Northern California TRACON (NCT) providing technical support and supplementing local SME in floorwalking duties. What started out as a 72 hour operational test stretched into continuous STARS operations as no major problems were reported and the significant reports were able to be addressed during live operations. NCT is now the fourth ARTS 3E facility to transition to STARS and the largest and most complex yet. The NCT TAMR training cadre did an exceptional job preparing their workforce. The mood on the operations floor was subdued and the SME provided ready answers and exerted a calming and supportive influence throughout the transition. Many people played pivotal roles during this tremendous success. Among them, NATCA members Richard Lau, OSF adaptation lead for NCT, Tim Samsel, local cadre lead, and Aaron Rose, NCT TAMR lead deserve mention for their outstanding performance and leadership that produced this outstanding achievement. There were many doubters throughout this entire process right from the beginning, and NATCA should be very proud of our role and the way we enabled the agency to overcome every obstacle.
- **STARS/TAMR Phase 3 Segment 2 Update Submitted by Scott Robillard-K90**
 - March 16, 2015, The SEG2 team continued to deal with the fallout from the failed IOC at EVV due to a failed digitization of the ASR8. Currently, NATCA is working with several groups to redefine the process used and ensure safeguards are in place to facilitate an acceptable radar presentation for all ASR8 sites.
 - March 16, 2015, Scott Robillard (K90) dialed into the SAV IOC planning telcon. SAV is the second of three sites in 2015 that will transition to STARS with the primary radar sensor being a ASR8 with SBN being the third. Currently, both SAV and SBN have shown issues with their ASR8s. Those are being worked to seek resolution.
 - March 16, 2015, Bill Spence (BTV) dialed into the last IOC planning telcon for MDT. MDT is forecasted to achieve IOC on March 20th.
 - March 16, 2015, Joe Yannone (Region X) and Scott Robillard (K90) dialed into the bi-weekly Common Terminal Digitizer (CTD) implementation telcon. The CTD group has the task of implementing the TDX-2000's at ASR8 sites while the CTD is being developed. Both processes are proving to be very challenging.
 - March 17, 2015, Bill Spence (BTV) and Dan Stefko (Region X) traveled to and participated in the FAI ISS for their STARS ELITE system.
 - March 17, 2015, Jim VanZee (GRR) and Colin Ngai (Region X) participated in the FNT ISS for their STARS ELITES system.
 - March 17, 2015, Scott Robillard (K90) dialed into the SGF IOC planning telcon. SGF will be the second STARS deployment in SEG2 where we are replacing two ARTS IIEs with one STARS system.

- March 18, 2015, Scott Robillard (K90) and Joe Yannone (Region X) dialed into the Bi-weekly CTD meeting.
- March 18, 2015, Scott Robillard (K90) dialed into the Article 48 workgroup telcon for STARS governance.
- March 18, 2015, Bill Spence (BTV) and Joe Yannone (Region X) dialed into a telcon that sought to seek out a resolution to the TDX-2000 issues at EVV and to ensure they are not repeated at the SAV and SBN which are both scheduled to achieve IOC on STARS in 2015 and are dependent on the digitization of an ASR8.
- March 19, 2015, Scott Robillard (K90) and Colin Ngai (Region X) participated in the MBS ISS for their STARS ELITE system.
- March 20, 2015, MDT became the sixth (6) ARTS IIE site to achieve IOC on STARS ELITE. The site is being assisted by Transitional SME Jason Rose (D01) and Anthony Longuidice (ABE). Mitch Herrick (MIA) was on site to witness a flawless transition from CARTS to STARS.
- **STARS TAMR/OSF update submitted by Candy Barr-Multi-Unit**
 - Over the weekend Richard Lau, and the rest of our NATCA NCT OSF successfully transitioned NCT to STARS.
 - **3/16** Troy Barr attended the STARS/TAMR Leads Telecon. Troy Barr received a Briefing from the TAMR Seg 2 Lead.
 - Updated NATCA OSF on OSF ELITE Test Lab status. NCTOSF will be scheduled and install. This OSF will only receive 4 TCW's (space constraints) and time-share between TAMR G4 and ELITE Test Systems.
 - **3/18** Troy Barr and Candy Barr received an update from WJHTC Hardware Group on DRD RAID issue. H/W is testing various solutions in their labs to ensure no loss of OSF support when new x2000 RAID's are introduced. OSF ELITE systems and schedule will require attention. Issues/impact paper expected. Troy Barr attended the TAMR Article 48 Work-group. Briefed on TAMR Program status, all phases. Segment particular issues discussed, Possible face to face pending. Penny Hanna represented NATCA OSF on the OSF Deployment Telecon. This group gathers lessons learned and documents best practices for ELITE/TAMR deployments.
 - **3/19** NATCA OSF representatives from Gulf Coast, Denver and Northeast OSF attended the RADAR video map Telecon. Our members suggested changes that will assist air traffic on how they order maps. We suggested a PASS representative be invited to the next meeting. NATCA OSF members from all OSF's attended the TSLE Technical telecon. Lessons learned, current technical issues discovered and solutions are shared during this meeting. Both the H/W and S/W Group (WJHTC) provided current status/issues papers. Troy Barr discussed DRD/x2000 RAID issues with NATCA TAMR Phase 1 Lead, Mr. Jimmie

White. Mr. White has a great deal of insight on the issues and possible impact to the field as well as possible support issues.

- **3/20** Troy Barr and Candy Barr attended the Weekly Tag-up Meeting with TAMR Program Manager, TAMR Leads and NATCA. Discussion on all phases.

TERMINAL FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) represents NATCA as the Article 48 Representative to the TFDM initiative. Mr. Schrempp provided the information below for this week's update.

- **TFDM:** As part of the TFDM Early Implementation activities, the AEFS Tech Ops training operational tryout was conducted in CLE last week.
 - The training went well and all that is needed now are the materials (maintenance manual and handbook).
 - The new tower at CLE has been pushed back for an IOC date. CLE FacRep Bob Kerr advised the new tower at CLE has a commissioning date in September of 2015.
- **Advanced Electronic Flight Strips (AEFS):** A list of fixes as well as air traffic improvements has gone through an initial phase of rating and ranking. Software work on the prototype system will begin at the end of this month to bring AEFS to a baseline system so that further work can be done to interact AEFS with DSP.
- **Electronic Flight Strip Transfer System (EFSTS):** There was no change with this project.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative. His update is next.

- Mr. Weidner was on annual leave most of the week.
- On Tuesday, March 17th, Mr. Weidner joined Jim Williams (UAS Integration Office Lead) and Dan Williams (ATO UAS Integration Lead) on a tour of the Burlington Northern Santa Fe Railroad (BNSF) operations center in Ft. Worth, TX. BNSF will be partnering with the FAA to test the idea of UAS operations that go beyond the visual line of site (BVLOS) of the operator.
- The BVLOS concept could be used for track inspection, pipeline inspection, power line inspection, etc. BVLOS is one of the three areas the agency is researching to make short-term integration advances beyond what is outlined in the proposed small UAS rule.

WEATHER: Matt Tucker (ZTL) has represented NATCA's Bargaining Units on weather initiatives and equipment for many years. He continues his work on these projects and has provided the information below for this week's report.

- Operational 3 days to get currency.
- Next Gen Weather Processor
 - On March 18th NWP/CSS-WX received its FID
 - For full funding and contract award should be within the month. Once the contract is award a team will be put together to create the CHI for the NWP and the aviation weather display that will be replacing WARP briefing terminals, ITWS, and CIWS.
- Phoenix TRACON (P50) has a weather issue. Mr. Tucker had a number of discussions with AJT and the FacRep about the lack of weather available to the controllers working the Tucson area. A possible solution is to make the ITWS 200 mile NEXRAD motion compensated product available to the controllers first via an alternate display and then eventually on STARS/TAMR. P50 is not the only facility have these issues so this solution would be available to all facilities that lost weather coverage due to expanded airspace.
- Attended a number of telecons about METARs and PIREPS and how to get the information into the NAS as flight service transitions away from taking the phone calls.

Dale Wright

Dale Wright

Director

Safety and Technology