SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending May 1, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is the NATCA Representative for Administrative Software. Below are reports on the projects he is currently working.

- A-Siso
    - The team is currently in a down time from testing. The plan is to meet on Thursday of this week to decide future plans.
    - Mr. Santa has also been looking over all of the data coming out of the first ERAM testing facility, ZAU.
    - Numerous little bugs have been cropping up. Some of them have been fixed, some can't at this time.
- WMT
    - Webschedules was intermittently out of service from Friday April 24 to Monday April 27. The outage was cause by hanging data updates that overburdened the system. The problem has been rectified but the outage could have caused some difficulties in the field. Specifically, the assignment of overtime might have been impacted due to the absence of the distribution logs. Other leave issues are also possible. The outage should not have affected the Cru-Art system or pay as it is a one way/one time update. If you need any data re-creations or other evidence, please let me know. In the event of an overtime bypass, the nationally agreed upon resolution is 25% of the hours bypassed paid at the straight time pay rate.
    - We are still looking for a better solution to the occasional outages.
- CEDAR/FALCON
    - The next testing is scheduled for June 22. Mr. Santa hopes to have a better group definition before then. Phil Barbarello (NEA RVP) and Dean Iacopelli (NEA ARVP) are working to construct an SOP and MOU.
- ATOMs
    - The telcons last week were cancelled and rescheduled for this week.
- CRU
    - The new version (.31) should be patched in the week. Let me know if you have any issues. It is mostly a font change to allow better viewing on bigger monitors.

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

- Phoenix OAPM Design and Implementation
  - US Airways/American Training Center in Phoenix for Design
  - Meet with Allegiant Airlines to discuss TCAS and traffic issues at IWA
  - Developed a transition to IWA off the DSERT STAR
  - Developed North and South SIDs off IWA
  - Design Phase calendar adjustments
  - Meet with representatives of Luke RAPCON (LUK)
  - Developed RNAV SIDs for GYR and GEU
  - Completed RNAV STAR's for GYR and GEU
  - Further developed PHX RNAV SID's to create earlier divergence
  - Finished design in LUK and P50 airspace for new Satellite RNAV STAR's
  - Discussed modified departure procedures for DVT with LUK and P50
  - Discussed elimination of conventional SID's and STAR's
  - Created report on ATAC I-SIM HITL
  - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- Atlanta Metroplex
  - **Week's Activities and Meeting Outcomes:**
    - Updated MS Project
    - Meeting about potential TDFM impact to ATL Metroplex
    - Discussion about updating and making ZELAN SID a public procedure
    - Talked with ATAC about updating ZTL Map Values for airspace changes
    - Scheduled a meeting with ATCSCC
    - Updated A80 DPs after receiving final airspace images
    - Initialed DPs Change Control Sheets
  - **Issues:**
    - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
    - ZTL SGET Training
  - **Milestone/Activity—Completions:**
    - Shadowed DC Metroplex 04302015 implementation
    - Projected Milestone/Activity Completions and Risks(next 30 days):
    - ATCSCC meeting 05062015
  - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- Florida Metroplex
  - Activities this week (at ZMA conference rooms)
  - Second week of design for Florida Metroplex (ZJX,ZMA,MIA,PBI,FLL,RSW) Teams, along with industry partner (American Rep present for Three days ; Southwest Rep present was not present) 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 CHOBE SID
- MIA T-ROUTE
- MIA VALLY SID
- MIA WINCO SIDMIA ARKES SID
- FLL VEGIE SID
- FLL EONNS SID
- FLL FISEL STAR
- FLL THNDR SID
- FLL MNATE SID
- FLL BEECH SID
- FLL WAVUN STAR
- FLL HEDLY SID
- FLL/OPF props T-route
- RSW SHFTY STAR
- RSW CHSEL SID
- RSW DIDDY STAR
- APR PIKKR STAR
- APF/MKY STAR
  - The Southwest industry partner has been present for 5.0 days in the last 12+ weeks.
  - The presence of only one of the two industry partners is detrimental to the process of this team.
  - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- SoCal Metroplex
  - The Core team participated in a spilt week in order to attend the NorCal Implementation.
  - The ZLA POCs met at ZOA for the implementation.
  - Rob Henry (FAA Co-Lead), the SCT POCs and Mr. Gonzalez met at NCT for the implementation.
  - Core team participated on the day before implementation telecon.
  - The core team participated in the weekly EA telecon:
  - Possibility of an earlier release date and the potential conflicts with doing so were discussed.
  - The ability to support an additional 15-day public comment period was agreed to if it is requested.
  - Team members observed the NorCal implementation at the affected sectors.
  - POCs from both facilities discussed lessons learned the training department and automation specialists.

- o Core team participated in an LAX RSA project timeline update. Discussions were held regarding the need to flight check SoCal designed or up numbered approach procedures at LAX prior to the planned runway closures.
- o Mr. Henry briefed WSC managers on the status and future SoCal deadlines.
- o Congratulations to Amanda Hodge (ZOA and NorCal Lead) and the NorCal Team for a successful implementation.
- o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

- **NorCal Metroplex**
  - o Participated in the Weekly NorCal Telcon (Wed) – Team updated the Implementation Tracker and finalized Implementation day details.
  - o Weekly National Metroplex Telcon cancelled due to travel and DC / NorCal Implementations (Wed)
  - o Apr 30th 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.
  - o Support Team in place at both ZOA and NCT, with assistance from MITRE, CSSI and ATAC. Observers and additional support included Program Office Manager Mike Barnhart, National Leads Mark McKelligan and George Peurifoy, MITRE Lead Jeff Davis, SoCal Metroplex Leads and ZLA / SCT POCs. Implementation issues through Sat, May 2nd have been mostly related to automation / adaptation. 2 ZOA automation builds will be implemented: one build on May 7th will add the Sector 11/22 shelf boundary lines to all appropriate ZOA maps (current workaround is to draw the sector boundary using the correct lat/longs), one build on May 14th will capture any additional fixes that can be uploaded without a national chart date. ZOA and NCT will need to fine-tune the LOA to address the issue of which a/c will be assigned RWY 28 for OAK, instead of RWY 30.
  - o During Implementation: Assisted SME operation in ZOA Area East; staffed Sector 34 in the morning to observe any procedural, fly ability or operational issues; observed Area South operations periodically; captured numerous requests and comments from ZOA Area East Sector 34 controllers related to the new procedures.
  - o Follow up telcon with Industry and both facilities will occur on Mon morning. This is an adjustment from previous Implementations to allow for more time with the new procedures.
  - o Upcoming: Stage 5 follow-up telcon scheduled for Mon, May 4th; May 5-6 Core and POCs meeting @ ZOA; May 19-20 Stage 5 follow up and June prep with SMEs (@ NCT); May 21 Core / POC Meeting (@ NCT)
  - o Worked 1 Operational shift for currency and staffing.

- o Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **DC Metroplex**
  - o Successful implementation of DOCTR, SOOKI, DIXXE, RIGNZ, JCOBY, CONLE, and TERPZ RNAV SIDS at KBWI, KIAD, and KDCA.
  - o The DOCTR1, SOOKI1, and DIXXE RNAV SIDS for KDCA are currently ATC assigned only for controlled validation and currently no issues have been reported.
  - o No issues have been reported concerning the TERPZ5 and CONLE1 RNAV SIDS for KBWI.
  - o No issues have been reported concerning the RIGNZ1 and JCOBY1 RNAV SIDS for KIAD.
  - o An ADR and ADAR issue has been identified regarding General Aviation (GA) traffic being assigned the RIGNZ as automation priority vs. assignment of WOOLY route around Flight Restricted Zone. A correction to ERAM automation has been submitted and is scheduled to be implemented on May 5th to correct the issue.
  - o Conducted Go Team teleconferences regarding the implementation on Thursday, Friday, and Saturday with a follow-up teleconference scheduled for Tuesday, May 5th at 1000.
  - o Departures routed into ZDC-17 airspace are flashing to ZDC-51 when a hand-off is attempted by PCT. This issue has been reported to ZDC FAST and should be corrected with the ERAM automation build on May 5th.
  - o PCT CHP area has data-tags acquiring on incorrect positions regarding the CONLE RNAV SID and this has been corrected.
  - o Confirmed Validation flight strategy to initiate coordination with PCT Go Team Rep via shout line in order to relay call signs of validation participants. DCA providing as many validation participants as possible during validation period and are selecting the aircraft based the aircraft that currently utilize the LAZIR SID under current Letter of Understanding (LOU). The CRJ200 aircraft have started to participate in the validation process with no issues reported.
  - o Multiple validation flights conducted on DOCTR1, SOOKI1, and DIXXE1 and various successful scenarios observed, including, complete RNAV SID navigation, ATC vector intervention for multiple airport sequencing, etc.
  - o DC Metroplex Team conducted DCA RNAV SID Implementation/Contingency planning meeting, detailed procedural operations involving headings and altitudes reference equipment types and airport operations
  - o DC Metroplex Team conducted April Implementation teleconference finalizing Go-Team identification and Go-Team packet distribution
  - o DC Metroplex Team in conjunction with AJV-141 produced and distributed for review a Letter of Understanding (LOU) associated with the LAZIR SID for

dissemination adding DC Metroplex SIDS to LOU to include April implementation.

o DC Metroplex Team in conjunction with AJV-141 determined requirements for a Letter to Airmen (LTA) addressing issues associated with April implementation SIDs. Carriers will be advised that refusal of SID clearance will require refiling by carrier dispatch. Additionally carriers advised that the proper ICAO filing of equipment suffix will be required in order to receive conventional SIDs.

o DC Metroplex Team along with DCAT and industry developed order process for validation of April implementation SIDs. Validation to be conducted via the following guidelines:

o 1000-1200 local time April 30th through May17th. DCAT will issue RNAV SIDs based on aircraft currently identified in LOU to fly the LAZIR. DCAT will coordinate with PCT for the aircraft that will participate. Operators have been advised to be prepared to receive and accept the procedure assignment regardless of airport operations.

o DC Metroplex conducted June implementation verifying status of automation, LOA/SOPs and industry preparations. Automation has been completed and submitted to ZDC FAST.

o Video maps will require minor adjustments and have been completed and submitted.

o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex

- **CLE/DTW Metroplex**
  o Planned a schedule draft for the remaining of fiscal year & review remaining budget
  o Letter to Industry for an invite for comment went out last weekend and no responses to date.
  o Worked on proposed final design documentation packages with teams
  o Worked with ATAC to scrub upcoming I-sim scenarios and used feedback from PHX on lessons learned the previous week.
  o Telecom with ZAU on I-sim sector requests and planning on future meeting, still things that need to be worked between ZOB & ZAU.
  o Telecom with Wes Googe @ American airlines on his concerns about directional STARs to DTW. The issue seems to be one of Cockpit resource management and briefing the correct procedure between crew. The timeliness of the correct procedure can be critical since the ATIS info may be different from flight plan and depending on when ATC issues new clearance. This could be an issue on the shorter sides with ZAU & ZID. Currently ZOB plans on correct STAR issuance. This may have to be revisited.
  o Week's ahead: I-Sim scrub & documentation week of 5/4, I-Sim Modeling week of 5/11 & 5/18.

- o Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Charlotte Metroplex**
    - o The Team worked at CLT TRACON.
    - o Delivered updated TARGETS (airspace) and air5 files to CLT for all implementation cycles.
    - o Completed work on Microsoft Project.
    - o TELCON with ZDC to answer question regarding implementation and training. ZDC is finalizing the training plan.
    - o TELCON with ZID, ZTL. ZJX, ZME, ZJX, CLT, GSP and Industry to discuss all implementation phases. The preferred NOTAM for the 8/20/15 procedures is now N/A vs. ATC Assigned Only. ESC representatives say this will be acceptable.
    - o Delivered CLT internal airspace packages to CLT Plans and Procedures Team.
    - o Coordinated with Industry for Pilot outreach at the CLT TRACON.
    - o Met with Charlotte Airspace/Training Manager on various implementation issues.
    - o Assisted Charlotte Plans and Procedures Specialist with implementation issues.
    - o Corrected several procedures at the request of OKC.
    - o Performed various administrative functions.
    - o Bob Szymkiewicz completed April currency requirements
    - o **Issues:**
        - ▪ Automation
        - ▪ TBFM
        - ▪ FONSI/ROD
    - o **Upcoming:**
        - ▪ 5/4/15 – Leads on leave. Bob Szymkiewicz tower coverage on 5/4/15.
        - ▪ 5/11/15 – At ZTL
    - o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **North Texas Metroplex/CSA PBN 04/26/15-05/02/15**
    - o Travel to ZTL for meetings with Training Department and members of the Atlanta Design Team. Discussed training scenarios, curriculum details, SGET support, and held open forum for questions from team members, controllers, and facility managers.
    - o Travel to ZID to provide Implementation support. ZID was very welcoming and we were able to spend time in the operation to answer questions and provide clarifications where needed. Day, eve, and mid crews were covered. Phil Hargarten (WSA OSG Art. 48) provided similar expertise at IND TRACON/Tower. Mid operations were focused on because of critical user operations during the night.
    - o Weekly Service Center OSG Art. 48 Telcon
    - o North Texas Telcon with D10, ZFW, and several AAL Representatives to discuss current data analysis and possibility of future simulator tests. Both Industry and

NATCA/FAA continue to work on feasible solutions to the Metroplex procedures.

- o Community Outreach Telcon with AJV-14
- o ZID/IND Implementation Day Telcons and End of Day Reports
- o Continued support requested for ERAM ER 136427:ERAM capability to process SID Runway Transitions properly. Additional 17 slots scheduled with CSA FPT in October 2017 to return to original designs, pending ERAM ER.
- o **Upcoming Activities:**
  - ▪ ZID Implementation Support…May 3-May 5
- o Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna

- **Eastern Service Area PBN**
  - o Attend ESC weekly Airspace Redesign (ARD) meeting
  - o Met with ESA Co-Lead Rob Mason to review current PBN request in ESA
  - o NSPP Telcon
  - o NATCA weekly Service Center Telcon
  - o Weekly ESA PBN meeting
  - o Met with ESA NATCA Safety Rep Chad Sneve on BOS ATSAPs
  - o Prepared for next weeks trip to ZBW/A90 for post-implementation meeting
  - o AJV14 .41 scheduling telcon
  - o AJV14 .41 procedure approval telcon
  - o AJV14 telcon on Environmental outreach
  - o Coordinated with Co-lead on April 30 publication end of day report
  - o **Upcoming Activities**
    - ▪ Travel to IIU for SDF/ZID STAR WG May 26-27
    - ▪ Travel to Nashua May 4-6 for ZBW/A90 meeting
    - ▪ Travel to DC for 7100.41 rewrite meeting June 1-5
    - ▪ ASO District managers meeting at ESC in May
  - o Submitted by Bill Wise (ESC) ESA PBN Rep

- **Metroplex Study Team**
  - o Participated in weekly Metroplex Staff telcon on Tuesday, April 28
  - o Participated in weekly Service Center telcon on Tuesday, April 28
  - o Participated in telcon concerning upcoming Metroplex Summit meeting in July
  - o Participated in the first week of Denver Metroplex D&I meetings on April 28-30
  - o 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
  - o Participated in numerous telcons with the Metroplex Program office and Mitre support personnel reference various concerns at the different Metroplex sites
  - o Upcoming Activities:
    - ▪ 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
  - o Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Rep**
  - o Participated weekly Metroplex telcon, discussion revolved around NCT/DC Implementations on 4/30. We also discussed planning for the Las Vegas study team.
  - o Participated on weekly OSG telcon.
  - o Participated on a telcon with Robert Novia (PBN Lead) about 7100.41 rewrite suggestions.
  - o Participated on a PBN out reach telcon. AJV-14 has been tasked to do more community outreach for PBN projects. There are several meetings being planned to discuss further.
  - o Participated on a Metroplex Summit telcon, scheduled for 7/28-7/30 discussion was about the agenda.
  - o Attended multiple meetings at ZOA for the Phase 5, 4/30 implementation, which went very well. There were a few automation issues but overall the implementation was very successful.
  - o Submitted by Mark McKelligan (ZBW) National D&I Rep
- NATCA National Airspace Rep
  - o Participated on the weekly Telcon with the Deputy Director of Airspace Services Frank Black
  - o Participated on the weekly OSG Telcon
  - o Participated on the weekly Metroplex staff Telcon
  - o Participated on a PBN community outreach practices Telcon
  - o Participated on a Metroplex Summit agenda Telcon
  - o Participated on the weekly Telcon with John Brandt, the Mitre Airspace Lead
  - o Participated on a DC Metroplex Telcon, a discussion to resolve charting issues for the next implementation
  - o Submitted by Jim Davis (PCT) NATCA National Airspace Rep

COMMON AUTOMATION (CARTS): Mickey Vitti (N90) represents NATCA's Bargaining Unit on the CARTS initiative. Below is Mr. Vitti's report for this week.

- April 27-29, Traveled to Eagan, MN with C90 NATCA Member Charlie Driscoll t0 participate in a Chicago TRACON (C90) Final Monitor Aid (FMA) training development conference.
- Additional participants included C90 management, FAA Academy and Lockheed Martin personnel. We laid the groundwork for Lockheed Martin to start to develop the controller training course for Chicago TRACON FMA.

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

- This week DataComm SMEs Brian Dubois (BOS), Tom Gray (OAK) and Ray Adams (EWR) were in DC finishing up requirements for the final CHI design for the waterfall deployment. The team will begin to deploy to waterfall sites at the beginning of next year.
- Chad Geyer was in Kansas City to brief Aaron Merrick, ZKC facility Representative, and his manager.
  - o The DataComm program is requesting assistance from ZKC to run some load ability trials on their midshifts.
  - o ZKC would provide an SME to assist the program office with sending predetermined routes to aircraft to assess their load ability. The results will be used to finalize requirements in the En Route environment.
  - o While in Kansas City, Mr. Geyer spent time in the tower to observe the clearance delivery position and how the tower has adapted their TDLS. The TDLS system will have to be designed to accommodate all facilities.
  - o Thanks to Matt Williams, MCI FacRep, for his assistance and arranging a tour.
- Ross Dickinson (MEM) was in SLC for the turn up of Version 12 of the TDLS system. He assisted Jon Risenmay (SLC) and Doug Nelson (SLC) with their adaptation and turning on the system. After a long day of troubleshooting the system was finally turned on. Controllers have been using the new PDC for the last week with minimal PTR's and overall seem to like the new system. BOI and SLC are now on the new system and the system will be deployed to IAH and HOU this summer.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) is the ERAM Implementation Lead for NATCA. The ERAM report for this week is below.

- This past week, NATCA and the FAA held an ERAM press conference at DCA. The message to the public and media was the successful completion of ERAM as all 20 centers have declared ORD and are now operating on ERAM. While there is still a lot of work to be completed, it was important for us to stress that NATCA involvement is what has made the difference between failure and success with ERAM, and it will also make the difference with all future programs and NextGen initiatives.
- NATCA and the FAA continue to work on modifying many of the processes and workgroups successfully used in ERAM, to be used in other current and future programs.
- There has been a multi-phased effort underway to make improvements related to gaining track control. A "tiger team" effort was conducted at the Tech Center comprised of ZDC and ZNY ERAM SMEs, FAA and Lockheed Engineers, and many

others. Results will be discussed with the National User Team during their meeting on May 5-6.

- The EAD300 build operational release is still on track for a late May release.
- The following provides a synopsis of the April 29 National User Team Telcon:
    - ER 133412 CAATS FP Processing:
        - The team completed its discussion and reached agreement on the problem statement, its desired behavior is to provide notification to the controller when the wrong leg of a flight plan that penetrates a non-US facility is in use. The problem statement will be sent to SLE once everyone concurs. There will not be a use case created for this ER. A longer-term solution will also be considered for this issue and will be covered under a new ER.
    - ER 135633 Amending APRs:
        - The task team is finishing work on the draft problem statement; it has a desired behavior of creating a direct to fix capability for application of APRs. The task team is also working on a draft use case for this ER and both documents will be discussed in the coming weeks.
    - ER 140284 ADR and HERT Coding:
        - The task team is continuing work on a draft problem statement.
    - ER 75128 Ambiguous Element:
        - The team discussed slides created by ZJX that described operational issues encountered with three ambiguous fixes, CME, SLI and UJM. A task team of ZBW, ZMP, ZJX, ZHU and ZMA will work to create a draft problem statement.
    - ER 112239 ATSW Holding View:
        - The updated problem statement was reviewed. In addition to the new language one other behavior was added; changing the preset time the view displays hold data from 24 to 20 hours. This will reduce the likelihood of hold information from the previous day appearing in the view.
    - ER 76146 GI Message Distribution:
        - A simplified version of the problem statement was reviewed. The new version has fewer desired behaviors and still delivers the key behaviors the sites were requesting. The intent is to improve the distribution and management of GI messages. The updated document was sent to the team and will be discussed again.
    - Holding ERs:
        - The task team is continuing work on a draft problem statement.

FLIGHT DATA INPUT OUTPUT (FDIO): Pete Slattery (CLT) is the Article 48 Representative for FDIO and has been assigned several other duties. Below is Mr. Slattery's report on FDIO and the other projects he is working.

- FDIO:
    - Met with the FDIO Program Lead, Mike Colello, at FAA Headquarters last week. While there, Mr. Slattery participated in the bi-weekly FDIO engineering telcon. Asked to have a sample of the potential COTS replacement FDIO keyboard shipped to him for evaluation.
    - Discussed an impending printer update, as well as EFSTS functionality assumption. Lastly, again brought up our three main areas of concern;
        - Notification of multiple (duplicate) flight plans,
        - Destination airport identifier not visible when long routes, or remarks are present,
        - FRC in remarks not automatically generating a follow-on strip with the full flightplan readout.
    - Mr. Slattery will be visiting the Tech Center in June to address these issues further.
- TFDM:
    - Began providing SME support to the TFDM program from a terminal TMC perspective. This will occur on a regular/monthly basis for the foreseeable future with the aim of helping alleviate some of the workload of what has become a very busy project.
- ATD-2:
    - Airspace Technology Demonstraion-2 is a joint FAA and NASA effort to improve predictability and efficiency in Metroplex environments. The goal of ATD-2 is to develop algorithms and/or systems that manage the flow of;
        - Arrivals
        - Departures
        - Surface-Management
        - En-route Constraints (Overhead Stream Integration).
    - Therefore the site selected for this effort must meet several criteria in order to effectively demonstrate the capabilities that ATD-2 hopes to bring to the NAS. Several candidate sites have been identified and are currently being assessed. No single site possesses all criteria necessary to demonstrate every capability that ATD-2 hopes to accomplish. It is crucial that the site chosen is a location that will demonstrate as many, aspects of ATD-2 as possible, without having a negative affect on the NAS.

- o NATCA is an active participant in this ongoing selection process. We are confident that our concerns and recommendations are being taken fully into account.
- o NASA stated that it intends to transfer any resultant technologies developed under ATD-2 beyond the study domain.
- o Finally, ATD-2 closely mirrors an existing FAA aspiration: that is to integrate three Decision Support Systems (DSS) into a single cohesive working model known as 3-T. The 3-T systems are:
  - Traffic Flow Management System (TFMS)
  - Time Based Flow Management (TBFM)
  - Terminal Flight Data Manager (TFDM)
- o What all of this means is that there is a desire on the part of all stakeholders in the NAS, to attempt as much synergy between surface operations, Metroplex operations, and en-route constraints, as may be technically feasible. This has the potential to be an enormous undertaking over multiple years involving many different entities both within and outside of the FAA. Hopefully this great deal of effort will result in new technologies and/or new methods of traffic management that will result in a safer, more efficient National Airspace System.

- **RTCA NIWG:**
  - o The NextGen Implementation Working Group (NIWG) Surface Work-group has been reconvened primarily to provide stakeholder input into the site selection process for ATD-2. Mr. Slattery has been participating in these meetings and helping the user community understand the controller and TMC point of view and concerns, as they relate to ATD-2 site selection.
  - o The user community and other stakeholders want to improve predictability of all phases of flight from gate to gate, thereby improving throughput in both the Metroplex and the NAS. NATCA shares the desire to improve efficiency, predictability, and throughput, as long as it occurs within the bounds of maintaining or improving safety.
  - o Our hope is that through the integration of many Traffic Management Decision Support Systems, and enhanced data sharing among airport operators, airlines, and the FAA, efficiency can be increased, while safety is maintained or even increased.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) serves the membership as the IDS-R Article 48 Representative. Mr. Smith forwarded the report below for this update.

- It appears that the cause of the disruptions encountered while testing NIDS at SCT has been identified.

- o The problem has been blamed on Windows scripting and a fix is being built at this time.
        - o The next hurdle is testing it. The failed test disrupted FTI lines so badly that the FTI group, Harris, does not want to let the FAA run tests on the network without proof that the issues will not be encountered again. The FAA claims that they need to prove the fix at SCT because that network is the one that showed the problem. So we wait.
        - o There are more than a few smart people involved in this program and we remain confident that someone will figure out how to get the testing done while making everybody happy.
- A common problem encountered in NIDS is during workstation startups. It seems that the workstations are supposed to look to link up with another machine but instead are looking outward onto the network causing data bursts and errors.
        - o This issue has a fix and is awaiting testing.
- The engineers that build the NIDS databases commented that they have not received all of the required information to complete the build for the SCT network.
        - o The Union reviewed this and it seems that one facility sent data but the new email security in place in the FAA rejected the file because it was too large. It seems that no notifications are generated when this happens but rather that the email simply disappears.
        - o The program office was also surprised to hear that facilities are not giving ample time to the NIDS POCs to gather and send the requested information. The program office plans to coordinate with the managers of the impacted facilities to try and get the POCs official time to complete their tasks.

NAS VOICE SYSTEM (NVS):   Jon Shedden (ZFW) is NATCA's representative to the NVS program. His update for this week is below.

- **Meetings this week:**
        - o NVS Human Factors Working Group
        - o NVS Multi-destination calls OpNet review
        - o NVS Failure Modes and Analysis Review
        - o NVS Systems Engineering Working Group
- **Other issues worked:**
        - o D10/DFW RDVS Failure's
        - o Flight Service NAS Initiative Emergency Frequencies
        - o NVS Feature Description Documents review
        - o NVS Reconfiguration acknowledgement indications
        - o Coordination with Eastern SRM for PCT ECS decommission

- Mr. Shedden will be working from FAA HQ all week (5/4 - 5/8).

NEXTGEN: Mel Davis (SCT) provides the membership representation with the NextGen office in accordance with Article 48 of the contract. Mr. Davis' update for the week is below.

- The PBN NAV Strategy development meetings continued with a goal of forwarding a document to the FAA Administrator by the end of May 2015. The last PBN Roadmap is over a decade old and this new document should reflect the agencies strategic priorities over the next 10 to 15 years. This document should capture all of the known barriers to effective PBN implementation and utilization. Additionally, this document should provide solutions and general plans for implementing the solutions.
- During the discussion phase of these meetings it has become apparent that the NAV community is not entirely familiar with the state of the ATC merging and spacing decision support tools. The exposure of this disconnect caused the group to pause briefly and request a meeting with a broader group from other areas of FAA. This is a minor setback due to the need for additional time to ensure that the NAV strategy properly reflects the merging and spacing deployment timeframes.
- The merging and spacing decision support toolset falls under the TBFM Program and will be deployed in "work packages" over the next 5 to 7 years. The future components of TBFM that will be necessary for effective use of PBN are Terminal Sequencing and Spacing (TSS) and Path Stretch or Efficient Descent Advisor (EDA). Both TSS and EDA were developed and matured by NASA and have been "tech. transferred" to FAA. The FAA is in the process of taking the TSS and EDA functionality through the investment decision process. The instability in FAA funding could potentially delay the investment decisions, which would then delay the deployment of the tools.
- These factors will be discussed during the upcoming week by the PBN NAV Strategy workgroups.

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) represents NATCA's Membership as the Article 48 Representative to the PMO. Mr. Woods provided the information below for this week.

- Attended weekly meeting with Dale Wright (S&T) , James Keith (AJV-7) and Mel Davis (NextGen)
- Participated on a telcon about ATD-2 (Surface Demo) with Mr. Davis, Pete Slattery (CLT) and Mr. Wright
- Attended a meeting with Mr. Wright, Jim Eck (VP PMO) and Jim Linney (Director PMO) reference the lack of effective communication with several NATCA Technical Representatives
- Attended a meeting with NextGen, PMO, and Surface Office about ATD-2

- Attended a meeting with Jon Shedden (NVS NATCA Rep) about D10's voice switch issues
- Participated on a telcon about Article 7 request for the Surface Office
- Participated on a telcon about Advanced Electronic Flight Strips (AEFS) with Departure Spacing Program (DSP) for EWR
- Attended a meeting with Tom Adcock, NATCA's National Training Representative reference the new controller training contract
- Attended a meeting with Ron Singletary (Air Traffic Services) about D10 voice switch issues
- Attended a meeting with NextGen, PMO, Surface Office and NextGen Integrated Work Group (NIWG) about ATD-2
- Attended a meeting at MITRE with Mr. Davis concerning current and future programs

REQUIREMENTS (AJV-7): James Keith (D10) is NATCA's Article 48 Representative to the AJV-7 Office. Mr. Keith forwarded the information below for this week's update.

- Met with members of AJV-72 to discuss the questions being composed for a possible site visit for Advanced Methods for Traffic Management.
  - Mr. Keith contacted a couple of Center FacReps and the Command Center FacRep to solicit their help with these questions.
- Attended an all hands AJV-72 meeting.
- Attended ANG and AJV-7 remote tower meeting.
  - The group discussed the upcoming safety task force meeting. The safety task force meeting is May 1, 2015.
- Dale Wright (S&T) and Mr. Keith met with Saab and gave advice on console layout for the proposed remote tower at Leesburg.
- Attend the Remote Tower bi-weekly teleconference. All remote tower equipment is at Leesburg.
- Took leave for half a day on Wednesday and all day on Thursday.
- Met with Greg Burke, Director of AJV-7 and discussed the remote tower project.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) leads NATCA's efforts on the criteria for RNAV and PBN. Mr. Kelly's report for this week is below.

- ACF – Highlights:
  - Discontinuation of VOR Services - There is a target of 308 with 15 in the west, 162 in the central and 131 in the East. Retained 649. RTCA TOC coordination is completed. There are 145 safe landing airports. 308 will removed by 2025. DMEs must be in the aircraft Nav database as a Navaid. DMEs support conventional and RNAV uses. DMEs supporting

conventional uses will be charted. DMEs only supporting RNAV use will not be charted on low or high charts (this will be verified by avionics manufacturers to ensure no customer impact). They will be included in NASR (database). DMEs need to retain the 3 letter identifier and there needs to be a way for pilots and controllers know where the nearest MON airport is. There is a potential new charting symbol of adding the letter M inside the airport symbol. A group is going to be formed to try to handle all the issues that have emanated from VOR MON project.

- o **Military Unmanned Aircraft Procedures** - They are working on their requirements before handing off to the FAA. They have established 3 tenets for UAS to fly in NAS. Airworthiness, Pilot/Operator qualifications and Regulatory requirements. There are modeling and simulation sites and live-fly test sites. There have been some successful flights so far. They will be complete on their development process July 2015 and the FAA will take over at that point. They discussed how they want these to get from an airport to their MOAs and contingencies for lost link and lost comm. They will be on a flight plan and set route. They'll have transponders and anti-collision lights. Their charts will be digital only since there is no need for it on the aircraft but controllers and remote pilots will need access to it. They are developing their own charts and will try to segregate their routes from manned routes and have different types of contingency routes for lost link. These have holding areas built in to allow air traffic to clear the airspace in case of that. It depends on the type UAS whether it can land itself or the remote pilot lands it. If there is lost link and it can't land itself, then it will hold over a designated clear area until it runs out of gas. They're not sure about the VFR/IFR thing, see and avoid, how to handle that. They see great below and behind, not so good above. The ultimate goal is DAA, IMC certification.

- o **Advanced RNAV (FMS/GPS) Holding Patterns Defined by Leg Length** - A new issue has surfaced with aircraft that are not flying over the fix but flying by and exceeding the protected limits of the holding pattern. Tailwinds on the outbound leg can also cause issues. This is problematic at high altitude and jet stream winds. There is no positive course guidance or nav specs for this. The AIM will have a note stating that pilots may have to intervene to make sure published holding distances are exceeded but it is too complex. It needs to be both specific and actionable by the pilot. They are going to form an ad-hoc group to come up with a solution. This does not to be that much of a problem on our end as I have not heard any complaints on this issue and we are still responsible for monitoring the holding.

- • **Airbus FMS** - AAL is working on a process to add language to their SOP to address descent preparation for FMS boxes that drop altitude and speed constraints that are at

or above the cruise level or at or above any previous lower cruise level in the case of step climbs. This has impacted A318/A319/A320 and A321. If anyone wants a copy of the proposed wording, let me know.
- **Climb Via ATSAP -** An ATSAP data request form has been sent to the ATSAP program from ATO safety and technical training office to see if to evaluate for potential solutions to previously identified issues. The one problem with this is the age of the reports as the implementation is aver a year old.
- **NSPP –** Metroplex: IAD cancels 3 conventional and 1 RNAV STARs. DCA removes 1 RNAV STAR. LAX adds 10 RNAV SID and 10 RNAV STAR placeholders for Nov. 2016 publication cycle.
    - o SIDs/STARs/RNP: 18 procedures to be published 4/30. DCA 1 RNP, IND 1 OPD STAR and 6 RNPs, MSP 5 RNPs and BIL 4 STARs and 1 RNP.   AUS RNPs moved to 8/20/2015 pub cycle due to waiver issues and addition of 4 RNAV (GPS) procedures. ORD adds 41 Conventional approach procedures, 1 Conventional Obstacle departure procedure (ODP) and 1 Conventional SID for 10/15/2015 publication cycle.
- Attended meetings/telcons for NSPP, Weekly service center, 3 day ACF meeting, 1 day on the floor.
- Provided the following files:
    - o PBN Strategy service level PowerPoint
    - o PBN Strategy service level notes
    - o PBN Strategy airport service levels
    - o PBN Strategy airport determination method power point,
- Next week Mr. Kelly will be on the floor 1 day and leave the rest of the week.

SURVEILLANCE and BROADCAST SERVICES (SBS): Eric Labardini (ZHU) is NATCA's Article 48 Representative to the SBS Office. Mr. Labardini and members of the SBS Article 48 Team have forwarded the reports below to the membership.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
    - o On leave this week but participated in a couple of pressing telcons that needed attention
    - o Participated in an ERAM Ops Eval discussion. The effort to accomplish the event by the beginning of June is heating up. Scenario design and checkout activities are ongoing. Working with Julio Henriques, NATCA ERAM Article 48 rep, to coordinate the use of ERAM SMEs.
    - o Participated in a telcon to discuss TAMR automation changes that introduce ISRs when Mode C is lost regardless of the tracker confidence. This change does not match the separation standards analysis work to date and may also be inconsistent between TAMR, STARS Baseline, and Elite automation strings.

        Working with NATCA TAMR reps Mitch Herrick and Doug Peterson to find a standardized approach.

- o Led our weekly NATCA SBS telcon on Friday.
- **Craig Bielek (A90)**
  - o Tuesday participated in the Fusion Pre-op telcon. Participated in a telcon with PHL to discuss implementing ADS-B Only adaptation changes for their airspace. Participated in the Fusion Capabilities Management display demonstration.
  - o Wednesday participated in a telcon to discuss the setting of the requirement for Increased Separation Required on the STARS platform. Participated in the SBS flight inspection telcon.
  - o Friday participated in the NATCA SBS weekly telcon.
- **Randy Ezell (ORD),** National Airport Surface Surveillance Capability (ASSC) Rep
  - o Monday, SBS implementation telcon, SBS team telcon and ASDE-X tech refresh telcon.
  - o Tuesday, Vehicle ADS-B meeting in Chicago; team toured airfield and started on agenda.
  - o Wednesday, Vehicle ADS-B meeting continues with Advisory Circular edits and Portable unit possibilities.
  - o Thursday, continued Vehicle ADS-B meeting, made edits to outreach briefings.
  - o Friday, ASSC leads telcon. NATCA SBS team telcon.
- **Andrew Stachowiak (I90)**
  - o Participated in the SBS Implementation Team, SBS Weekly, TFOS, and our own NATCA SBS weekly teleconference.
  - o Also participated in a status update teleconference for SAT ADS-B only. SAT is ready for the ADS-B software adaptation change to occur on May 7.
- **Tom Zarick (ZDV),** National Interval Management Rep
  - o Spent the week at the Tech Center supporting the TSS/GIM-S Shakedown. The final Run for Record scheduled for end of May.
  - o Several telcons concerning ADS-B Floor removal at Enroute Centers. ZAB floor removal now scheduled for May 28th. Controller training to start the week of May 4th. ZDC will have their floor removed in the next couple weeks. They are waiting for EAD300 before turning ADS-B back on which is scheduled for the middle of June.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) leads NATCA's TAMR efforts as the Article 48 Representative to this project. Below are updates from Mr. Herrick and other TAMR Team Leaders.

- There are activities going on in all Phases and Segments of TAMR and there are also things happening in Section 804 to prepare for upcoming meetings and site visits. This

entire week was spent in meetings for both projects and in reviewing documentation for each of the 804 business cases we are working on. It is a slow and tedious task but our aim is to get it right.

- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - We had a quiet week in Segment 1. Aaron Rose (NCT) and Jimmie White (PHL) attended a software OT&E for us at Atlantic City. The test was a success and S06 R2aD10 received a "suitable" designation and will be released for national deployment. This is especially important for NCT, as this software contained the final "needed" fix for continuous operations at NCT.
  - We also attended telcons on the capability to disable radar sensor input and controller's responsibility to do so and the differences in the way the CARTS and STARS software handles cases of non-mode C aircraft particularly in regard to ISR.

- **OSF update submitted by Candy Barr-NEOSF (Multi Unit)**
  - Keith Duffy, NEOSF continues to support SGF IOC
  - Matt Thomas and Mary Manifold and Steve Sims,(MSAW Board members) spent the week developing MSAW training for all OSF specialists.
  - Steve Sims also popped in and out of the S7R3 OT&E Testing and attended the STARS SRM panel.
  - Michael Tate and Jake Alcombrack (our NATCA TSS/TBFM reps) attended a demo of TSS at the tech center. They will be involved with all DMS requirements and Display adaptation as it relates to TSS/TBFM.
  - Monday - Mr. Barr and Ms. Barr attended the NATCA informational meeting with Joan Somogy (TSLE Manager) and Mike Carnicom (OSF Manager). This is a monthly meeting to discuss OSF issues with management.
    - Mr. Barr attended the NATCA Leads Telecoms
    - Ms. Barr attended the TFOS Coordination Telecon
    - Ms. Barr attended a NATCA Telecom on expected results when air traffic makes the keyboard entry to disable a RADAR from processing in tracking. Issues are controllers can still select the disabled RADAR.
  - Tuesday - Ms. Barr attended the PHL ADS-B only Telecom. There were numerous concerns about what would happen if an ADS-B only supported track tracked by a ground station and the ground station failed.
  - Wednesday - Mr. Barr attended the TAMR Summit Hold Telecom.
    - Mr. Barr attended the weekly readout Telecom
  - Thursday - Mr. Barr and Ms. Barr as well as most NATCA OSF members attended the bi-weekly OSF Technical Telecom
    - BTY NATCA members came to NEOSF for an introduction to ELITE
    - Ms. Barr attended the STRWG Telecom
  - Friday - Mr. Barr and Ms. Barr attended the weekly TAGUP Telecom

- Ms. Barr coordinated with Jimmie White on the possible key site of the X2000's and the OSF's ability to support the key site.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
  - Monday 4/27: STARS Management Leads Meeting Operational Status (OS). Received a phone call from Allentown Management about monitor (MDM4) color concerns. It was apparent someone was telling ABE the colors on the new monitor would be different, prompting concern. Mr. White explained the OT&E color changes that brought the new monitor closer aligned with their current monitor and the change wouldn't be noticeable. The MDM4 Joint Site Survey (JSS) for ABE is 5/5 with equipment delivery scheduled for 5/18. Mr. White then contacted fellow OT&E SME Amanda Merkl (DOD) to exchange the training delta for tech refresh G1 to ELITE. S4:00r27 Drop 6 regression tentatively scheduled for 6/22/15. Concerns are obtaining SMEs during prime-time leave season. TSS completed its Final Investment Decision (FID), with the first IOC in year 2018. CHI working group for TSS prototyping with NATCA and AJV. Concerns with X2000 may have an impact, pushing to the right, look for update next meeting. West Palm Beach (PBI) Plan A was approved, VRB & FPR will be added to the design of the STARS system being installed in the new PBI TRACON. New facilities will be added to the discussion to tech refresh G1 sites to ELITE over G4, 31 sited total. No decisions are made, just talks. TRAVEL DAY FOR TSS SHAKEDOWN #2.
  - Tuesday 4/28 - Thursday 4/30: Mr. White joined Segment 1 SME Aaron Rose (NCT) in TAMR p3s1 Drop 9 OT Regression (PASSED). Monitored Terminal Sequencing and Spacing (TSS) Shake Down #2. In the first Shake down, the Slot Marker and track updates were not accurate. For example if a target is within the circle (slot marker), the aircraft is on time, properly spaced, and sequenced. Speed control is used to achieve and maintain the track within the slot marker. The issue is, once the track is within the slot marker and flying the speed profile of the STAR, no more adjustments should be needed. This was not the case in Shake down #1 and the beginning of Shake Down #2. By day two there was a noticeable improvement of the Track/slot-marker integrity.
  - Participated in Tag Up with NATCA and Program office. Hot topic, TSS!
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard**
  - April 27, 2015, Richard Thomas (GEG) participated in the TYS adaptation kick off meeting.
  - April 28, 2015, Bill Spence (BTV), James VanZee (GRR) and John Kerr (MIA) started two weeks of testing on the next drop of the STARS ELITE Software. Testing will continue through May 7, 2015.
  - April 28, 2015, Tim Poer (ABI) dialed into the TLH Joint Site Survey (JSS). The JSS is where the STARS equipment is ordered for the site.

       o   April 28, 2015, Mike Wilson (CAK) participated in the CHA adaptation kick off
            meeting.
       o   April 28, 2015, Mike Wilson dialed into the CHA ASR8 radar coverage
            assessment. The CHA ASR8 requires digitization prior to cutover to STARS.
       o   April 29, 2015, Joe Yannone (Region X) and Frank Stahler (Region X) dialed into
            the Bi-Weekly CTD meeting. The CTD is the next generation digitizer that will
            allow for ASR8 sites to transition to STARS.
       o   April 30, 2015, Bill Spence (BTV) dialed into the SBN IOC planning telcon.

TERMINAL FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) represents the controller workforce on the TFDM Project. Mr. Schrempp's update to the membership is below.

- **TFDM:** The program received approval from the JRC to include EWR in the Early Implementation of AEFS. At this time, no other facilities outside of the existing waterfall (PHX, CLE, SFO, LAS, CLT and EWR) are on the list for Early Implementation.
- **Advanced Electronic Flight Strips (AEFS):** Final review of the AEFS Maintenance Handbook and Technical Instruction is scheduled for the week of May 18, 2015 at the Tech Center. During the review, the AEFS ATSS training will be validated.
  - The AEFS First Course Conduct is scheduled for July 8-9, 2015 at CLE.
- **Electronic Flight Strip Transfer System (EFSTS):** The only activity for EFSTS is the upcoming Early User Involvement Event (EUIE) scheduled for June 2015 at the Tech Center.
  - The program is looking forward to the input from the controllers that will be involved from PHL, ORD, CLT and PHX.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) represents NATCA as the Article 48 Representative for TBFM. Below is Mr. Owens' report for this week.

- Last week we had two Ops Team members go to F11 and MCO To conduct TBFM Training. This training was requested by the facility management. Fifteen TMCs and controllers were trained. The feedback we received from the facilities were very positive.
- The remaining NATCA SMEs were in Atlantic City for the second TSS Shakedown. The shakedown went well and we are ready for the OIA scheduled for May 11-22, 2015.
- Last week, we installed 4.3.2 version of TBFM at ZHU. This build resolves most of the issues needed for ZHU to begin using TBFM again. We are still working with ZHU to ensure we have resolved the identified deficiencies adequately.

VOR MINIMUM OPERATING NETWORK (MON): John Vogelsang (P31) is the NATCA Article 48 Representative for the VOR MON project. Mr. Vogelsang's report for the week is below.

- This has been a busy week for the VOR MON program and that trend will continue for the foreseeable future.
- Mr. Vogelsang started with two telcons on Monday.
    - The first was to prepare for the final safety panel meeting that is set for next week.
    - The second was to discuss plans for the VOR MON national working meeting the following week.
    - On Tuesday was the regular bi-weekly program meeting where we discussed plans to begin coming up with a waterfall schedule.
    - On Thursday Mr. Vogelsang participate in a telcon with folks from the AT training office to discuss how to get a high level overview of the program out to the field. The first few VORs will be decommissioned in FY2016 so they are planning on getting started on the overview in the next month or so.
- Mr. Vogelsang will travel to DC this weekend for two straight weeks of meetings with the Agency about the program.

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

- Mr. Weidner met with Dan Williams (ATO UAS Integration Team Lead) for their weekly meeting
- Mr. Weidner participated in a telcon regarding the proposed smartphone app being designed by AFS80. This app will advise UAS operators regarding restrictions and other instructions, based on their location, before flying their UAS.
- Mr. Weidner met with Don Grampp (AJV-115) regarding the development of ATC UAS training. Mr. Grampp will be heading up the effort to develop this training and will be working closely with Mr. Weidner to ensure that timely and pertinent training is developed for the field.
- Mr. Weidner attended a meeting with Dan Williams on UAS Early Implementation Airspace Management Policies and Procedures. This meeting was hosted by General Electric and was a briefing from an ARC/Industry working work that is developing UAS procedures to recommend to the FAA. This working group is an example of the agency working with industry to develop policies and procedures that industry needs, rather than the agency developing policies and procedures based on what they think industry may need.
- Mr. Weidner met with Davis Hackenberg (NASA) to discuss overall controller participation in NASA UAS HITL's. NASA has three different HITL efforts coming up that will involve controllers.
- Mr. Weidner participated in the monthly ATO UAS Integration Team meeting

- Mr. Weidner met with Sabrina Saunders-Hodge (FAA/NextGen) to discuss controller participation in UAS HITL's
- Mr. Weidner met with Kelly Markin and Rick Niles (MITRE) to discuss gaps in DME coverage and GPS vulnerabilities. This information is pertinent to UAS because UAS are heavily dependent on GPS signals.
- Mr. Weidner and the NATCA Safety and Technical department were notified this week that a new SMS panel would be conducted at the national level regarding the proposed Air National Guard UAS operation in Class D airspace at Fargo, ND. NATCA has been keeping a close eye on this situation since the proposed operation at Fargo has potential to be precedent setting for several other operations in the rest of the country.

WAKE TURBULENCE: Scott Pressley (BHM) serves the membership as the Article 48 Representative to the Wake Turbulence Office. Mr. Pressley's update for this report is below.

- March 16th through March 24th was spent traveling to Amsterdam to attend both Wakenet Europe and UFO (Ultra Fast sensOr) meetings. During the Wakenet meetings, much like our Wakenet U.S meetings, the first couple of days was spent with presentations about what is going on today.
    - Mr. Pressley presented on the implementation of RECAT, WTMD and the parallel runway .308 solution in the U.S. There were a lot of questions from the different countries represented about wake mitigation implementations.
    - Except for the implementation of time based wake mitigation at Heathrow, the United States is still the only country who is implementing wake mitigations. Although reported differently by the press, NATS (the governing organization for Heathrow) reported that they have not seen an overall benefit from TBS. There have been some hours of benefit, but they reported that since you have to have a headwind to show benefit, both crosswind and tail winds force you to use greater separations than normal ICAO requirements.
    - Controllers at Heathrow are asking if they can turn TBS off except for when headwinds are present. NATS made the decision to leave it on believing that the overall benefit will eventually be positive.
- The UFO meetings were a think tank like group of meetings exploring merging several of the pieces of equipment, wind based and LIDAR based, to give a better overall picture of wake turbulence areas in approach control environments. There are several issues the team worked through during these meetings, but several more that need to be worked out. These include designing some sensors that can react faster and be more reasonably priced. Needless to say this is a future solution, but it is promising the Eurocontrol is requesting our involvement in the process.

WEATHER: Matt Tucker (ZTL) is the Article 48 Representative for Weather Initiatives an Procedures. Mr. Tucker's update for this week is below.

- **ICAO MET-P April 20-24**
    - o Mr. Tucker attended the first meeting of the ICAO Meteorology Panel in Montreal as an observer pending the Air Navigation Commissions vote on membership to the panel. This meeting was the outcome of a two week Meteorology Division meeting that occurred last summer resulting in the recommendation for a MET-Panel under the Air Navigation Commission.
    - o The first order of Business was to elect a chairman and vice chair. Then the panel took on the task of taking all the recommendations from the MET DIV report and create job cards to assign tasks that need to be conducted. The job cards trace back to the MET DIV recommendations and assign dates for completion of tasks and lists reference documents and other ICAO panels that need to be coordinated with. A number of the job cards trace to SWIM (system wide information management), which the FAA already has deployed the backbone of the service and is now populating data into it.
    - o The MET-panel will be looking at testing standards, data integrity, type of weather data that will go into to SWIM. The goal is to allow a common situational awareness among all users of the system.
    - o Another job card addresses the MET requirements for TBO (trajectory based operations), Mr. Tucker emphasized the need for gate to gate MET information.
    - o The panel was split into four teams working on the different job cards. The panel report should be coming out soon for comment and will be made available when finalized.
- Mr. Tucker worked operationally on Sunday, April 26th to finish his currency for the month.
- April 28th – 30th, Mr. Tucker attended the post contract award meeting for NEXTGEN Weather Processor (NWP) at the Raytheon facility in Marlborough, MA. The meeting discussed the schedule for NWP and the process that Raytheon will use for project management. A number of discussions were held to plan the need for a weather CHI team to develop the interface for both the Aviation Weather Display (AWD) and the web portal that will be available.

DaleWright

Dale Wright
Director
Safety and Technology