



National Air Traffic Controllers Association
1325 Massachusetts Ave NW, Washington, DC 20005
Safety and Technology Department
Office: 202-220-9818
Fax: 202-628-7286

SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending April 24, 2015

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

- Mr. Weidner traveled to Fargo, ND with Chris Stephenson (NATCA S&T) to attend a briefing on proposed Air National Guard (ANG) UAS activities at that airport.
 - The ANG would like to move their Predator operations from Grand Forks down to the Fargo airport. This operation would put manned and unmanned operations at the same airfield.
 - NATCA has serious concerns with the operation as it is currently proposed.
 - We will continue to work closely with the local FAR reps and our contacts at HQ to ensure that any UAS operations at Fargo are conducted in a safe manner.
- Mr. Weidner met with Dan Williams (ATO UAS Integration Team Lead) to catch up on the week's activities
- Mr. Weidner met with Randy Willis (AJV-115 Manager / UAS Integration Office) to brief him on the proposed Fargo activities.
- Mr. Weidner spoke with NKT Facrep, Mike Lane to discuss safety concerns with UAS operations at NKT.

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

- **TFDM:** The program received approval from the FAA CFO to the release of the Screening Information Request (SIR). The Program expects Vendor Questions shortly, and will now focus on the completion of the Source Evaluation Plan (SEP). The Electronic Flight Data (EFD) questionnaire was also reviewed last week with the TFDM Representative to take in the initial comments from NATCA. A revised EFD questionnaire with that input is expected to be re-submitted to NATCA for further review and/or comments. The TFDM Early Implementation team continues its work on AEFS and the baseline activities.
- **AEFS:** The date for software updates to the AEFS system has been pushed back to May 12th from May 5th. Several items have been identified and potential solutions have been brought forward by the engineering team at TSLE. A meeting was held last week

between TSLE and CSC regarding the functions of DSP for integration into AEFS for EWR. The engineers will continue to look into those two systems and begin controller involvement from EWR for the future solution. An AEFS lab is scheduled to be installed in EWR in the near future to allow the controllers there to become accustomed to it in a non-control environment to allow better input into development of AEFS/DSP. Training for a select number of controllers is expected to take place in early June.

- **EFSTS:** Terminal Requirements (AJV-7) continues to work on draft requirements for the EFSTS key pad tech refresh. To ensure all requirements are met, the program intends to visit several facilities to observe the use of EFSTS. These facilities include PHL, ORD and CLT.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) leads NATCA's efforts on TAMR as the Article 48 Representative for this project. Below are reports from Mr. Herrick and several TAMR Team Leads.

- This week Mr. Herrick was in Washington, DC for Section 804 meetings with facilities from the NWM. He also met with TAMR Leadership and attended a briefing related to software development.
- **SGF Transitions to STARS.** Congratulations to the members at Springfield, Mo on their successful transition from ARTS IIE to STARS on Saturday Friday evening. This is yet another success story for the Segment 2 program that continues to modernize the NAS at the ARTS IIE sites. Next up is South Bend in June followed by Lafayette, LA in July.
- The Section 804 Team is looking at PSC/MWH. This week the 804 workgroup had Representatives from Labor and Management for NATCA, PASS and the Agency in Washington, DC for a kick off meeting for the analysis of Spokane and Grant County (Moses Lake) as potential transferring facilities. PSC FacRep Tracie Zaring and MWH Facrep Chris Gerepheide represented their facilities as did Eddie DeLisle (P80), Dennis Collins (S46) and Dick Thomas (GEG) for the potential receiving facilities. Once again, this is a pre-decisional process intended to collect qualitative and quantitative data to make an informed decision.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
 - This week segment 1 went to SoCal (SCT) for a lessons learned meeting. NATCA members Aaron Rose NCT, Randy Garcia D01 and Doug Peterson D10 joined Program Office and PASS representatives to review transition activities at previous sites and emphasize past mistakes and highlight best practices. The TAMR program continues to have success and improve its processes and the ability to "**pay it forward**" in these meetings has been instrumental in that success.
 - The program also went to Atlanta TRACON (A80) for a kickoff meeting. At this

meeting the facility gets a high level overview of the transition process including AT and Tech Ops training, installation process, significant benchmarks and the facility makes their first attempt at the actual transition schedule, choosing actual dates and times for live operational testing. Segment 1 lead Doug Peterson dialed into an STR Working Group meeting. Requirements definition, STR concurrence and STR/PTR ranking have been high priority issues for the past month as a deadline is approaching at the end of May when we are expected to be ready for software build packaging for the next TAMR software revision (R5).

- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - April 20, 2015-April 21, 2015, Scott Robillard (K90) and Joe Yannone (Region X) met with the CTD group to develop a long term plan to deal with all analog ASR8's and EVV specifically. The group was able to make real progress and gain agreement with the agency to improve the ASR8s as a whole and to tight the maintenance requirements which will result in a better performing radar prior to digitization.
 - April 21, 2015-April 22, 2015, Jim VanZee (GRR) and Dan Stefko (Region X) attended the BTR Initial Site Survey (ISS) for their STARS installation.
 - April 22, 2015-April 23, 2015, Scott Robillard (K90) and Joe Yannone (Region X) met with the CTD group and the vendor for the Common Terminal Digitizer (CTD) which will replace the TDX-2000 as the means of digitizing ASR8's. The vendor provided a detailed briefing on product and process for both search and beacon. Joe Yannone and Frank Stahler (Region X) worked with the program office to ensure that the requirements document to ensure a quality product for the NAS.
 - April 23, 2015, Jim VanZee (GRR) monitored the last IOC planning telcon for SGF.
 - On April 24, 2015, at 8pm CST, SGF achieved IOC and became the latest ARTS IIE site to become a STARS site. To ensure a successful transition, SGF was supported on site by Scott Robillard (K90), Bob Faulkner (D01) and Aaron Mackesey (S46). SGF is unique to the STARS ELITE world as it is the first dual ARTS IIE site with contiguous airspace where two ARTS platforms were replaced with one STARS ELITE. Congratulations to SGF and the entire TAMR team.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
 - CLE I.O.C. is projected for 9/30/15, with a cut-over date of 9/19/15.
 - San Francisco Tower Joint Site Survey (JSS) 5/12 and 5/13/15.
 - MDM issues at Seattle continue to go unresolved. A team of Esterline (former Barco) engineers will join the team to bring these issues to a close.
 - Salt Lake City MDMs are performing without any failure. The facility is happy with their displays.
 - The Tower Rack for Lafayette (LAF) has arrived. Equipment delivery (ED) for LAF parent facility, Grissom AFB (GUS) will be in May, date TBD. GUS/LAF will be

- supported by IND SSC.
- ELITE Opportunity has generated a lot of discussion. Originally 15 million dollars in savings involved 15 sites (non 30 core airports) and under 400,000 operations for the year. Anchorage is a site that is the subject of the most recent discussion. Currently in the FAA, there is no G1/G2 to ELITE in existence, so how does this look for the supporting OSF? Will the OSF require a different string to support G1(2) to ELITE? PCOSF will have a challenge with the space they have available and inability to expand. Anchorage may not have the foot print to house the G4 infrastructure, so this will be looked into. McGuire AFB (WRI) has made a successful upgrade from G2 to ELITE. The FAA will look into what made their transition a success and hopefully gain from their prospective. There isn't an AT training Delta for Arts II to ELITE (STARS) therefore, this isn't a training delta for a G1 to ELITE tech refresh. We have reached out to Amanda Merkl (Manager, Airfield Operations Mission Systems) for the WRI training delta (via Raytheon) used for their transition.
 - The R4 (merge) training delta is under review, to see if it is necessary. We feel we should look for ways to save money and divert funds for projects that desperately need it, but not at the expense of properly training our work force for the upcoming changes with equipment in the NAS. Mr. White will work with Aaron Rose (TAMR Training Lead), Seg2, Candy Barr (OSF) and see if there is a compromise that makes sense. We don't want to short change ourselves.
 - The MDM4 key site (ABE) JSS will be 5/5/15. ED and training (tech ops) will be 5/18/15 with a fallback date of 5/30/15, should they run into any issues.
 - Terminal Sequencing and Spacing (TSS) Shakedown Event #2 begins 4/27/15 - 5/1/15.
 - Mr White will join with Seg 1 for TAMR p3s1 Drop 9 OT Regression on 4/28/15.
 - R27 OT Regression is tentatively set for 6/22/15. This date was targeted based on NATCA notification and lab space that will competing with TSS testing events. If this date cannot be met, it will slide far to the right, possibly after summer. This test and others falls within prime-time leave, so SME availability is difficult. Back-fill Overtime (BFOT) will not be supported, making SME attainability increasingly difficult. BFOT is a very touchy subject, but an important one to be discussed. In the past we have made it work, but with more programs being added to the system, we may hit a wall soon.
 - **STARS/TAMR OSF update submitted by Candy Barr-NEOSF Multi-Unit**
 - Friday Steve Sims, Gulf Coast OSF supporting the successful IOC FAT ELITE transition
 - Saturday morning Paul Shireman, Gulf Coast OAF supporting MSY on the successful G4 Transition
 - Monday, Mr. Barr attended the Leads Telecoms, Ms. Barr attended the ABE IOC

- Telecoms and the TFOS Coordination Telecoms
- o Tuesday, Ms. Barr attended the Seattle Bug discussion.
- o Wednesday, Mr. Barr attended the OSF SMS Telecoms, Ms. Barr attended the Fusion Focus Telecoms
- o Thursday, Mr. Barr attended the OSF Technical Telecoms and the ELITE Opportunity Telecoms Ms. Barr attended the OSF Technical Telecoms. Ms. Barr attended a pre STRWG discussion on parameters being added to the RADAR Sensor page. Ms. also attended the STRWG Telecoms.
- o Friday, Mr. Barr attended the TAGUP Telecoms, Ms. Barr attended the TAGUP Telecoms and a discussion with NATCA ELITE, AT members Bill Spence and Chris Falcone on Disabling RADAR's, and problems with the F9 function. Ms. Barr will look into what the OSF may be able to do about these issues.
- o Thursday - Next week Keith Duffy, Northeast OSF will be on-site to assist with the SGF IOC transition.

SURVEILLANCE and BROADCAST SERVICES (SBS): Eric Labardini (ZHU) serves as the SBS Article 48 Representative for NATCA. Below are reports from Mr. Labardini and members of the SBS Article 48 Team:

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
 - o Monday, traveled to LGA. Met with N90 NATCA reps Kevin Maney and Jim Dyckman to discuss the potential path forward to Fusion and ADS-B use. N90 has identified a need for additional radar inputs prior to reaching operational use of Fusion. This was discussed at the SBS Article 48 meeting as well, and evaluation of potential added radar sites is planned to start soon. N90 plans to transition to TAMR in May 2016, so any transition to Fusion/ADS-B would have to wait until afterward.
 - o Tuesday, visited with ZNY NATCA reps John Fox, Pat McDonough, and Todd Tourin to better familiarize on ATOP procedures and the use of radar and ADS-C today. The information provided was very valuable and will assist in the potential inclusion of Space Based ADS-B in ATOP. Also met with ZNY NATCA ERAM reps George Acampora and John Hoppe to discuss ADS-B issues related to outage displays.
 - o Wednesday, traveled to the FAA Tech Center in Atlantic City. Participated in an SBS/ERAM weekly telcon.
 - o Thursday, met with ERAM lab personnel and Joe Kovack (NATCA ERAM SIG SME) to evaluate the Mini ERAM lab. It seems more than suitable for an upcoming ERAM Track Based Display Mode (TBDM) Ops Eval planned for June. The lab has much more flexibility and availability than the main ERAM labs and, most importantly, the same tracker functionality.

- SBS Article 48 work group met via telcon Thursday afternoon. Program status was discussed as well as several other topics including: N90 radar feeds, MEARTS Fusion schedule, CLT WAM development and timeline, and GIM-S efforts. Also discussed the ERAM Ops Eval and the plan for moving ADS-B up as the priority surveillance source after EAD300 is introduced.
- Friday, early flight back to Houston. Participated in an AJT/AJV/SBS telcon. Led our NATCA SBS weekly telcon.
- **Craig Bielek (A90)**
 - Monday participated in the Weekly SBS telcon.
 - Wednesday participated in the Fusion Focus Group telcon.
 - Thursday participated in two telcons with the TAMR NATCA reps to discuss potential enhancements to STARS that relate to ADS-B. Participated in Monthly SBS Article 48 workgroup meeting.
 - Friday participated in NATCA SBS telcon. Participated in the SCT Terra Fix Safety Panel telcon.
- **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep
 - Monday, SBS implementation and team telcons.
 - Tuesday, several telcons throughout the day.
 - Wednesday, visited PIT tower to discuss movement area and ASSC coverage expectations.
 - Thursday, SBS Article 48 monthly telcon.
 - Friday, CLE Vehicle ADS-B refresher telcon. NATCA SBS team telcon.
- **Andrew Stachowiak (I90)**
 - Participated in the Fusion Focus Group and the SBS Article 48 work group monthly teleconference.
 - There was email traffic clarifying ADS-B use in the Seattle TRACON with their FacRep, Dennis Collins.
- **Tom Zarick (ZDV)**, National Interval Management Rep
 - GIM-S: ZMP Kickoff meeting scheduled for May 28th. GIM-S adaptation team scheduled to visit ZDV the week of May 18th. TSS/GIM-S Shakedown is scheduled for next week at the Tech Center.
 - FIM: Received confirmation that IM Turn will not be part of the IM-S AA&C investment. All discussion of IM Turn will be removed from the next version of the ConOps. The Advanced IM OSED Comment Adjudication Meeting is scheduled for the 28th of April.

SECTOR DESIGN ANALYSIS TOOL (SDAT): Don Ossinger (ZBW) is the Article 48 Representative for SDAT. His report for the week is next.

- Worked with the program office to establish a frame work of training for a national roll out in May. Training grouped by service areas to remain in Core working hours.
- Training classes are online and will be approximately 8 hours. Two classes a week into the summer to help expedite the number of personnel that have to be trained.
- Each of the 3 focals from the service areas where briefed on Tuesday.
- Military briefings will begin at the beginning of new week for the users of the current SDAT.
- NATCA Test team will be notified shortly for the first training run and periodic evaluation of the program.

RTCA: NATCA has been a very active member of RTCA. Below is a report from Bill Geoghagan (S&T) on his work with the GSP Adjacent Band Working Group,

- On April 23rd, the group met for the second time to discuss the issue. It was apparent in the first meeting that the proposal would have significant impact on the Law Enforcement/EMS Helicopter industry and UAS industry. The proposed deployment of the "cellular like" system on existing building and towers would create possible interference to GPS signals in an "exclusion zone" 500 feet in diameter around the antenna and 100 feet above the antenna.
- This restricted the possible aircraft groups impacted to those who operate in that environment and use GPS for navigation. Use of this equipment in the vicinity of airports was already restricted by regulations. With VFR fixed wing aircraft restricted to 1000 feet above congested areas and 500 feet elsewhere, it was clear they should not be affected. It was the group's opinion that any aircraft at or above 1000 feet AGL would not be affected.
- With this opinion stated in the draft, the paper was sent out to the group for comment. Lightsquared, the company who is proposing this, was concerned that a "No" answer would be damaging (Geoghagan words). They came to the group at the April 23rd meeting with a new proposal. They would reduce the power of their transmissions so that the "exclusion zone" did not extend above the top of the antenna, was only 25-45 feet below the top of the antenna, and extended out to a radius of only 250 feet. This changed the use case completely.
- The Co-chairs took this information to Margaret Jenny, President and CEO of RTCA. The FAA had tasked the group with the specific task of seeing how the original "exclusion zones" affected aircraft. With this reduction in size, that changed the process considerably. The co-chairs and Margaret agreed that the FAA needed to be made aware of this change and that they (the FAA) needed to decide how we should proceed.

In the meantime, all work on the task would be put on hold while this decision was pending.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) represents NATCA as the Article 48 Representative for RNAV/PBN criteria. Mr. Kelly has forwarded the information below for this week's update.

- **NSPP – NEW Metroplex Procedures:** NORCAL adds up-numbers, 2 new SIDS and 2 STARs for OAK and 3 new SIDs and 2 new STARs for SFO.
 - Florida project expects to add 75 procedures per cycle starting mid 2017.
 - SIDs/STARs/RNP: MSP uses the NAVLEAN amendment to change notes only on STARs for the 6/25/2015 publication cycle.
 - PDX STAR and RNP project moved to 6/25/2015 publication cycle
- **PBN Service Level Strategy –** This was a meeting to rank and categorize airports into 4 different service levels to determine which PBN services they will receive in the future. This is part of the 5-20 PBN Strategy plan being worked on to be briefed to the NAC at the end of May.
- **PCPSI –** This was a two day meeting to determine recommendations for PDC, Speed notes on charts, RNAV engagement issues and the new SID/STAR orders. Of note is that the current STAR order does not allow clearance information to be included in notes but the SID order allows speed clearances to be included in notes. This is a discrepancy that needs to be worked out.
- **STAR order discussions –** Some topics worked on for this new order: How to word runway transitions in the narrative for landing direction on OPDs, limit of bottom altitudes on procedures, should narratives have altitudes in them, only one altitude per restriction fix and MEAs. It was noted that the MEAs are coming off the common route on STARs. If altitudes are needed for navaid reception (e.g. DME/DME) then an altitude restriction will be placed on the preceding fix to protect for it. We need to be aware that if an aircraft is descended below the crossing altitude or MEA, but at or above the MIA/MVA there needs to be an increase in awareness that the aircraft is off the procedure and could lose its navigation.
- Attended meetings/telcons for 2 of 3 day PBN Strategy meeting, PCPSI, 2 days floor
- Forwarded notes/presentations for NPIAS list for service levels, PBN Service level strategy meetings, PARC PCPSI Update.
- Next week Mr. Kelly will be in Reston, VA for the ACF 3 day meeting.

REQUIREMENTS (AJV-7): James Keith (D10) is the NATCA Article 48 Representative assigned to the AJV-7 Office. This office is the Air Traffic Requirements Office. Mr. Keith has forwarded his summary of his week's activities for the membership.

- Meet with Trish Horan to discuss how to utilize the TBFM Ops team for future programs.
- Meet with several AJV-7 personnel to discuss the Interval management concept of operations.
- Meet with Human factors office to gather information on human factors work on remote towers.
- Mr. Keith had a phone conversation with Eric Labardini to discuss AJV-7 involvement in Fusion and interval management.
- Two meetings on EIDS concept of operations: specific the operational scenarios.
- AJV-72 managers meeting.
- Meet with Pete Slattery (CLT) on discussed his projects he is currently working on.
- Meet with Frank Lias (FAA, AJV) to get a high level view of projects under his management.

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the Article 48 Representative to the PMO. Mr. Woods works as a liaison between NATCA project representatives and the PMO. He also represents the membership on projects that have not been matured to a point where a NATCA Representative has been selected. Mr. Woods' report for last week is below.

- Attended International Federation of Air Traffic Controllers Association (IFATCA) conference
 - Mr. Woods' reason for attending the conference was to participate on a panel about affects of PBN on controllers
 - Attended Committee B (Technical Operations) meetings
 - Met with Mike O'Neill, Asia Pacific VP for IFATCA on NATCA participation in their regional meeting to be held in October/November time frame
 - Discussed technical and procedural issues with the representatives from Civil Air (Australian Labor Organization)
 - Discussed issues affecting both the United States and Canada with CATCA (Canadian Controller Union).

NEXTGEN: Mel Davis (SCT) is NATCA's National NextGen Representative. Mr. Davis' report for this week is below.

- **RTCA NextGen Advisory Committee (NAC), Sub-committee meeting notes:**
 - **Opening remarks:**
 - Melissa Rudinger from AOPA started the meeting by saying that AOPA will be changing their message on ADS-B equipage for GA from concern over cost to encouraging their membership to equip. She thanked the FAA and the Equip2020 initiative for helping to drive down the cost of

equipage. AOPA will state this message strongly at their Sun and Fun event this week and it will be posted prominently on all of their outreach platforms.

○ **4 NextGen Priority Areas:**

▪ **DataComm**

- FAA is still moving towards Final Investment Decision on EnRoute services later this year.
- FAA clarification on the Flight Data Recorder Rule allowing the use of DataComm by more aircraft has been very well received by industry. This will help the number of aircraft equipped for DataComm grow more rapidly.
- Tech refresh for Tower Data Link System is moving forward and will support the use of DataComm in the tower environment.
- Industry reported that enthusiasm for DataComm is high and the number of equipped aircraft and trained crews is growing rapidly.

▪ **Multiple Runway Operations**

- ATL 3600' independent operations Rule is in place.
- Wake ReCat version 1.5 is now in effect and has showed incremental improvements and transition to version 2.0 is progressing well.
- Wake ReCat for Chicago looks like it will be achieved on time.
- In each implementation of Wake Recat the facilities and operators have reported high use and acceptance and readiness, which speaks well about the deployment.

▪ **PBN**

- The Established on RNP (EoR) work at Denver is going well.
- The decision to use the Metroplex process at Las Vegas was briefed internally to the NextGen Integrated Working Group, PBN team. The FAA has announced a Metroplex Study Team in Las Vegas that will take place later this year.
- There were concerns expressed about the potential effect that PBN had on capacity at Atlanta, Denver and Minneapolis. The FAA committed to follow up with the "play book" on capacity versus efficiency at non-metroplex implementations.

▪ **Surface**

- SWIM Surface Viewer is deployed and operating at all the locations agreed to with RTCA.
- Surface Metering demonstration:
- The FAA conducted a feasibility assessment for departure metering for an initial departure system using electronic flight

data. The result of the assessment was a positive decision. The FAA will partner with NASA on the upcoming ATD-2 (Advanced Technology Demonstration) Surface Efficiency project. The Surface (CDM) Collaborative Decision Making work will be folded into this ATD-2 project. There are four candidate sites identified by a NASA study, IAD, ATL/CLT, SFO, EWR. Additional sites may be evaluated in the near future. Selection activities will take place over the next few weeks with maximum emphasis on rapid deployment with measureable benefits.

- **Other Business:**
 - Performance Metrics for 4 Priority Areas, Ad Hoc workgroup –
 - The working group presented some options for measuring the change in efficiency associated with the 4 NextGen priorities. As each new capability is implemented throughput or efficiency generally improves. However, it is important to measure those improvements in a manner which all stakeholders can agree. The initial suggestions from the Ad Hoc group focuses on the measurement of fuel burn. To achieve this all of the stakeholders have to commit to providing fuel burn data.
- ADS-B Ad Hoc workgroup –
 - The ADS-B Ad Hoc workgroup has lined up with the FAA Equip2020 plan. The primary issue for this Ad Hoc workgroup deals with privacy and security of the ADS-B message sets.
- Global Cooperation & Interoperability
 - The FAA and SESAR have released the first version of a “State of Harmonization” report. The report is a snapshot of the ICAO ASBUs (Aviation System Block Upgrades) and how FAA and SESAR are aligning with the ASBUs.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) represents NATCA’s bargaining units on the NVS project. Mr. Shedden’s report for this week follows.

- Meetings this week:
 - NVS PTR Review
 - NVS Dial Plan
 - NVS Systems Engineering Working Group
 - NVS Human Factors Working Group
 - NVS Training Mode functionality and configuration
 - NVS Demo Configuration Control Board
- Other issues worked:
 - Review of VSBP documents for PCT installation
 - FSNI document prep for facreps

- Call pick for calls on hold on NVS
- Failure Mode and Effects document review for NVS
- Diversity algorithm winner presented at position on NVS
- Voice Monitor vs OVR calls (resulting in loop closure)
- NVS functionality for Cross Coupling of frequencies
- Mr. Shedden will be working from FAA HQ all week (4/27 - 5/1).

INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS' ASSOCIATIONS (IFATCA): The 54th Annual IFATCA Conference was held last week in Sofia, Bulgaria. NATCA EVP Trish Gilbert led a very talented NATCA Team for this conference. It was a very successful conference for IFATCA and below are highlights and description of duties for NATCA's team at the conference.

- Ms. Gilbert participated in Committee A. This committee addresses Constitutional, Administrative and Financial matters of the Federation. This committee confirmed Las Vegas, NV as the location for the 55th IFATCA conference from March 14 – 18, 2016. NATCA's Organizing Committee has met several times already and held telcons to get ready for this event. Ms. Gilbert's input was sought on several difficult issues and provided NATCA experiences to demonstrate how controllers in the United States work through issues.
- John Carr (former NATCA President) serves as the IFATCA EVP Americas. This position represents all IFATCA Member Associations in North, Central and South America. Mr. Carr spoke on the difficulties being experienced by the controllers in the Dominican Republic and has made one trip so far to the country to assist the controllers. Mr. Carr participated mostly in Committee A. He also hosted the Americas Regional Meeting and participated in the pre and post conference Executive Board Meetings.
- Bill Holtzman (ZDC) is NATCA's representative to the IFATCA Technical Operations Committee (TOC) and participated in Committee B. Mr. Holtzman presented a couple of papers on issues such as Blended Airspace and GPS Altimeter. Dr. Ruth Stilwell (ZMA) filled in for Mr. Holtzman the second half of the conference due to Mr. Holtzman on being available for the first half of the meeting due to family commitments. Jeff Woods (I90 and PMO Article 48 Representative) attended Committee B to get a better understanding of how this committee works. NATCA was one of the countries elected to participate on the TOC for the next year.
- Deidre Hatchard (D01) represented NATCA in Committee C. Ms. Hatchard is NATCA's representative to IFATCA's Professional Legal Committee (PLC). Papers were presented in this committee on subjects such as Just Culture, Working Hours and other issues dealing with the workplace. NATCA was successful in getting the United States elected for another year on this committee.

- Mr. Woods participated on the IFATCA Panel. His focus was Performance Based Navigation (PBN) and how controller input is paramount for success. Mr. Woods worked really well on the panel with the IFALPA Representative, Capt. Rip Torn (Delta).
- Linda McCray (ZDC) is a member of the IFATCA 2016 Organizing Committee and she spent a majority of her time explaining the United States' VISA program to delegates from Africa, Middle East and Asia. With NATCA hosting next year's conference, Ms. McCray did an excellent job of stressing the importance of the delegates getting their Visa paperwork completed as early as possible.
- Sandy Tighe (ZMP) is also on the IFATCA 2016 OC. She observed the conference and made notes on things discussed with the Bulgarian Committee on what NATCA should focus on to make things run smooth for next year's conference. It does appear the most difficult aspect of hosting an IFATCA conference is the immigration and visa process. Ms. Tighe also noted the number of attendees in Sofia (320), catering needs and audio/visual requirements.
- Kelly Richardson (S&T) displayed his awesome talents in developing videos by providing IFATCA with a very good conference video. Mr. Richardson also had a very educational learning experience in regards to the Bulgarian Customs' Office. Even though there were some difficulties in getting NATCA's merchandise through the customs process, eventually it was all retrieved and made available to the conference attendees.
- Dr. Stilwell serves as the IFATCA Observer to the ICAO Air Navigation Committee (ANC) and attended Committee B. Dr. Stilwell is retiring at the end of the year and received an award from the IFATCA Executive Board for her excellent work during the past 4 years in the ANC position.
- Jennifer Lobdell (D21) attended the conference as an observer. Due to the customs difficulties which required Ms. Tighe and Mr. Richardson to spend two full days at the customs office, Ms. Lobdell assisted with the NATCA booth. Her help was very welcomed and appreciated.
- Dale Wright (S&T) was elected to the Chairman of IFATCA's Financial Investment Committee (FIC). This committee assists the EVP Finance along with the rest of the IFATCA Board in research of financial questions and also provides input when requested by the IFATCA Executive Board. Mr. Wright is also the Chair of the IFATCA 2016 OC and received the IFATCA Flag at closing plenary signaling the next conference being held in the United States.
- Many of the Member Associations came up to NATCA's Team and expressed their appreciation for us hosting next year's conference the week before our Communicating for Safety Conference (CFS). NATCA hopes our members take the time and have the interest to attend at least part of the IFATCA Conference. The Farewell Dinner will be on April 18, 2016 at the Paris Hotel in Las Vegas. This will be a great opportunity for those attending CFS to come to Las Vegas early and have dinner with many leaders from the international air traffic controllers that will be there.

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

- The IDSR program office was forced to suspend database testing of the SCT network due to FTI line issues. It seems that the testing was causing "data bursts" that were causing disruptions on both the SCT network and FTI sides. The program office maintains that these issues will only impact what they categorize as "FTI dependent" facilities. These facilities will have their IOC dates delayed and if necessary their training suspended. When asked to provide a list of FTI dependent facilities the program listed the following networks: PVD, SGF, SCT, PHL and I90.
- The program office was investigating moving some non FTI dependent facilities up in the waterfall but seems to feel comfortable about a June time frame fix for this issue. This is amusing because they have not shared the news that they actually know what the issue is yet.
- Installations, database designs and site surveys will continue as scheduled for all facilities and other than the five networks listed above IOCs will be sought where applicable.
- The notification that went out last week educating the facilities of the potential failure of the NIDS system may seem like an over reaction but the truth is that no one is sure of what the issue is, how to fix it or that it couldn't happen at a non FTI dependent facility, it just hasn't been encountered yet.

DATACOMM: Chad Geyer (ZLA) leads NATCA's efforts on the DataComm program as the Article 48 Representative. Mr. Geyer's report for this week is below.

- This week DataComm SMEs Brian Dubois (BOS) and Ray Adams (EWR) installed version 12 of the TDLS system at BOI. Andrew Hatch (BOI), the local 48 representative, assisted in the install.
 - During the install the team discovered a few bugs that were assessed and patches developed.
 - The system is currently running on both processors and Andrew will continue to advise if any other bugs are found.
 - The system will be connected to the TEDC interface in early June, completing the install.
- DataComm SMEs Ross Dickinson (MEM) and Ray Martinez (EWR Supervisor) finished the training for the controllers at SLC in preparation for the Version 12 install next week.
- Chad Geyer attended the install briefing at ZHU with Local 48 Team members Will Hutson (IAH) and Shane Hammond (HOU). This meeting covered what will be coming in the next few months for Version 12 installs at HOU and IAH. Paul Mitchell (ZHU) and Jim

Tlapak (ZHU) also attended to receive information on what the impact for the Center will be.

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) leads the NATCA CDM effort. This week a Surface CDM report is below from Kyle Andrews (ORD).

- There should be an announcement about which airport will serve as the initial implementation site for Departure Metering (DM) in three weeks at the NAC Subcommittee Meeting. A target date for the implementation is still being discussed.
- This month the SCDM/SCT workgroup visited Miami airport at the invitation of American Airlines. They also were able to visit MIA ATCT/ TRACON. Initial impressions are that Miami could be a very good candidate for early implementation of a departure metering program for the following reasons:
 - They have defined pushes that produce long queue lengths that could be managed with a departure metering program.
 - 76% of MIA's traffic is American Airlines or a subsidiary, and they plus a number of other domestic carriers are CDM participants and so would be able to transmit and receive relevant departure metering data.
 - Weather is not as significant a problem as at many other airports. Although MIA has departure delays due to lightning and the resulting ramp freeze, the aircraft rarely are subject to rerouting delays, because the TRACON and Tower have a system worked out that can allow the departures to fly around convective weather and rejoin their original route. Also, MIA does not have to deal with delays from snow or deicing.
- An issue that might need to be investigated is the required CDM participation level of flights at an airport to effectively and fairly run DM. Using MIA as an example, an estimated 80 to 85 percent of the flights are by airlines that are CDM members. At first glance that might seem to be enough to effectively apply metering to a push. However, it is probably beneficial to run some type of simulations to see how allowing 1-out-of-5 planes to taxi without restriction would affect the overall performance of the metering. Hypothetically, an airport like MIA could have a push heavy with domestic airlines with over 90% CDM member flights that would lend itself well to DM, and another push that is more heavily populated with non-CDM member international airlines that would have no way of receiving metering times and would result in very ineffectual DM.

AIRSPACE: Jim Davis (PCT) leads NATCA's Airspace efforts. Below are reports from Mr. Davis and various airspace team leads.

- **DC Metroplex**

- DC Metroplex conducted April implementation teleconferences verifying status of automation, training and industry preparations.
- April 30th LOAs and SOP's complete.
- PCT and ZDC Training on schedule and 95% complete.
- DCAT will continue training through validation period with expected completion by May 17th as additional CRJ fleet mix participates in LAZIR and new DCA SIDs.
- ERAM Release w213a430 Ead23000 System created and tested for April 30th chart date.
- DC Metroplex Team conducted DCA RNAV SID teleconference with DCAT and Industry. The purpose was to finalize implementation, develop validation procedures and contingency plans for non-participating aircraft/carriers. Plans include: DCA SIDs (SOOKI1, DOCTR1, DIXXE1) will be NOTAM'd "ATC Assigned Only" to create ability to capture specific flights and fleet mixes during validation period through tentative date of May 17th. Through real time coordination between DCA Tower and DC OAPM, three (3) departures will be selected to fly the new departure SIDs. One (1) flight per SID (SOOKI1, DOCTR1, DIXXE1) minimum each day. More flights may be selected for validation at DCA Tower's discretion and coordinated in real time with DC OAPM. Current proposed time to conduct validation flights is between 10am and noon. The goal of this validation period is to issue the SIDs to as many of the different airframes that operate at DCA during the course of validation period.
- May 18th - Tentative full install date
- DC Metroplex Team conducted April implementation Industry outreach teleconference including thorough review of CONLE1, RIGNZ1, JCOBY1, DIXXE1, SOOKI1, DOCTR1 SIDS, flight planning considerations for flight plan filers and operators, contingency plans and implementation day details.
- DC Metroplex team conducted initial June implementation teleconference including overview of the DCA RNAV SIDs: BUTRZ, HAFNR, HORTO, REBLL, SCRAM, WYNGS, IAD RNAV SID: BULRN, ADW RNAV SIDs: JEFSN, LNCLN, and HEF RNAV SIDs: GABBE, HIICH.
- DC Metroplex team provided the South/Central Florida OAPM team with a "lessons learned" briefing on the overall processes of the DC OAPM experience during their visit. Included observations of procedures at both ZDC and PCT, in-depth discussion on how to enhance overall efficiency while in the design phase of OAPM. Feedback was positive.

- DC Metroplex continued production of Record of Change Control Sheet to document Post Implementation Refinement to Procedures Meetings (RPM) documentation for the MCRA2, TIKEE2, JERES2 and ANTHM2 STARs.
- Participated in the weekly Metroplex Teleconference.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Charlotte Metroplex**
 - The Team worked at ZTL
 - Project review at the ESC. The project is in good shape but timelines are tight for the 8/20/15 publication cycle. The FONSI/ROD may be an issue for Flight Check. We are working to ensure that all processes are followed so that the Flight Check work can be completed in a timely manner.
 - Flight Check/FONSI TELCON: A letter will be sent to Flight Check and the Procedures Team advising them of the tight schedule due to the FONSI/ROD. Also; FAA Environmental advises that flight checks can occur but cannot be finalized. We are working clarify this with Flight Check. The Team has a back-up plan should an issue occur
 - Spectrum Meeting: All spectrum work is in good shape. A process has been developed to ensure that the facilities have all information needed
 - Answered questions for Specialist doing the airspace work for ZTL
 - Reviewed frequencies on the 8/20/15 Approach and Departure procedures. Inaccuracies were identified. We are working with the Flight Procedures Team to make corrects and working with CLT to ensure the national database has accurate information
 - Updated Implementation Plan and Design Packages
 - Continued work on end of year overtime estimates
 - Reviewed 10/15/15 ZTL airspace file for ZTL and sent corrections.
 - Performed various administrative functions
 - **Upcoming:**
 - 4/27/15 – At CLT
 - 5/4/15 – Leads on leave
 - Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **Atlanta Metroplex**
 - **Week's Activities and Meeting Outcomes:**
 - Program Review with OSG
 - Worked with CLT Team on combined Calendar

- Spectrum Meeting to discuss inconsistencies
- Meeting with Edwin Solley (SWA) to discuss TBFM
- Meeting with A80/ZTL to amend Dual STAR altitudes in case of a/c ties
- Talked with Delta (Chip Beall) about SIM testing new STAR altitudes
- ZTL530 completed work on 05262016 airspace file, awaiting our review
- RYY will have a new name June 2015, requested TetraTech update our Satellite STARs
- Talked with TMU, ZTL530 and ATAC about new Map Values due to airspace changes
- Worked on Currency
- **Issues:**
 - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
 - ZTL SGET Training
- **Milestone/Activity—Completions:**
 - ZTL has times 'on the glass' for ATL, expect to begin metering early June
 - Certified 06252015, 10152015 and 12102015 airspace files
 - Started Implementation Phase on 04012015
- **Projected Milestone/Activity Completions and Risks(next 30 days):**
 - Observe DC Metroplex 04302015 Implementation
- Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **CLE/DTW Metroplex**
 - Continued work on Design packages for end of phase.
 - Worked with a new product for MITRE HITL Scrub via the cloud. D21 SMEs worked to refine their upcoming HITL with a team in McLean on three screens in the D21 TRACON.
 - Worked with new United Airlines rep on where the project is and what they share with us from some previous modeling of arrivals into CLE.
 - Leads meeting update to the group and talked about TBFM use into DTW in the fall of 2016.
 - A small team meet with representatives from Flint approach to update them on Metroplex and to discuss and airspace modification for the new LAYKK arrival to DTW in V-Nav with a speed reduction. We are working on an option A with the airlines to minimize the airspace need to protect for the approach. We also talked about southbound departures with the proposed new D21 ceiling and future LOA amendments.
 - Revised I-Sim Modeling schedule to ensure correct personnel where available on run days.
 - Week's ahead: I-Sim scrub week of 4/27, Task list week of 5/4, I-Sim Modeling week of 5/11 & 5/18.

- Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex**
 - **Activities this week (at Miami Tower and Tracon conference room)**
 - First week of design for Florida Metroplex (ZJX,MIA,PBI,ZMA,RSW)
 - Teams, along with industry partner (American Rep present for one day ; Southwest Rep present for 1.5 days) worked the following SIDS and STARS and procedures to incorporate SIM data from **industry**:
 - PBI CHADO STAR (RENAMED FROM FRWAY)
 - PBI FRWAY (new NE STAR)
 - PBI WLACE STAR
 - PBI LMORE SID
 - PBI T-ROUTE
 - BCT CAYSL STAR
 - BCT PRRIE STAR
 - RSW SHFTY STAR
 - RSW TYNEE STAR
 - APR PIKKR STAR
 - Mr. Harris attended the RTCA meeting in San Juan Puerto Rico 4/20/15 and 4/21/15
 - The Southwest industry partner has been present for 5.0 days in the last 11+ weeks.
 - The presence of only one of the two-industry partner is detrimental to process of this team.
 - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Natca Phoenix OAPM Design and Implementation**
 - US Airways/American Training Center in Phoenix for I-SIM+
 - Conducted I-SIM+ test with P50 and ZAB North and Northwest Areas
 - Denver Metroplex Core team observed test
 - Completed 50% design benchmark and briefed team on progress
 - National Metroplex Telcon
 - Conducted lessons learned using I-SIM+ for ATAC and other Metroplex Teams
 - Coordinated NATCA representative attendance for TBFM meeting at ZAB in June
 - Created document for SoCal Metroplex Team to set meeting agenda to discuss needs of Phoenix Metroplex
 - Mark Ostronic Phoenix Metroplex NATCA D&I Lead

- **SoCal Metroplex**

- The Core team met at the Regional Office and Rob was on leave all week.
- A list of SIDs and STARS to be decommissioned was compiled and will be sent to the SMEs for concurrence.
- TOP altitudes on conventional procedures were discussed and agreed that they should be addressed at the facility level.
- Discussed the need for a timeline to allow documents to be prepared for coordination with Mazatlan Center and Tijuana Approach Control.
- SMS packages are awaiting signatures and should be completed next week.
- Discussed the importance of Flight Checking Metroplex procedures in a timely manner in coordination with the LAX RSA Project.
- Budget proposals for the remainder of FY 2015 for both facilities were sent to Rob for submission.
- Eight of the ten locations for the public outreach meetings have now been confirmed. The remaining 2 will be confirmed by month end.
- Travel reservations for the public outreach meetings for team members were also completed.
- The teams Action item list was reviewed. Items that were completed were shown as closed out. The others were updated as necessary.
- Due to the LAX MAGVAR project timeline being moved after SoCal Metroplex implementation. A lost of procedure packages was compiled that will need to be amended with pre-MAGVAR information.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

- **NorCal Metroplex**

- Weekly NorCal Telcon cancelled – participants met at NCT (Wed)
- Co-Leads did not participate in the Weekly National Metroplex Telcon due to Core/POC meeting at NCT (Wed)
- Core and POCs met at NCT (Tue-Thu): Multiple issues worked- resolved outstanding LOA issues for Stage 5 Implementation and disseminated LOA for signature; discussed ZOA Area Pacific South status; discussed status of the BDEGA STAR in NCT's airspace; Implementation Tracker updated; reviewed Draft Stage 5 Implementation Package; discussed / handled additional Industry outreach needs; flight plan filers follow up PowerPoint finalized; discussed status of all issues at the underlying towers; requested status of all procedures in OKC; reviewed KATFH SID; reworked portion of SILCN STAR paperwork already submitted to OKC; reviewed Apr 30th published procedures; reviewed contingency plans for new procedures on/after Apr 30th Implementation; legacy procedure usage discussion; discussed need for a telcon / meeting with SoCal team to revisit delivery points between ZOA and ZLA. National Metroplex Leads

Mark McKelligan and George Peurifoy in attendance to assist while working through the above items.

- Team captured current (& upcoming) issues with the SILCN, SERFR, BDEGA and DYAMD STARs for use by the National Metroplex Leads and the Program Office. The summary included the issue(s), current short-term solutions and the long-term plans.
- NCT Pre-Implementation Meeting on Mon; Tue for ZOA.
- Training for Stage 5 is on track at both facilities and almost complete.
- Stage 5 Implementation: OAKES and EMZOH STARs into OAK; RAZRR STAR into SJC; SUUTR STAR into SMF; YOSEM STAR into SFO. The DYAMD STAR into SFO will be published, but not implemented until Aug. The current MOD5 STAR will be utilized until Aug; a point-to-point route will be utilized in the event that SFO needs to operate on a Southeast Plan configuration.
- Upcoming: April 30th Stage 5 Implementation; Stage 5 follow-up telcon scheduled for Mon, May 4th; May 5-6 Core and POCs meeting @ ZOA
- Worked 1 Operational shift for currency and staffing.
- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **North Texas Metroplex/CSA PBN**
 - Final Pre-Implementation Telcon with ZID, IND, FedEx, Command Center, ZAU, and ZOB to finalize Implementation support needed and discuss System Impact Report. Industry noted concern with anticipated delay impact and discussions will continue next week.
 - Coordination with ZFW and D10 ATMs/FacReps/Facility Leads concerning future North Texas possibilities
 - Attended Combined D10/ZFW Crew Briefing at ZFW
 - Attended TARGETs Training Course in DC, Tuesday through Thursday
 - Pre-coordination with ZTL Training Department for visit next week
 - 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:**
 - ZTL Training Department and Area SME Metroplex Training Meeting...April 27-28
 - ZID Implementation Support...April 29-May 2—Brent Luna at ZID, Phil Hergarten at M98
 - Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **Western Service Area PBN and Established on RNP (EoR)**
 - 4/13 Participated in meeting with Phoenix city officials regarding Phoenix West Departure Workgroup assessment
 - 4/14-16 Participated in Billings ATCT PBN pre-implementation Peer2Peer activity

- 4/14 PBN/FPT processing coordination meeting
- 4/15 Greener Skies telcon regarding new speed criteria on STARs
- 4/20-24 On site with WSA Co-lead at Western OSG
- 4/21 PBN/FPT processing coordination meeting
- 4/22 Project Status telcon with AJV-14
- 4/22 Meeting with Puget Sound Regional Council regarding proposed NextGen proposals for Seattle Area
- 4/22 Greener Skies MARNR STAR speeds telcon
- 4/23 Meeting with Northwest Mountain Region Administrator and staff regarding regional airports and project status with Co-lead
- 4/23 Participated in IND PBN pre-implementation telcon
- 4/24 Western Service Area Gateway request processing with Co-lead
- Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
 - Participated in weekly Metroplex Leads telcon on Wednesday, April 22
 - Met with FacReps and Metroplex POCs from D10 and ZFW on Monday, April 20 to discuss North Texas Metroplex
 - Participated in telcon concerning upcoming Metroplex Summit meeting in July
 - Participated in Phoenix Metroplex I-Sim modeling conducted at the US Airways Training Facility in Phoenix on April 21-23, 2015. Controllers from both P50 and ZAB participated
 - Met with AAL Tech Rep pilot to discuss ways to improve communications and industry involvement between the different Metroplex sites. Also discussed post-implementation data gathered by AAL for the North Texas Metroplex project
 - Participated in numerous telcons with the Metroplex Program office and Mitre support personnel reference various concerns at the different Metroplex sites
 - **Upcoming Activities:**
 - Denver Metroplex D&I Meetings – April 27-30, 2015
 - NAS NAV Strategy Workgroup – May 5-7, 2015
 - 7100.41 v.2 Re-Write Meetings – June 2-4, 2015
 - Metroplex Summit Meeting – July 28-30, 2015
 - Metroplex Leads Meeting – Seattle – August 11-13, 2015
 - Submitted by Metroplex Study Team Art. 48 Ed Hulse
- **National Design and Implementation Rep**
 - Participated on a ERAM (SIG1587) telcon update with Julio Henriques (National ERAM Rep), Aaron Fishman (ERAM), Amanda Hodge (NCT Art 48 Rep) and Jose Gonzalez (SCT Art 48 Rep). Discussion revolved around the cost of SIG1587 would be in the 9-12 million dollar range and besides Metroplex, Data Comm is reliant on the update. There will be a meeting set up with AJV-7 to discuss and reprioritize upcoming system enhancements.

- Participated on weekly Metroplex telcon
- Participated on a Metroplex Summit agenda scheduled for 7/28-7/30
- Participated in NCT Metroplex meetings about upcoming 4/30 implementations and issues with the SILCN/SERFR/BDEGA STARS from the 3/5/2015 implementation.
- Coordinated with PBN Lead about upcoming meetings and additional environmental out reach meetings on future projects
- Participated on several telcons about NTEXAS and Phoenix Post Implementation
- Received a briefing on ATAC ISIM modeling from the Phoenix Leads.
- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated on the weekly Telcon with Frank Black, the Deputy Director of Airspace Services
 - Participated on a Telcon concerning the agenda for the Metroplex Summit scheduled for July 28th thru 30th
 - Participated in conversations concerning additional environmental out reach meetings for future projects
 - Participated in internal discussions concerning the NAS NAV Strategy meetings
 - Crafted 2 draft documents for future use concerning AJV

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is NATCA's Article 48 Representative for several projects dealing with Administrative Tracking. Below are updates on these projects.

- **WMT**
 - There have been a few issues with the server over the weekend. Mr. Santa has a telcon to discuss the solution this week. He will update the membership next week on the findings.
- **CEDAR/FALCON**
 - The team is still working on the SOP/MOU for the team direction. The FAA has indicated that they might be ready by June. This is too long in Mr. Santa's opinion and he will push for a quicker option.
- **A-SISO**
 - The team tested in Florida and Chicago over the last two weeks. They were unable to turn on at Jacksonville due to configuration challenges. A few bugs were found and a meeting was set up for May 7 to figure out the next step to the program.
- **CRU**
 - Facilities will receive the newest version of CRU on May 6th. This fix will make a better display for the users. The fonts have been changed.
- **ATOMs**

Safety and Technology Department Update
Week ending April 24, 2015

- The telcons for last week were cancelled.
- Mr. Santa staffed the area on Sunday.

Dale Wright

Dale Wright

Director

Safety and Technology