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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending April 3, 2015

WEATHER: Matt Tucker (ZTL) is NATCA's Weather Representative. Mr. Tucker's reports from the last two weeks are below.

- The week of March 23rd was the Spring CDM meeting at Jet Blue. Each team from CDM gave a briefing on their activities and then more in depth breakouts were conducted by each of the teams during the two days.
 - After the CDM meeting the teams meet for a day to work on their projects. The Weather evaluation team and the Flow Evaluation team meet for a couple hours to discuss common issues across the teams.
 - A number of the FET projects need weather so there was discussions on what products they need and how they fit into the programs.
- The Weather team continued to discuss the CAWS (collaborative aviation weather statement).
 - The aviation weather center has been producing the product since March 3rd with positive feedback.
 - There has been a lot more participation on the collaboration side over what was happening with the old CCFP.
- There is a formal evaluation that will be conducted during the summer season. The questionnaires will be coming through LR shortly.
- Participated in a number of meetings on the PIREP/FSS initiatives, lots of work to be done to get everything in place by Oct 1 and I have my doubts it will be done and trained.

- The week ending April 3rd brought the following information for the membership;
- Common Support Services –WX (CSS-WX)
 - Found out the contract was awarded to Harris who is the contractor for WARP.
- NEXTGEN Weather Processor (NWP)
 - Found out the contract was awarded to Raytheon who is the contractor for ITWS.
 - Both programs are run from the same office and will be hitting the ground running. There will be a CHI team put together to work on the user interface for the Aviation Weather Display (AWD).
- PIREPS workgroup
 - Attended a telecon on the TOP5 for PIREPS and spent the better part of the meeting discussing the word pertinent. Mr. Tucker was also advised that training

was not being addressed and he emphasized the need for proper training on the need for PIREPS, especially the NULL reports as this is very important for the NWS for forecast validation and validation of weather research.

- NTSB PIREP SIR (special investigation report)
 - The NTSB has decided to conduct a special investigative report on PIREPS as the agency has not really made any progress on fixing the PIREP issues.
 - The team plans to visit 4 or 5 major metro areas so that all types of facilities can be visited at a time.
 - They will look at SOP's and how controllers are actually soliciting PIREPS and then how they either get into systems or are dropped. This will take about 18 months.
- Offshore Precipitation Capability (OPC)
 - Attended a meeting at ZJX to introduce the facility to the concept and see what the issues are and how this product could help in both a safety and capacity. This concept came out of issues at the coastal centers due to the lack of weather radar coverage offshore.
 - The concept uses both lightning and satellite data to generate a product that looks and acts like the current weather display in the centers.

VOR MINIMUM OPERATING NETWORK (MON): John Vogelsang (P31) is NATCA's Article 48 Representative for the VOR MON work. Mr. Vogelsang forwarded the information below for this week's update.

- Mr. Vogelsang traveled to DC last Monday for participation in the second of three VOR MON safety panel meetings.
- The panel met Tuesday, Wednesday and Thursday. During the meeting we explored a myriad of scenarios that could adversely affect both pilots and controllers due to the removal of approximately 1/3 of today's VORs.
- The panel will meet again the first week in May and there will also be an all stakeholders meeting in Washington the second week in May.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the Article 48 Representative to the UAS Office. Mr. Weidner forwarded the email below for this week's report.

- Mr. Weidner met with Edie Parish (FAA Acting Director of Airspace Services), Gary Norek (FAA AJV-11 Manager) and Randy Willis (FAA AJV-115 Manager). This was Mr. Weidner's first opportunity to meet with Ms. Parish since she recently took over her position. The meeting centered on how NATCA and the FAA can work together to safely integrate UAS into the NAS.

- Mr. Weidner participated in a UAS training meeting with AJI. Steve Nauss, Bob Whitworth and Mike Massie all from the FAA participated on behalf of AJI. Randy Willis, Jon Page (FAA AJV-115) and Don Grampp (FAA AJV-115) participated on behalf of the ATO. NATCA's Training Rep, Tom Adcock was also in the meeting. This meeting was an initial discussion with AJI as to how we can go about creating some more robust controller training for UAS. Mr. Weidner will be heavily involved in the development of this training and will bring in SME's from the field to help in this effort as well.
- Mr. Weidner met with Gary Norek and Randy Willis to bring Mr. Norek up to speed on the developing situation at FAR. NATCA sent a letter of concern to Tom Skiles (FAA AJT-1, Director of Air Traffic Operations) regarding the SRMD that was produced for Air National Guard UAS operations at FAR. While NATCA did participate on the panel from the local and national level, there were serious concerns with the process and errors that were made along the way. Mr. Weidner spent a good portion of his week working on this issue. NATCA has serious concerns with this operation and the potential precedent it may set. NATCA will continue to work this issue on a local and national level and attempt to extract a successful outcome.
- Mr. Weidner participated in a telcon with NASA regarding the HITL conducted at NASA Ames in February and March. The NATCA controllers who participated in the HITL (Ronnie Williams ZOA & Scott Fineron ZLA) provided Mr. Weidner with excellent feedback regarding the concerns they encountered during the HITL. Two of the biggest concerns were the UAS pilots using true north vs. magnetic north. In areas of the country with large magnetic variations, this can result in significant differences between headings being flown vs. headings assigned. The other area of concern was the way that HITL pilots returned to course after a vector or maneuver for well clear. In many instances, our HITL controllers would instruct a UAS to proceed direct to the next VOR on their filed route, on course. Instead of taking a direct route to the next VOR, the UAS would make 90 degree turns or more to rejoin their original track. During my call with NASA Ames, I explained these two situations and why they were unacceptable behavior in the NAS. We agreed that we would address both these issues at the RTCA SC-228 meeting in May.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the membership's representative via Article 48 to the TBFM program. Mr. Owens' report for this week is below.

- Mr. Owens remained in Houston and met with ZHU NATCA Representatives reference issues the facility is experiencing with TBFM.
 - Mr. Owens discussed these issues with Bob Tyo (Program Manager) and we agreed that until these issues are fixed we would not install GIM-s in ZHU.
- We had all three of our NATCA SMEs at ZAU assisting with their Adjacent Center Metering efforts to ZMP. Everything is going well there.

TERMINAL FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) serves the membership as the TFDM Article 48 Representative. This project also includes Advanced Electronic Flight Strips (AEFS) and the Electronic Flight Strip Transfer System (EFSTS). Below is Mr. Schrempp's report for this week.

- **TFDM:** The program participated in a few meetings this past week regarding the reduction in funds and how that may impact what the program is going to achieve. The point of the meetings were to see how much, if not all the money that was taken can be re-allocated back to TFDM.
 - Continued work towards the Screening Information Request (SIR) was performed last week. The process going through FAA Legal may take a little bit longer than expected, so they don't anticipate having that back and complete until April.
- **AEFS:** The First Course Conduct (FCC) for AEFS Tech Ops training will take place in CLE on July 8-9. A proposed date for AEFS Tech Ops training in PHX is the week of August 10th. The AEFS Technical Instruction Book, Maintenance Handbook, and Operators Manual are all expected to be in completed draft format by April 3rd. AJM-224, AJR-E, NATCA and AJI-2 met on April 3rd to discuss the AEFS ATC training validation process. CLE new tower commissioning date has slipped to September 2015. This will delay AEFS commissioning. Initial Regression DT issues continue to be worked with May 5, 2015 being identified as the target date for AEFS software updates. These updates should resolve many of the DT issues. The AEFS Server network cards were replaced in the existing CLE tower in an attempt to correct ongoing issues with the FDIO/ARMT interface. Testing is underway to assess the impact of this replacement. The Operator's Manual and Maintenance Handbook are nearing completion. First course conduct has been scheduled for July 8-9. SFO - AEFS kick-off meeting was completed on March 11, 2015 at SFO. The tentative installation date is planned for mid-February 2016. SFO IOC is planned for July 2016, EWR IOC is planned for April 2016, LAS IOC is planned for September 2016 and CLT IOC is planned for July 2019.
- **AEFS/DSP (Departure Sequencing Program):** Meeting scheduled for April 20th with CSC and AEFS Engineers to discuss plan moving forward for EWR.
- **EFSTS:** No new updates.

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

- **SAV transitions to STARS.** This week saw another Segment 2 facility transition to STARS. Early Friday morning Savannah became the latest facility to transition from ARTS

IIE to STARS. Another very smooth transition with only a few minor tweaks to the local adaptation necessary over the ensuing two or three days. The adaptation tweaks continue to illuminate the incredible work and importance of our Multi-Unit Sisters and Brothers from the OSF.

- SAV's FacRep Mary Mayconich-Beasley and her designated TAMR Representative David Bridges did an amazing job getting the facility ready for the transition. David's work with the OSF's and the TAMR program was incredible and the results were tangible. The preparedness of the controllers and the facility was fantastic and David and Mary deserve a special thanks.
- **MDT Transition to STARS.** A few weeks ago Harrisburg transitioned to STARS in what is the only flawless transition anyone in the program has ever seen. Not one single thing went wrong and every function worked properly from the outset. "Amazing" and "Miracle" are the two words that people have used. MDT FacRep Phil Gesumaria and his TAMR Rep Chris Falcone and OSF Specialist John Boileau worked tirelessly to ensure this happened. A tip of the cap to them is in order with a very heartfelt THANK YOU to the NATCA OSF specialist John Boileau who truly created a miracle of his own with the adaptation build. MDT set the bar pretty high for everyone.
- **Engineering and Hardware installations.** The engineering services work at many facilities is ongoing for the upcoming transitions to STARS, STARS Elite and G1/G2 to G4. MSY, S56, TPA and F11 are currently in various stages of G1/G2 to G4 and the site prep work goes on continuously behind the scenes along with the Controller training and Tech Ops training required prior to any transition.
- **SCT, M98 and A80 STARS on the horizon.** Now that NCT has transitioned to STARS the next facilities on the Segment 1 waterfall are SCT in July, M98 in September and A80 in October. These facilities will represent number 5, 6 and 7 of the 11 facility waterfall. Only T75 in January, PCT in February, C90 in April and N90 in May of 2016 will remain to complete the once thought impossible transition of these 11 major TRACONS to STARS. An enormous amount of work has gone in to getting us this far and there is an enormous amount of us ahead with the remaining facilities. The NATCA TAMR team is up to the challenge.
- **STARS/TAMR Phase 3 Segment 2 Update submitted by Scott Robillard-K90**
 - March 30, Scott Robillard (K90) and Mitch Herrick (MIA) dialed into the SAV IOC planning telcon.
 - March 30, 2015, Scott Robillard (K90) participated in the Raytheon planning telcon which is to address potential software issues presented by the Common Terminal Digitizer (CTD) which is the future means of digitizing ASR8's and is vital to 23 ARTS IIE facilities that rely on the radar system.
 - March 30, 2015, Joe Yannone and Frank Stahler (Region X) participated in a technical discussion on challenges presented by the design of the CTD.
 - March 31, 2015, Jim VanZee (GRR) dialed into the SGF IOC planning telcon.

- March 31, 2015, Bill Spence (BTV) and Scott Robillard (K90) traveled to D10 to meet Doug Peterson (D10) for a training class for 6 ARTS IIE facilities in preparation for their transition to STARS. The facilities represented were all 2015/16 sites and included LFT, CHA, FSD, GRB, GEG and AMA.
- April 1, 2015, Scott Robillard, (K90), Joe Yannone and Frank Stahler (Region X) participated in the CTD bi-weekly meeting for deployment.
- April 1, 2015, Scott Robillard (K90) and Mitch Herrick (MIA) participated in the TAMR summit.
- April 1, 2015, Bill Spence (BTV), Joe Yannone and Frank Stahler (Region X) participated in the ASR8 digitization telcon. This telcon is to help redefine a failed philosophy of digitization and is focused on EVV, SAV and SBN.
- April 2, 2015, Richard Thomas (GEG) represented all of SEG2 and ARTS IIE facilities for the waterfall review of all SEG2 sites.
- April 2, 2015, Richard Thomas (GEG) participated in the FAT IOC planning telcon.
- April 3, 2015, Chris Hilbert (PHL) and Robert Faulkner (D01) joined Mitch Herrick (MIA) for the IOC of the SAV STARS system.
- **Savannah.** At 6am on April 3, 2015, Savannah Tower transitioned to STARS. This was another incredibly smooth transition. SAV is yet another example of the huge diversity that exists in the ARTS IIE world. SAV it is the first of approximately 5 facilities in SEG2 where a DOD STARS system is being eliminated from the NAS and the DOD operations are being brought under the parent FAA STARS ELITE as remote towers. These DOD facilities are using remoted STARS positions to perform limited radar functions necessary to the DOD such as MOA monitoring and GCA operations. By eliminating legacy DOD STARS equipment, the TAMR program has not only solved automations at both FAA and DOD facilities, it improves coordination between them and reduces the overall cost of the NAS by consolidating automations platforms. SAV is the 6th ARTS IIE sites and we are quickly, along with SEG1, progressing toward turning the entire terminal facilities map from a hodgepodge of automations platforms to one common platform of STARS. The work SAV TAMR Rep David Bridges needs to be recognized. David's, professionalism, dedication, knowledge and work ethic in preparing the facility for transition is commendable.
- Chris Hilbert (PHL) and Robert Faulkner (D01) will remain on site at SAV as SMEs to continue to assist the facility through IOC. Their work will conclude on April 7, 2015.
- **STARS/TAMR OSF update submitted by Candy Barr-Multi-Unit**
 - Monday Ms. Barr coordinated with NATCA AT, Raytheon and TISLE Tech Center on changes to the SCT STR auto acquisition thin spec.

- Tuesday Steve Sims and Ms Barr attended the STRWG Telecom. Scott Kendrick assisted in identifying the problems D10 had in reference to PTR10188, problems with ICC command that starts with Delta. Scott will Beta test a fix at D10. Paul Shireman assisted with STR27542, improvement to ATPA geometry. This will aid OSF specialist in the design an implementation of ATPA.
- Thursday Ms. Barr and Mr. Barr attended the TAMR schedule review Telecom. We had an issue with non voting members accepting schedules. NATCA OSF and OSF management have worked together to resolve the issue.
- Friday Rachel Lamont from NCTOSF assisted with the ELITE transition of SAV.
- Ms. Barr attended the TAGUP Telecom.
- Ms. Barr attended the CARTS to TAMR FUSION meeting.

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) is the NATCA Article 48 Representative to the SBS Office. Mr. Labardini and the SBS Article 48 Team have provided the report below.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
 - Participated in a review of the Wide Area Multilateration design work with SBS PO and CLT representatives, including Anthony Schifano (FacRep). The coverage expectations were well received. Timelines were reviewed and the biggest question is when the modifications needed within STARS will be available. Otherwise, infrastructure and design work should be completed early enough for an operational start in Dec 2015 to Jan 2016. Success at CLT opens the door for another surveillance option that outperforms radar, but the cost of this option means expanded use will likely be limited. Fortunately, ADS-B performance equals WAM and the aircraft equipage rate continues to climb, currently over 10,500.
 - SBS Ops Support, NATCA SBS, and AJV-8 representatives discussed the need for standardized procedures and/or phraseology for ADS-B alert conditions this week. Though all automation systems have the capability to alert on misconfigured ADS-B avionics, the lack of a standard approach has been the cause of concern. ERAM and ASDE-X have disabled these alerts.
 - Participated in multiple telcons: Implementation Team, Space Based ADS-B ConOps, ZFW ADS-B Only, SBS Weekly, TFOS, Fusion Pre-Op, ERAM/SBS, and Western Service Area SBS team. Also led our weekly NATCA SBS telcon and reviewed outstanding issues with FAA SBS Co-lead.
- **Craig Bielek (A90)**
 - Monday and Tuesday caught up on currency.

- Thursday participated in Southern California TRACON Fusion Focus group meeting. Participated in a telcon to begin to develop standardized phraseology for alerts controllers may see with ADS-B.
- Friday participated in telcon to try determine where SBS may be able to help in transition from CARTS to TAMR with regards to Fusion. Participated in weekly NATCA SBS Telcon.
- **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep
 - Monday, SBS implementation telcon. Travel to OKC, met Mr. Rinaldi on the way and was invited to attend the meet and greet for new academy students. National office put on a great briefing as usual.
 - Tuesday, attended ASDE-X tech refresh PMR (program management review) and TIM (technical interchange meeting).
 - Wednesday, Day 2 of TIM and PMR. Dialed into ASSC risk board and WSA SBS team meeting.
 - Thursday, travel. Dialed into Vehicle ADS-B refresher briefing for PHX. It had been over a year since the outreach. Telcon with ASSC AT reps and implementation lead to discuss path forward; PO has still yet to decide whether or not a SMR will be part of ASSC. Telcon to discuss CSMM (call sign mismatch); this functionality is turned off for the time being on ASDE-X and ASSC pending procedures and phraseology.
 - Friday, NATCA SBS team telcon.
- **Andrew Stachowiak (I90)**
 - Participated in the: SBS Weekly, TFOS, Fusion Pre-Op, CLT WAM, CSMM, TAMR transition, and our own NATCA SBS teleconference.
 - There was email traffic coordinating ADS-B only Refresher teleconferences next week for SAT, D10, and I90.
- **Tom Zarick (ZDV)**, National Interval Management (IM) Rep
 - GIM-S: All work involving ZHU suspended until adequate TBFM fixes are in place. ZDV adaptation work will continue but will not involve the operational string quite possibly until the "wind issue" is resolved in TBFM release 4.4. Reaching out to ZMP to discuss possible kickoff dates in early May.
 - FIM: The Advanced IM OSED was completed this week and is out for comments. Next full group meeting is scheduled for April 28th.

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

- **Climb/Descend Via** - DCPs being worked on: ODPs, 4-3-2, 4-3-3, altitude assignments below MEA (pulling them off the common routes would solve this), altitude

to maintain on weather deviation. The .65 rewrite group will meet in last week of April and will be specifically looking at the descend via clearance and centers issuing the runway transition/landing direction.

- **MSP/M98/ZMP** - In general, things are going as expected on the implementation of the OPD STARs. ZMP reports week 1 was challenging for ZMP and ZAU due to early weather and they didn't get the GDP they wanted causing big delays. They expect as things improve, delays will decrease barring any weather events. There are negotiations on route advisories between the centers. 30-50% of the MITs have been reduced by ZMP. M98 reports 1st tier airports are still taking it on the chin, delay wise. The controllers are happy with the procedures. One LOA altitude is causing a problem on a south procedure, which the TRACON stated was a knock it off scenario due to runway configuration. There is one issue in that some notes don't match the route description on the charts. Delta Airlines said things were going well from the tech pilot end and SWA stated that two airports are experiencing larger delays and that fuel burn is up but thinks this is transitory. A 5% increase for the flow rate is in the works for next week. One concern is that all controllers have not seen the procedures yet so they want to move conservatively. The RNP's will be ready for use at the end of the month. They will try some test flights first for a week or so and make sure the databases are up to date and then start actual use. The results will determine how much the RNP's get used.
- **NSPP** –CLE/DET Metroplex adds 59 procedures for the 3/2/2017 pub cycle and 73 for the 4/4/2017 cycle. ORD adds 11 STARs to the 10/15/2015 publication cycle.
- **PBN Strategy** – This was a three day meeting whose purpose was to come up with a plan for 2025 and 5 years from now by revising the 2006 Roadmap. We talked about developing a service level concept to figure where to provide navigation services and where to remove. The goal is to deliver an interim report by the end of May with the goal of a final report in 6 months. We reviewed the issues that were identified by the group in creating a PBN NAS, which were organized in 4 categories: Operation, Infrastructure, Policy and Culture. These are five year focus items. Some highlights:
 - WAAS has over 4000 LP/LPV procedures but air carriers don't have this equipment.
 - DME sites complete installation by 2021.
 - VOR MON program plans to discontinue 30% by 2025. ILS Cat 1 reduction only.
 - APNT is being investigated as a better backup to GPS.
 - LED for lighting systems like the PAPI and MALSRs is being investigated as a cheaper alternative and being tested in Vero Beach.
- Attended meetings/telcons for Weekly Service Center, Climb via, PBN Strategy e day meeting, MSP Implementation.
- Provided files reference PBN Strategy notes.

REQUIREMENTS (AJV-7): James Keith (D10) is the Requirements Representative to AVJ-7. Mr. Keith provided the information below this week.

- Managers meeting on 3/30. Discussed AEFS prototype in PHX, CLE, and soon EWR. Mr. Keith has scheduled an eternal meeting on this subject.
- Discussed via phone with Phil and Dean the rough draft scoping document for the terminal work group. Dean emailed me the rough draft and it looks good. Mr. Keith will present to Sharon on 4/6 after reviewing it with Safety and Tech.
- Mr. Keith received email from Germany on the remote tower program there. Germany will have a remote tower center in place late in the summer to start collecting data. A white paper will be complete this week on remote towers.
- Mr. Keith meet with the new AJV-72 terminal operations manager Frank Lias we scheduled a block of time the week of 4/7 to discuss all the programs that are under is leadership.
- Meet with Brian Duvall, Wendy O'Connor, and Rob Hunt to get more history behind terminal work package 1 (TWP-1). Rob his scheduling a 4 hour deep dive into TWP-1.
- Coming up this week is RADAR ID auto acquisition meeting, NAS CPI briefing from the agency, Tech rep training preparation, AJV-72 managers meeting.

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

- **Meetings this week:**
 - NVS Total User Accounts
 - Flight Service NAS Initiative planning
 - Emergency Frequency Survey
 - NVS Review of FAA Trunk Data
 - Human Factors Working Group
 - NVS Systems Engineering Working Group
- **Other issues worked:**
 - Planning for NVS Touch Enabled Device (TED) evaluation
 - NVS On Hold tone
 - Controller Headsets issues
 - Planning for NVS Demonstration (April 9th)
- Next week Mr. Shedden will be working from FAA HQ (4/6 - 4/7) and the WJHTC (4/8-4/10).

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) represents NATCA's membership as the Article 48 Representative to the IDS-R program. Mr. Smith has provided the information below for this week's report.

- BGR was scheduled to go IOC with NIDS last week but it was discovered that their database contained no user groups rendering the software unusable.
- We are discovering that FTI line issues are impacting the program. It was at first limited to "larger" facilities but is now impacting the whole NAS.
- The program office has finally reached an agreement allowing ASOS connectivity for the duration of the waterfall as opposed to having the paper work "time out" when facility delays are encountered.
- There has been no agreement as to where to test the new operating system. The program office wants to use two facilities and is leaning toward PIT but nothing official has been decided.

DATAComm: NATCA's Article 48 Representative to the DataComm program is Chad Geyer (ZLA). Mr. Geyer's report for the week is next.

- Attended DataComm Weekly Team Meeting
- Attended S1P2 Training Plan Meeting. This meeting was to develop a training plan for En Route services implementation and what will be required to bring a facility up on DataComm functionality.
- Attended DataComm Tiger Team Caucus meetings. This is a daily meeting at 1730 to discuss PTR fixes and finds with the TDLS system
- Met with the CLE/DTW Metroplex team to discuss route loadability rules and the ability of the team to make routes DataComm compliant.
- Coordinated with SLC and BOI on facility training and TAS training. Worked with Jon Risenmay (SLC) and Andrew Hatch (BOI) to confirm new TDLS deployment schedule and resources.
- Briefed Harris Corp. Employees on new PDC functionality and AOC messages.
- Attended DataComm Program OPS Sync. This meeting is for the OPS lead to discuss future schedule and travel coordination with the facilities.
- Attended 7110.113E discussion and what will be required for En Route Services. Eventually DataComm functionality will be incorporated into the 7110.65 and what will need to take place to ensure a seamless transition.
- Attended program briefing to Terminal Procedures group.
- Attended Article 7 pre-brief meeting to prepare for the meeting with the National Office next week.
- Attended the daily PTR Triage meeting to discuss current CPDLC bugs and where and when they will fit in the schedule to be fixed.
- Attended briefing to PBN shop to discuss route loadability issues and what is their process for correcting/updating SIDS and STARS and where could their office support us on changes.

- Coordinated with Genco Systems on changes to PDC training course.

AIRSPACE: Jim Davis (PCT) is the NATCA National Lead for Airspace. The reports from Mr. Davis and various Airspace Initiative Leads are below.

- **Denver Metroplex Design & Implementation**
 - **March 24-26, 2015 – Las Vegas TRACON**
 - Denver Metroplex D&I Core Team Meeting
 - The Core Team (Hilary Ekberg – Mitre, Levi Hentzsche – CSSI, and Chris Thomas – NATCA) met at the Las Vegas TRACON. Mark Phipps – FAA dialed into some of our meetings from Denver.
 - Tuesday, March 24, 2015
 - The Core Team worked on an action item list from the Study Team Report.
 - We also developed a list of items that had been referred to D&I from the Study Team.
 - Wednesday, March 25, 2015
 - Work continued on the list of items referred to D&I from the Study Team.
 - Had a discussion with Mark Phipps about the PO Schedule and began work on the Denver Metroplex milestone schedule.
 - Coordinated with facilities and Industry for week of design (4/28/15)
 - Thursday March 26, 2015
 - Telcon with Mark Phipps to develop agenda for next weeks Core Team Meeting.
 - Worked on revising the Denver Procedure Tracker
 - Discussed MITRE's FMS test bench for week of 4/28 and strategy for industry interaction. Will be discussed further next week with Ron Renk
 - Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **Atlanta Metroplex**
 - **Week's Activities and Meeting Outcomes:**
 - Worked on Microsoft Project
 - Meeting with ZTL530/ZTL520 regarding FY16 budget
 - Telcon with ZTL FAST and ZTL530 to discuss TBFM
 - Telcon with Spectrum
 - Meeting with A80 to finish work on Images and Design Packages
 - Meeting with ZTL regarding A80 STOWL and WINNG request
 - Certified 06252015 ZTL airspace work complete
 - ZTL should be done with airspace work for 10152015 in a few weeks
 - Scheduled SRMDM revision meeting with ESC/ZTL/A80
 - **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):**
- Program Review, ESC OSG- April 21
- SRMDM Revision Meeting – April 22
- Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **PHX OAPM Design and Implementation**
 - 3/24-25
 - Los Angeles ARTCC in Palmdale CA
 - Fixed connectivity issues with PHX IZZZO SID and the new SoCal Metroplex SCBBY STAR, DSNEE STAR, ROOBY STAR, MESSI STAR and THRNE STAR
 - Discussed benefits for either integrating IZZZO change into either SoCal publications slots or PHX Post Implementation team SID updates
 - Fixed connectivity of New IZZZO SID with J212
 - Discussed impacts of possible ZAB re-stratification on ZLA
 - Agreed to procedures for routing of ZAB's aircraft filed on SoCal Metroplex's new BRUEN and HLYWD LAX STAR
 - Agreed to procedures for routing of ZAB's aircraft filed on SoCal Metroplex's new SCBBY ONT STAR
 - Agreed to procedures for routing of ZAB's aircraft filed on SoCal Metroplex's new ROOBY and DSNEE SNA STAR
 - Discussed LOA adjustments due to Metroplex Design
 - 3/31-4/2
 - US Airways/American Training Center in Phoenix for Design
 - Discussed environmental concerns and outreach content with Marina Landis, Environmental Protection Specialist and Chris Jones, Senior Aviation Environmental Project Manager
 - Design Phase calendar adjustments
 - Discussed environmental concerns and outreach content with Marina Landis, Environmental Protection Specialist and Chris Jones, Senior Aviation Environmental Project Manager
 - National Metroplex Telcon
 - Coordinated attendance and meeting space for I-ISM+ test
 - Finished design in enroute airspace for PINNG, SUNNS, and New RNAV Satellite STAR
 - Finished design in enroute airspace for BNYRD, KATMN, and TFD3 SIDS
 - Finished design in enroute airspace for HYDRR, new SNNRA RNAV, and new HOGGZ RNAV STAR

- Discussed elimination of conventional SID's and STAR's
 - Continued design on SID's and STAR's in TRACON airspace and further evaluated interactions
- Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **DC Metroplex**
 - Flight Plan Filers teleconferenced briefed on new procedures associated with DC Metroplex April implementation, specifically identifying the new DCA RNAV SID procedures.
 - Continued coordination with ZDC FAST for April implementation adaptations, FAV's, automation status on track for implementation of new SID's in regards to ADR's, ADAR's, and AAR's.
 - Conducted DC Metroplex April implementation teleconference verifying status of PCT and ZDC LOA/SOP completion. Begin initial contingency planning with emphasis on departure procedures for non-participating operators. Current team/industry opinion is there will not be a need for Traffic Management Initiatives for the April implementation.
 - Conducted a Refinement to Procedures Meeting (RPM) regarding the SPIDR, PWTN, and DUCXS RNAV STARS and the KALLI SID. The team made slight adjustments to waypoints, amended altitude restrictions and assignment of landing directions when ZDC issues the "DESCEND VIA" clearance. The DC Metroplex team and industry in agreement that all refinements will be beneficial to all stakeholders.
 - Continued processing/verifying automation changes and adaptation for routes regarding the DC Metroplex June implementation.
 - LAZIR RNAV SID validation continues 24/7 UFA to continue capturing data. As of COB March 28, 2015, Saturday, there have been 1282 LAZIR departures. Participation data allowing better baseline determination of DCA RNAV SIDs regarding April and June implementations and how they will come on line and the availability in mixed fleet environment.
 - Participated in FAA/Industry Teleconference addressing LAZIR SID validation trials. Complete participation of all aircraft types still needed in order to fully analyze the procedure. CRJ FMS still limiting ability for certain CRJ aircraft to perform the LAZIR SID, although outlook CRJ fleet participation is promising. All the DCA CRJ operators in scheduled to be in attendance for the upcoming

Industry meeting April 16, 2015 in CLT. PSA, Air Wisconsin, Jazz, Endeavor and Envoy are confirmed by Industry Lead.

- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **NorCal Metroplex**
 - Weekly NorCal Telcon cancelled due to majority of participants in OKC (Wed @ 9am)
 - Unable to participate in the Weekly National Metroplex Telcon due to OKC meetings (Wed)
 - Mar 31 – Apr 1 meetings in OKC: Attendees- NorCal Metroplex Core Team, NCT POCs, impacted NCT SMEs, PBN Specialist, AeroNav Products/Aeronautical Information Services, Western Service Area Flight Procedures, UAL and SWA Industry Reps. Objectives: work STAR/SIAP disconnects for SFO, OAK and SJC; work issues on the SILCN and RAZZR STARs relating to precipitous terrain, ground track, altitudes, speeds and ATC concerns; discuss OAKES RWY30 transition issue with MYBLY & PARBB; group all interrelated procedures that cannot be changed independently; work with AeroNav to determine workload and amendment slot availability; group and prioritize all changes. PBN Specialist Martha Dunn is completing all paperwork and forwarding to the team for final review. Final paperwork is being submitted ASAP; OKC will advise of the status of all projects as they are able.
 - Worked with NCT POCs to describe impacts and benefits of amending Stage 5 Implementation as decided by the POCs last week; provided information to ZOA POCs and ZOA FacRep.
 - NCT and ZOA Teams continue to prep for Stage 5 and are currently training the workforce. Ongoing.
 - Upcoming: Apr 7-9 Leads in DC to brief NCF, DCC and CNS Task Force on Stage 5 Implementation (routes and TMIs); Apr 13-17 Quarterly Staff Meeting in Fort Worth; Apr 21-23 Core and POCs Team Pre-Implementation Meeting (for Stage 5) @ NCT; April 30th Stage 5 Implementation.
 - Worked 1 Operational shift for currency and staffing.
 - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **Charlotte Metroplex**
 - The Team worked at home facilities
 - The majority of the week was spent working on CLT Design Packages.
 - Reviewed SRMD document and changes to Design Packages since original SRMD was done to determine what additional steps need to be taken.
 - Requested 8/20/15 procedure figures from Aeronav. Once received reviewed and found error on FILPZ STAR – had correction made to altitude at DOSBE

- Telcon with FAST & TMU to resolve TBFM implementation issues around meeting the June 1st date that facility requested and CLT Team agreed to.
- Telcon with Spectrum on frequencies issues at ZTL. It appears that we will be okay.
- Review of final EA documentation prior to being sent to Lynn Ray for signature
- Requested OT requirements from all facilities involved in the 10/15/15 implementation
- Reviewed 6/25/15 ZTL adaptation
- Created images of 10/15/15 change for ZTL and sent to all appropriate parties within facilities.
- CLT has requested that several 6/25/15 airspace changes be delayed until the 10/15/15 Implementation. Leads agree as do the CLT POCs. This change will save man hours and money for the facility
- Bob Szymkiewicz spoke with Jim Williams and Bill Rutland (CLT POCs) and they agree that PARQR Shelf should be full time rather than south operation only. We have an email from Rick Silva (Tue 3/31/2015 9:10 AM) confirming this is acceptable to ZTL
- Images depicting CLT's proposed airspace were printed and delivered to the Charlotte Team
- Bob Szymkiewicz worked on currency and mandatory training
- **Issues:**
 - Automation
 - TBFM
 - EA
 - Webinar ability
- **Upcoming:**
 - 4/6/15- At CLT TRACON
 - 4/13/15- National Meeting
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **SoCal Metroplex**
 - The teams had a split week.
 - The decision has been made to slip the LAX MAGVAR Project until after SoCal Metroplex implementation.
 - Rob and I along with the SCT core team reviewed preliminary noise data from ATAC. A possible noise issue in the SAN area was found not to be an issue due to a modeling issue.

- ATAC is evaluating and re-running noise analysis for affected areas due to required changes from the PHX Metroplex meetings.
- The Coast Area SME provided ATAC with possible mitigation solutions to a noise issue with the RNP RWY 20 at SNA.
- Coordination with the OSG EA Specialist to confirm locations for SoCal Public Outreach meetings that are scheduled to begin in June and last three weeks.
- Rob Henry (FAA Co-Lead) and Mr. Gonzalez participated in two telecons with the OSG EA Specialists to discuss responses to the Sycuan Tribe and Pechanga Band Tribe.
- Mr. Henry, Mr. Gonzalez and Ryan Weller, OSG Environmental Specialist provided a briefing to the Ewiiapaayp Band of KuKumeyaay Indians. They received verbal concurrence on the methodology and proposed areas of potential effects. They expect written response in ten working days.
- Mr. Henry and Mr. Gonzalez provided the new SAN Tower ATM and FacRep with a SoCal Metroplex briefing and status of procedures.
- Mr. Weller is working with the Flight procedures Team and ATAC for noise analysis of the ILS connectivity issue.
- The ZLA Team worked on procedure interactions with the delivery of SoCal STARS from ZOA after the deletion of two transitions on the SJC TECKY ONE SID.
- Provided the ZLA Airspace and Procedures office with information regarding affected SoCal Metroplex procedures in the R2501 Airspace Expansion request from the USMC.
- Reviewed and approved the All Configurations Airspace Design Package.
- Participated in the Q-Route Phase 1 Design verification meeting.
- Worked with Katherine Shelley, ATAC, to upload Air5 files to the MITRE site for National Adaptation Team use.
- Reviewed the latest Procedure Publication Sequence list.
- Preparations for next weeks ZLAs Training Dept meeting were finalized.
- Area A and E SMEs worked with the ZLA Airspace and Automation teams to populate the deliverables tracking spreadsheet.
- Worked with the Human Solutions TBFM team during their site visit.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **CLE/DTW Metroplex**
 - Telcom with Toronto Center on the elimination of the AXXIS route into DTW. This route is now to close in to the NE1 STAR for effective flow management.
 - Telcom with ZAU of issues between ZAU and ZOB on arrivals from the west. There were some route and speed issues in the TARGET files that are in question. Additionally there is a speed issue still outstanding on the arrival that is

just inside ZOB border for the aircraft to make the remaining restrictions with the prevailing tailwind.

- Prepared for the 75% briefing with review of your work to date.
- Conducted 75% design milestone briefing to a packed crowd at CLE new Approach/Tower.
- Received a briefing from the DATA Com folks on the limitations that may be encountered during the design of SIDs and STARs. The role out schedule was also discussed on its effects the Metroplex implementation.
- Meet with Mark McKelligan (NATCA D&I Lead) and his management counterpart on issue effecting the CLE/DTW project, SRM guidelines, number of procedures and sector modeling.
- Meet with CLE airport officials to update them on the projects status and what the future steps are. Director also attended the CLE portion of the briefing.
- Revised HITL and Modeling schedule to better fit into our timelines.
- Week's ahead: project update work week of 4/6 & 4/13, Lead meeting week of 4/13, DTW week of 4/20, FNT 4/22.
- Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex week of 3/30/15**
 - Activities this week (Day one: Central Part of Florida Metroplex at ORL Executive airport conference room, Days 2 and 3 Orlando FSDO):
 - Second week of design for Florida Metroplex (ZJX, F11, DAB, ZMA, RSW) Teams, along with industry partner (only American Rep present for all three days) worked the following SIDS and STARS and procedures to incorporate SIM data from industry:
 - MCO CROWD STAR
 - DAB TTHOR STAR
 - MCO CWORLD STAR
 - RSW CSHEL SID
 - RSW SHFTYSTAR
 - RSW TYNEE STAR
 - APF PIKKR STAR
 - APF/MKY PIKKR STAR
 - SRQ TRAPR STAR
 - TPA FOOXX STAR
 - DAB (New name TTHOR)

- TARPEN/ENDED SIDs renamed
 - F11/DAB/ZJX discussed possible airspace changes
 - Attended the ERTG/RTCA meeting at ZMA
 - The other industry partner has been present for 3.5 days in the last 9+ weeks
 - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **North Texas Metroplex/CSA PBN 03/29/15-04/05/15**
 - **Activities this week:**
 - CLE/DTW Metroplex 75% Design Telcon
 - Weekly PBN Project Status Telcon
 - MSP STARs Status Telcon
 - Coordination with Central FPT concerning North Texas Post-Implementation slots publishing in March 2016
 - Revised plans with D10 and ZFW for March 2016 Submissions
 - Final Revisions to PEJAY fix/waypoint for KTUL
 - Pre-Coordination with ZAU Airspace Rep, Sam Passialis, prior to visit next week
 - 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.
 - Brief D10 and ZFW on differences between North Texas Project briefing items for FAA Deputy Administrator and the submission from the Metroplex Program Office
 - Presentation Material Development for Regional Seminar
 - Weekly NATCA PBN Service Centers Telcon
 - Weekly Metroplex Telcon
 - 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.
 - **Upcoming Activities:**
 - 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---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
- Pre-telcon with Western Service Area OSG PBN Reps and AJV-14 to discuss the upcoming ZLA/SoCal Metroplex Q Route full working group telcon to be held on March 31
- Participated in weekly Service Area PBN telcon
- Participated in weekly Metroplex Leads telcon
- Full working group telcon for ZLA/SoCal Metroplex Q Routes with Industry (Reps from American, United, and Southwest), Service Areas, ZLC, ZDV, and AJV-14. ZDV needed a waypoint moved slightly on the ZDV/ZLC boundary which will be accommodated. Industry understood the need for Q Routes in the LA Basin but were unified in their stance that the Q Routes should not be extended because they feel it creates inflexibility and inefficiencies in the system. It was decided there would be no further meetings necessary so this has moved to the WSA to be worked by the WSA OSG Co-Leads. Next step is rulemaking.
- Meeting with NAS NAV PBN Strategy Group March 31-April 2 to develop NAS PBN strategies for the next 5-10-15 years
- **Upcoming Activities:**
 - 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 Article 48 Ed Hulsey
- **National Design and Implementation**
 - Participated in weekly Metroplex staff meeting. Las Vegas Study team has been approved we discussed when to start the initiative, it will start sometime this summer. We discussed ISIM scheduling so that we can maximize its use with the D&I teams.
 - Participated on the OSG weekly telcon
 - Participated on a PBN telcon
 - Reviewed and forwarded changes to the 7100.41 guideline handbook
 - Worked on several Peer 2 Peer scheduling
 - Participated on a ZLA/SCR Q route telcon
 - Worked on several issues dealing with NCT 4/30 Implementation, NTexas D&I next steps, SCT budgeting.
 - Participated at the CLE/DTW D&I teams 75% milestone meeting.
 - Participated in a DataComm briefing
 - Participated in a meeting with Josh Gustin (PBN Manager) about NTexas post implementation.
 - Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Issues**

- Participated in the weekly Metroplex Telcon
- Meeting with NAS NAV PBN Strategy Group March 31-April 2 to develop NAS PBN strategies for the next 5-10-15 years
- Participated on multiple calls concerning NCT 4/30 implementation
- Started looking at Minneapolis flow issues for their OPDs
- Submitted by Jim Davis (PCT) NATCA National Airspace Rep

ADMINISTRATIVE SOFTWARE TOOLS: Rich Santa (ZDC) is NATCA's Article 48 Representative for Administrative Software Tools. Below are the updates for the past two weeks.

- **Week ending March 27, 2015**

- A-SISO
 - Last week was a Denver tracon test. It was a challenging facility with numerous tweeks necessary to make it work. We are in Pittsburgh this week.
- WMT
 - Webschedules is still waiting for the patch until we can test with our new administrative software team. (AST)
- AST
 - Mr. Santa submitted the recommendations to the NEB for selections. Should hear something this week.
- ATOMS
 - More movement on the project and inclusion of our SME is slow. Robey and I are working to get full participation.
- CEDAR
 - A meeting has been set up for April 1st to discuss the structure of the group going forward. Mr. Santa hopes to define a setup that works much better than before.
- Mr. Santa was used for staffing on Sunday, March 29th.

- **Week ending April 3, 2015**

- Safety Suite
 - Safety suite may be expiring on July 15. If your facility uses it, let me know. We don't have plans for a replacement program but are working towards a CEDAR module.
- A-SISO
 - We tested at Pittsburgh last week. A few small issues were uncovered and fixed.
- WMT
 - We finally are ready to patch the 7 day overtime fix.

- Cedar/Falcon
 - We are still working on construction of a SOP and MOU to help define a group to streamline the decision making process.
- OPAS
 - It's on hold for the foreseeable future.

Dale Wright

Dale Wright
Director
Safety and Technology