SAFETY AND TECHNOLOGY DEPARTMENT UPDATE
Week ending May 8, 2015

AIRSPACE: Jim Davis (PCT) leads NATCA's efforts with Airspace projects and initiatives. Below are reports from Mr. Davis and various Airspace Team Leads.

- **NorCal Metroplex**
    - Met as a Core / POC Team in lieu of the Weekly NorCal Telcon (Wed)
    - Participated in the Weekly National Metroplex Telcon (Wed)
    - Participated in the Stage 5 follow up Telcon with team members and Industry. Updated participants on status of ZOA Ops (Mon)
    - Participated in the Flight Plan Filers Monthly Telcon to address questions from users (Wed)
    - Apr 30th Stage 5 Post-Implementation work: OAKES and EMZOH STARs into OAK; RAZRR STAR into SJC; SUUTR STAR into SMF; YOSEM STAR into SFO. The DYAMD STAR into SFO was published, but will not be implemented until Aug.
    - Attended and participated in 2 ZOA Metroplex Benchmarking Meetings. Discussed current SME reports, known issues, workarounds and planned fixes, the status of resuming training on sectors under a temporary training moratorium, and an update on current ops at NCT (Mon and Tue)
    - Core Team and POCs met at ZOA Tue and Wed to continue Post-Implementation work: Updated tracker; coordinated upcoming schedule through July; worked the LOA issues / adjustments with the highest operational need; tracked and updated the status of all currently reported NCT and ZOA issues and suggestions; planned May 19-20 SME meeting at NCT; reviewed IFP Coordination site for upcoming amendments and procedures; worked to resolve the top 4 issues with the most immediate need for operational adjustment; discussed the status of Class B airspace at NCT with the team and provided information to WSA Safety Rep for ATSAP, Bud Pangan; compiled list of incorrect filings (for newly implemented procedures) in order to contact specific airlines, vs. a mass email to users.
    - Implementation issues continue to be mostly related to automation / adaptation and fine-tuning phraseology. 2 ZOA automation builds were/will be implemented: one build on May 7th added the Sector 11/22 shelf boundary lines to all appropriate ZOA maps, one build on May 14th will capture any additional fixes that can be uploaded without a national chart date (total fixes TBD – FAST workload pending). Continued Stage 4 Post-Implementation work concurrently.

Received and reviewed additional ATSAP data from Stage 4; no reports received from ATSAP rep for Stage 5 (as of May 7).
- o Upcoming: May 19-20 with SMEs (@ NCT); May 21 Core / POC Meeting (@ NCT); Jun 2-3 LOA Meeting with SMEs (@ SCK); Jun 16-17 Core Team and POCs meeting (@ NCT); Jun 25 Post Implementation slots; Jun 13-15 Core Team and POCs Meeting (@ NCT)
- o Assisted with SME Ops in ZOA Area East for 1.5 shifts. Leave scheduled May 8-13.
- o Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex

- **Atlanta Metroplex**
  - o Updated MS Project
  - o Added ATCSCC and NCF dates in MS Project
  - o Met with DataComm to ensure compliance of new ATL procedures
  - o ZELAN SID can't be made public at this time – ATL Metroplex will not pursue
  - o Met with ATCSCC to brief status, discuss what information they require and see what we need for the NCF
  - o ZTL started ATL TBFM Training on May 1st
  - o ATAC WebEx to review A80 internal Airspace Modifications
  - o **Issues:**
    - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
    - ZTL SGET Training
  - o **Milestone/Activity—Completions:**
    - Initial ATCSCC Meeting 05062015
  - o Submitted by Joey Tinsley Atlanta Metroplex Co-Lead

- **DC Metroplex**
  - o DC Metroplex Team continued validation of April implementation RNAV SIDs from DCA. Outstanding collaboration continues with Industry representatives, DCAT and PCT personnel in validation efforts.
  - o Successfully completed several validation periods during April 30th, May 1st, 2nd, 3rd, 5th, 7th, and 8th and will continue to run a few more validations next week before going using these procedure fulltime beginning May 18th.
  - o Developed, coordinated and distributed PowerPoint presentation demonstrating both participating and non-participating aircraft tracks highlighting efficiencies gained with the new SID procedures using the May 1st data.
  - o DC Metroplex Team continued evaluation of April implementation procedures for BWI, ADW, DCA, IAD and ZDC through AIMS reports, teleconferences, and industry feedback. A few minor automation issues identified and addressed

through cooperative effort between DC Metroplex team and ZDC FAST to promote corrections in ERAM database. New build successfully distributed May 5th.

- o DC Metroplex Team participated in the DCA SID CHART NOTE teleconference addressing adding a note to the current LAZIR SID and the future DC Metroplex DCA SIDs to be implemented in June. Intention to specifically address CRJ aircraft performance/conformance issues that will allow carriers utilizing CRJ equipment to perform DCA RNAV SID procedures.
- o DC Metroplex Team participated in May Flight Plan Filers teleconference providing detailed briefing package on new RNAV procedures for June implementation. Addressed the NOTAM status of SOOKI, DOCTR and DIXXE SIDs and the intended goal to begin full participation on May 18th.
- o June Implementation Automation requirements for ADRs, ADARs, AARs, and coordination fixes submitted to ZDC FAST through ZDC 530 to prepare for June 25 chart date.
- o Numerous successful flight checks completed for June Procedures including HIICH, GABBE, FIXET, JEFSN, and LINCN RNAV SIDS.
- o Coordinated with Eastern Service Center and Aero Info regarding the waypoint DIXXE because a few aircraft have entered DIXIE into their FMS instead of DIXXE and turned to the wrong fix. The waypoint DIXXE will be changed to BOOCK for the October 15th publication cycle.
- o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex

- **Natca Phoenix OAPM Design and Implementation**
  - o Meetings at US Airways/American Training Center in Phoenix for Design
  - o Developed the DSERT STAR as an OPD
  - o Developed SQUEZ STAR for satellite airports
  - o Worked with AeroNav to develop RNAV departure procedures for DVT and SDL
  - o Continued process of naming fixes and procedures
  - o Tied in RNAV departure procedures for satellite airports to new PHX RNAV SID's
  - o Coordinated with MITRE for TBFM and Validation HITL's
  - o Coordinated with Eric Owens, NATCA Art. 48 TBFM Rep, for June TBFM meeting at ZAB and assistance with TBFM HITL
  - o Metroplex Weekly Telecon
  - o Submitted by Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Charlotte Metroplex**
  - o Leads were on annual leave

- o Contractors worked to cleanup the MS Project file, organize the SRM Review and answered questions for ZTL 530
- o Worked to answer questions for Flight Procedures Team in OKC
- o Answered questions for ZTL and CLT Plans and Procedures Teams
- o Did follow-up work on the FONSI/ROD
- o Performed various administrative functions.
- o Bob Szymkiewicz worked for coverage on May 4th
- o **Issues:**
    - ▪ Automation
    - ▪ TBFM
    - ▪ FONSI/ROD
- o **Upcoming:**
    - ▪ 5/11/15 – At ZTL
    - ▪ 5/18/15 - At ZTL
- o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead

- • **Denver Metroplex Design & Implementation**
    - o Work continued this week with the 8 and 16 STARs for the Southeast Corner
    - o While designing the 8 STARs the Team discovered a possible issue with redesigning the current PURRL STAR. The team discussed this issue and decided to test leaving this STAR a directional STAR. It was also noted that the same issue will occur in the Northeast corner but not on the Westside STARs. The team will be addressing that next week. If no solution can be found we may need to develop a 10 STAR system. More information and research needed before we can make that decision.
    - o Since discovering the PURRL issue the team has agreed to HITL 8, 10, and 16 STARs.
    - o The team is still on schedule and working through issues.
    - o Mr. Thomas is very pleased with the collaboration of the TRACON and Center teams. However, work was slowed this week due to multiple complaints and issues raised by Gary McMullin (Southwest Airlines). Mark McKelligan (OAPM D&I Lead) and Mr. Thomas spoke with Ron Renk (United Airliens) on Wednesday to express our concerns about getting United's Representative more involved in the meetings.
    - o Upcoming Schedule
        - ▪ May 11 -14 – 8 vs. 16 Design work begins for the NE Corner. ZDV
        - ▪ May 18 - 21 – Core Team meeting at ZDV. Not meeting with the Teams
    - o Submitted by Chris Thomas Article 48 Co-Lead Denver D&I

- **SoCal Metroplex**
  - The Core team met at the Regional Office in Los Angeles.
  - The team participated in the weekly Environmental telecon, where the need to reconcile comments from the Public Affairs office and the Legal office in preparation of the final EA Draft review.
  - Discussed status of securing Public Workshop venues, and information boards.
  - The status of the talking points document for public workshop meetings was discussed. Ian Gregor, FAA Public Affairs, was making amendments and planned on delivering it to the team by next week for review.
  - Rob Henry (FAA Co-Lead), the SCT POCs and Mr. Gonzalez met with Lisa Trifeiletti and Scott Tattro from the Los Angeles World Airports (LAWA) at their request. Ms. Trifeiletti was upset with the team because we had not yet shared procedures with LAWA. Mr. Henry explained the team could not share that information prior to the release of the Draft Environmental Assessment (EA) scheduled for June 10. Ms. Trifeiletti stated LAWA would elevate the request to FAA Headquarters.
  - Mr. Henry and Mr. Gonzalez met with Glen Martin, Regional Administrator, and his office to advise him of the outcome of the meeting with LAWA.
  - Ian Gregor, FAA Public Affairs suggested that there should be an official press release for the SoCal EA on June 10. Mr. Gregor also suggested the possibility of releasing an article about the project in the local newspaper prior to the release.
  - George Reese, WSC Flight Procedures Team, met with the team to complete procedure-naming convention, confirm approach tie-ins, confirm RNAV and GPS approach requirements and confirm procedures for the implementation plan.
  - Mr. Henry and Mr. Gonzalez met with Dave Kessler, FAA Airport District Office, to advise him of the outcome of the meeting with LAWA.
  - The team participated on the LAX RSA update telecon.
  - Mike Taylor (SCT) and Shawn Kozica (SCT) participated on a telecon for an update on the spectrum test. The test was successful and the resolution to the frequency issue at SCT can now move forward.
  - The team participated in a telcon with the WSC Flight Procedures team to discuss inconsistencies with the NSPP site and the SoCal Pub cycle list. Corrections will be made to the NSPP site.
  - During the telecon, a National Adaptation Team issue was brought to light. The name of the file for the SoCal procedures is not consistent with naming convention for the ERAM process. This is causing undue workload to rename the files for ERAM adaptation. WSC Flight Procedures will look at a resolution.
  - Mr. Henry and Mr. Gonzalez participated on a telecon with Donna Warren, Ryan Weller and Michon Johnson from the FAA Environmental Office, to discuss the

request for information from LAWA. They were all in agreement that the request goes against the process and we should not release the information. Ms. Warren would speak to Lynn Ray (VP of Mission Support) about the request.

- o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- Florida Metroplex week of 5/4/15
  - o **Activities this week (at JetBlue University Orlando, FL)**
  - o First week of design for Florida Metroplex (ZJX, ZMA, F11, TPA, JAX, DAB, and RSW) Teams worked the following SIDS and STARS and procedures to incorporate SIM data from industry. NO industry partners in attendance
    - DAB STAR
    - PIE STAR
    - TPA DEAKK STAR
    - TPA CROWD
    - TPA GANDY
    - SRQ BATTN
    - SRKUS STAR (SRQ/VNC)
    - PBI WLACE STAR (enroute only)
    - MIA WINCO SID (enroute only)
    - FLL THNDR SID (enroute only)
    - RSW TYNEE
    - RSW SHFTY STAR
    - RSW CHSEL SID
    - RSW DIDDY STAR
    - APF PIKKR STAR
    - APF/MKY Gulf Departures
  - o SNFLD cutout airspace (F11/DAB/JAX)
  - o Leesburg Shelf (F11/JAX)
  - o ZJX/ZMA discussed airspace change
  - o Coordinated future meetings in Orlando
  - o Participated in a number of Telcons
  - o The Southwest industry partner has been present for 5.0 days in the last 13+ weeks.
  - o The presence of only one of the two industry partners is detrimental to the process of this team.
  - o Submitted by Greg Harris Florida Metroplex Co-Lead

- CLE/DTW Metroplex
    - Continued to work on proposed 90% design documentation packages with teams to include signatures. Some items sent to facilities not present. A few errors were found and planning a series telecom and meeting next week to rectify outstanding issues.
    - Continued to work with ATAC to scrub upcoming I-sim scenarios via a WEB-EX format. Worked well with most facilities in their home location. Hats off to ATAC to get up at 5 am Mountain time to work with the team at 7 am.
    - Flight Simulated the LAAYK STAR to evaluate the moving of a fix to allow aircraft to remain higher resulting in a better traffic flow within a shelved portion of the Flint approach airspace.
    - Flight Simulated the BRWNZ STAR with United, which identified a continuing issue we are trying to work through with fix placement and an altitude that keeps traffic above DTW departure traffic prior to entering a designed descent corridor to Cleveland Area Airports.
    - Corresponded with Southwest airlines on some information they requested for Simulation runs as we near final design. Questions back to us have been forwarded to our technical contractors.
    - Worked with Delta airlines on some question that came up loading database for upcoming Simulation test in Atlanta.
    - Week's ahead: I -Sim Modeling week of 5/11 & 5/18, on leave 5/18-22, Industry week 5/26-28.
    - Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- North Texas Metroplex/CSA PBN 05/03/15-05/09/15
    - 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. Both facilities did an admirable job with very little negative impact to the NAS. Excellent Work!
    - PBN Project Status Weekly Telcon with AJV-14.
    - Weekly Metroplex Project Leads Telcon.
    - Complete Audit of all NorTex Post Implementation Procedures available on the IFP (FAA Instrument Flight Procedures) website.

- o Research/Coordination for potential publication problems with NorTex Post Implementation June 2015 & August 2015 Slots.
- o Facility outreach (D10/ZFW) concerning NorTex March 2016 & May 2016 Post Implementation Slots.
- o Pre-Brief of MITRE Post Implementation Benefit Analysis for North Texas Metroplex.
- 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:**
    - ▪ Telcon with D10 and ZFW concerning upcoming publications---May 11
    - ▪ AJV-14 PBN "Roadshow" at Central Operation Support Group---May 19-21
    - ▪ Travel to Chicago Center, Kick-off Meeting for LUCIT RNAV STAR Development---June 2-4
    - ▪ Annual Leave---July 9-18
- o Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **Western Service Area PBN and Established on RNP (EoR)**
    - o 4/27-28 OSG activities with co-lead
    - o 4/28 PBN/FPT coordination meeting
    - o 4/29-5/3 Indianapolis PBN implementation go team activities
    - o 5/5-5/8 OSG activities with co-lead
    - o 5/5 PBN/FPT coordination
    - o 5/5-5/7 coordination with M98 rep, staff specialist, CSA co-leads on need for converging RNP at MSP
    - o 5/6 PBN project status telcon with AJV-14
    - o 5/6 Coordination with ZSE and S46 for new PBN STAR design
    - o Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
    - o Participated in weekly Metroplex Staff telcon on Tuesday, May 6
    - o Participated in telcon concerning upcoming Metroplex Summit meeting in July
    - o Met with FAA Director of Airspace Services along with AJV-14 and the Metroplex Program Manager to discuss communication and collaboration
    - o Telcon with Metroplex program office and Mitre to discuss North Texas Metroplex preliminary post-implementation data
    - o Met with Mitre Metroplex support to discuss future study team schedule
    - o Met with other NATCA Art. 48 reps at NATCA National to discuss PBN NAS NAV Strategy and other related topics

- 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 on Metroplex Staff telcon. Topics were Las Vegas study team estimated start time and coordination that needs to take place when we get the green light to proceed. There is still no decision on Ntexas or Phx assessment.
    - o NCT and DC implementations proceeding well.
    - o Attended a NAS/NAV strategy telcon.
    - o Met with Jim Davis (Natca Airspace rep), Ed Hulsey (National Study Team Rep) Jodi McCarthy (Director of Airspace Services) Frank Black (Deputy Director of Airspace Services) Mike Barnhart (Metroplex Program Manager) and Robert Novia (Lead Coordinator PBN). Discussion was about collaboration, communication and better coordinating with in the organization and programs.
    - o Participated on the weekly Metroplex telcon. Each project gave a brief update and we discussed FY16 budget.
    - o Participated on a telcon with the leads of Florida and Denver project, reference issues they are having with an industry partner and how the team will proceed forward.
    - o Reviewed the upcoming Metroplex Summit agenda
    - o Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
    - o Participated on the weekly Telcon with Frank Black who is the Deputy Director of Airspace Services
    - o Participated on the Metroplex staff Telcon
    - o Participated on the weekly Telcon with John Brandt the Airspace Lead for Mitre
    - o Participated on the weekly Metroplex Telcon
    - o Met with Mark McKelligan (National D&I Rep), Ed Hulsey (National Study Team Rep) Jodi McCarthy (Director of Airspace Services) Frank Black (Deputy Director of Airspace Services) Mike Barnhart (Metroplex Program Manager) and Robert Novia (Lead Coordinator PBN). Discussed collaboration and communication
    - o Participated on the NAS NAV Strategy Telcon to discuss the first draft
    - o Met with Paul Rinaldi (NATCA President), Trish Gilbert (NATCA VP) and Mel Davis (NATCA NextGen Rep) to discuss the NAS NAV Strategy effort
    - o Participated on multiple phone calls concerning PHX and North Texas
    - o Submitted by Jim Davis (PCT) NATCA National Airspace Rep

COLLABORATIVE DECISION MAKING (CDM):   Ron Foley (ZOB) leads NATCA's team for CDM. Below is Mr. Foley's update for this week.

- **Flow Constraint Team (FCT)** - has New tasking for commercial airspace and aircraft access to swim. The commercial air space part of the tasking Will involve unmanned vehicles and drones. Aircraft access to swim will be addressed with different software ideas.
- **Flow Evaluation Team (FET)** - The new tasking for fall will involve RTA (required time of arrival) specifically for Detroit metroplex.
- **Weather Evaluation Team (WET)** - are headed to Montreal in two weeks to discuss CAWS and automated CCFP.
- Frank McIntosh is no longer the FAA CDM lead. Mr. McIntosh has taken ATM job at Albuquerque.
  - o Jim Bedow from the command center is now the CDM lead.
  - o Mr. Foley is scheduled to have a meeting with Mr. Below and others at the command center about the future of CDM.
  - o FCT and WET are the only groups with meetings this month due to staffing at Command Center.
- Mr. Foley will be engaged in telcons during the summer for CDM. Face-to-face meetings for CDM begin again in September.

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

- This week DataComm SMEs worked with the Inter-facility Communications Engineering Team (IFCET) in Oklahoma City.
  - o The meeting was used to finalize the waterfall build for Controller Pilot Data Link Communications (CPDLC) Functionality and CHI design. After working with the initial design at the Technical Center in New Jersey, it was determined that they system could be optimized to allow the controller to view all state information on CPDLC aircraft.
  - o It was also decided that the PDC responses needed to be separated from CPDLC operations because of the interaction after initial clearances. The final design should be delivered to the key sites before the New Year and in time for the waterfall facilities beginning in January.
- Now that requirements are finished, the group will return in six weeks to validate the lower level requirements (SSS and SRS). The group will also monitor the development of the new CHI as it is built to validate it is working as designed.

- Other DataComm SMEs were at the Technical Center working on PTR verification and troubleshooting.

ELECTRIC TAXI: Dale Wright, Bill Geoghagan and Robert Utley from the Safety and Tech Department visit Honeywell this week to receive a briefing on Electric Taxi.

- This initiative has electric motors on the main gear of aircraft such as the A-320 family and the B-737NG family. The aircraft will reverse off the gate without a tug, taxi out utilizing the electric motors and start engines to be ready for departure when reaching the runway.
- When the aircraft exits the runway after arrival, the pilots can activate the electric taxi system and turn off the engines. According to Honeywell the aircraft can taxi up to 20 knots and when crossing a runway it is able to move quicker than when on normal engine or one engine taxi.
- The system is powered by the Auxiliary Power Unit (APU). Honeywell and Safran currently operate one A-320 equipped with Electric Taxi. When the cost of no fuel for the engines during taxi, reduced ground operational expense and benefits to environmental issues, this initiative seems to be an option the airlines may consider.
- This system will become an option for airlines when ordering airplanes in the future. The airlines may also choose to have the system installed on current aircraft.
- If the system works as briefed, controllers would not see any differences in taxi operations other than the ability for the aircraft to move a little faster when crossing runways with the electric system.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) is the ERAM Implementation Lead for NATCA. Mr. Henriques and the ERAM Team forwarded the information below for the membership.

- The ERAM National User Team (NUT) meeting was held in San Antonio, TX the week of May 4, 2015. The NATCA ERAM PFR's and Management ERAM POC's from the En Route facilities, Second Level support from the FAA Technical Center, members of the POM group, and NATCA National Representatives were in attendance. Additional Lockheed Martin support and Second Level Engineering from the Tech Center participated via telcon at various points throughout the meeting. The following provides a synopsis of the meeting:
- Data Com Briefing:
  - The Data Com team provided a briefing on the status of Initial Service functionality, currently planned for deployment in 2017. Additionally the first group of the Full Service functions were discussed, if funded these will be

engineered into the system after Initial Service has been deployed. The remainder of Full Service functions will be briefed at the June meeting.

- Track Control Tiger Team:
  - The findings of the recent track control tiger team were discussed. The objective of the team was to identify and provide solutions for cases where the current system will not allow the user to gain track control. The tiger team drafted a problem statement for ER 139640 and identified several other areas where changes could be made, details are listed below.
- ER 139640 - Gaining Track Control
  - The team reached consensus on the problem statement for this ER, it has a desired behavior of allowing the user to gain track control in those situations where it is not current allowed. A use case will be completed for this ER.
- ER 141121 - FDIO RS Eligibility
  - The team discussed this ER that has a desired behavior of prohibiting FDIO's from removing flight plans that do not penetrate their airspace. There have been documented issues where FDIO flight plan removal has caused enroute track control issues. The team decided to put this concept on hold until more data could be gathered and possibly until ER 139640 functionality is released in an operational system.
- Other Track Control Concepts
  - Several other ERs and concepts relating to track control were discussed including visual notification of correct flight plan leg. The team will work these concepts as appropriate.
- SIG 1634 Conflict Probe Improvements:
  - The team discussed their options for moving forward on conflict probe changes. SIG 1634 would provide an additional alert capability for flights with an interim altitude. Other options discussed were changing the alerting behavior to be consistent with cruise phase alerting which probes only the interim and having the Separation Management Group evaluate the current issues. The team decided to gather current data and forward this to Separation Management for analysis. ZDC will identify a main ticket with all others to be attached to it. No further work will be done on the SIG at this time.
- SMG WARP Upgrade:
  - FAA Second Level Engineering (SLE) briefed on the WARP SMG (Selectable Layer Mosaic Generator) that is currently being engineered. This new product addresses the inconsistencies that controllers are seeing in the currently used product. Current ERAM capabilities may not be sufficient to take advantage of this new product and if not an ER will be created to capture the needed functionality. SLE will follow up on the engineering and schedule. ER 82037 contains specific information on this issue.

- Mode-C CERA Override:
  - The team was briefed on the Mode-C CERA override capabilities. This functionality is controlled by a facility adaptable parameter and operational behavior can vary greatly depending on what is adapted. Sites are encouraged to review their current adaptation to ensure they are getting the behavior that is acceptable for their facilities.
- ER 76146 GI Message Distribution:
  - The team discussed the updated problem statement that has a desired behavior of improving the distribution logic for GI messages. The team reached consensus on the problem statement and it has been sent to SLE. No use case will be created for this issue.
- ER 112239 ATSW Holding View:
  - The team discussed and reached consensus on the updated problem statement that has a desired behavior of refining which flights are displayed in the ATWS Hold View; display of AOI data will be removed. The problem statement was sent to SLE for engineering. No use case is needed for this ER.
- ER 137052 Allow Amendments of Safety Critical Data:
  - The task team briefed on the status of the draft use case, the desired behavior is to allow amendments of specific safety critical fields at all times. The task team will continue to refine the use case and bring it back to the full team once it is complete.
- ER 135633 Amending APRs:
  - The team discussed and reached consensus on the problem statement, it has a desired behavior of creating a new route menu for APRs. This new menu will allow for more efficient amendments and aid in Data Com up-linking. A use case will be created for this ER.
- ER 140284 ADRs and HERT Issues:
  - The task team is continuing work on the problem statement and when ready it will be discussed on a team telcon.
- ER 75128 Ambiguous Fix:
  - The team discussed the current problem statement, the desired behavior is to eliminate situations where the system chooses the incorrect fix when more than one is available. Several options were examined and the task team will meet again next week to continue their work.
- ER 131017 Holding Issues:
  - The task team presented two draft problem statements, one covering cases where a hold message was input and accepted however the flight was never put into hold and the other covering cases where the hold message was rejected. The task team will incorporate ideas from the discussion into the problem statements; both will be discussed again next week.

- SIG 1570:
    - The draft problem statement addressing ER 137021 was discussed. This focuses on the deficiencies of the CHI that is currently in the system for flights that file airways they are not qualified for. SIG 1570 introduced the capability to adapt airways based on aircraft equipage, this is also a concern as that functionality and the CHI is not desirable. AOT was contacted and they have no plans for introducing this adaptation into the field until all parties are in agreement with its behavior. The task team will continue work on the problem statement.
- ADSB station outage CHI, View and Adaptation (ZNY):
    - The team discussed this issue, it concerns the display of ADSB stations on the MDM. An ER will be written to facilitate a change to the current CHI.
- SIG 1429 UTM Improvements:
    - Issues discovered during testing of this SIG were discussed. The intent of the SIG is to improve the information presented to the controller when a UTM is received. PRs will correct the errors found and all other issues are covered by ERs, many of which were prioritized by the team.
- Flight Data and Radar Backup:
    - The status of the flight data and radar backup systems was discussed. The team had completed problem statements for both issues, ERs 125512 and 125715, additionally 129527 was written to support a plan to retain flight data in the case of an outage. Several options have been examined however a solution has not been chosen. The team reaffirmed the elements needed in a backup system; these are captured in the problem statement for ER 125512. The team will be updated as engineering progresses and this will be discussed again once more viable solutions are ready.
- Update to 8-1-1 Document:
    - The 8-1-1 Outage guide was recently updated and will be distributed along with the EAD300 release. Another review of the guide will take place this summer.
- Controller Cards:
    - The new controller card will be available electronically via ERIDS release on 6/25. The printed versions are in process, a new printer had to be found, once completed they will be sent to the sites.

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

- **Meetings this week:**
    - D10/DFW Voice Switch Telcon
    - NVS PTR Review
    - NVS Leads Meeting

   o   NVS Human Factors Working Group (HFWG)
   o   NVS Failure Modes and Analysis (FMEA) review
   o   Draft Key Site (Seattle) Kickoff
   o   Ops concepts for voice recordings
- **Other issues worked:**
   o   Looked at the differences between the IVSR and RDVS 3080F
   o   Finished mapping emergency frequencies for the FSNI
   o   NVS System start up states
   o   NVS Feature Description Document review
   o   NVS Color palette and layout
   o   NVS Position System Alarms
   o   NVS Tone Suppression indication
- Mr. Shedden will be at the NVS Key Sites (ZSE, S46, and SEA) all week (5/11 - 5/15).

NEXTGEN: Mel Davis (SCT) is the National NextGen Lead for NATCA. Mr. Davis' work with the NextGen Office and industry has NATCA in a very good position on the future technologies and procedural changes. Mr. Davis' report for this week is below.

- The two main focus areas this week for NextGen were NAS NAV Strategy and NASA Advanced Technology Demonstration Two (ATD-2).
- The NAV Strategy moved from the discussion phase to the writing phase with a goal of delivering a draft roadmap to the Administrator by May 23. This is a very aggressive timeline and it is imperative that the draft includes enough substance to build upon later.
- The NASA ATD-2 effort is well into the site selection phase and it is critical to weigh many different factors. The teams working this have looked at all relevant sources of information in an effort to select a site with the highest operational value and the lowest amount of schedule risk. The results should be public within the next week or two.

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) represents NATCA's membership as the PMO Article 48 Representative. Mr. Woods has forwarded the information below for this update.

- Attended weekly meeting with Dale Wright (NATCA S & T) and Mel Davis (NATCA NextGen),
- Attended a meeting with Mark Minik (FAA-AJT) and Jon Shedden (NATCA NVS Rep) about D10's voice switch issues
- Attended a meeting with Tom Adcock (NATCA Training) and Jane Christoff (FAA-PMO) about controller training contract

- Attended a meeting with Jon Shedden, Dale Wright and Robert Utley (NATCA S & T) about D10's voice switch
- Participated on a telcon about ATD-2 (Surface Demo) with Mel Davis (Pete Slattery (NATCA ATD-2 Rep) and Dale Wright
- Attended a meeting with Paul Rinaldi, Trish Gilbert, Dale Wright, Tom Adcock, Mel Davis, Steve Hansen (NATCA Safety), and James Keith (NATCA Requirements Rep) about status of current programs
- Attended a meeting with Tom Adcock and SAIC to talk about the transition of the controller training contract from previous vendor to the new one
- Attended a meeting with Rebecca Guy (FAA-PMO), Nick Lento (FAA-NextGen) and Mel Davis about ATD-2 Demo
- Participated on a telcon with Rebecca Guy, Steve Reynolds (FAA-PMO), Bob Mount (FAA-PMO) and Eric Owens (NATCA TBFM Rep) about TBFM
- Participated on a telcon about the status of ASSC (Airport Surface Surveillance Capability) with NATCA National and AJT
- Participated on an RTCA telcon about the FAA's response to the PBN Blue Print Work Group
- Participated on a telcon with Julio Henriques (NATCA ERAM Rep), Mitch Herrick (NATCA TAMR Rep), Jim Ullmann (NW RVP), Kathy Heet (FAA-AJT), and Jim Linney (FAA-PMO) about Off Shore Automation
- Attended a meeting with Jim Davis (NATCA Airspace Rep), Mark McKelligan (NATCA PBN), Ed Husley (NATCA PBN), Mel Davis, John Vogelsang (NATCA VOR Mon Rep) about project conflicts
- Attended a meeting with Dale Wright and John Vogelsang about future projects for "right sizing the NAS"
- Participated on a telcon with NATCA TAMR, NATCA SBS and Dale Wright about TAMR and SBS interactions
- Participated on a telcon with Pete Slattery, Dale Wright, and Mel Davis about ATD-2

REQUIREMENTS (AJV-7): James Keith (D10) serves the membership as the Article 48 Representative to the AJV-7 Office. Mr. Keith's summary of his activities for the week is below.

- Meet with Greg Burke the director of AJV-7. Main topic of discussion was remote towers and moving forward. We discussed the need to thoroughly test and gather data in a passive mode before VSATS needs to install a mobile tower. We worked together to develop a message to the safety task force.
- Remote Tower Safety Task Force met and discussed the SRM process for the remote tower project.
- Meet with Tim Furnai AJV-73 group manager.
- Meet with Frank Lias AJV-73 group manager.

- Meet with Sharon Kurywchak AJV-72 manager.
- Receive information requested from ZFW and the command center. The FacReps provided POC's to assist me in gathering data on advanced methods for TMU. Thank you to the FacReps at these facilities for assisting.
- Attended a joint meeting with Jim Davis, Mel Davis, Jeff Woods, Mark McKelligan, and Ed Hulsey. Topic of discussion was NAS initiative.

SURVEILLANCE BROADCAST SERVICES (SBS): Eric Labardini (ZHU) leads NATCA's team at the SBS Office as the Article 48 Representative. Below are reports from Mr. Labardini and NATCA SBS Article 48 Team Members.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
    - Participated in the SBS Implementation, Space Based ADS-B ConOps, and TFOS telcons.
    - Also participated in a NATCA telcon to discuss the lack of approval for combined use of FMA and Fusion. Multiple emails and discussions this week on this subject yielded a little more insight into the issue. More discussion planned at next week's SBS Article 48 work group meeting.
    - Traveled to DC for two day long meetings on Micro-EARTS Fusion efforts. Discussed the challenges of trying to reach operations in August at ZAN given the fact that it is prime vacation time in a short staffed facility. However, the training requirements are not overwhelming.
    - Multiple discussions this week regarding Terminal ISR adaptation for non-Mode C traffic. The NATCA TAMR group's concerns were expressed, and NATCA SBS has pushed the SBS Program Office to undergo more analysis on the topic.
    - Discussed ADS-B Alerts and the need for standardized phraseology and procedures with AJV-8 representatives. Draft ideas are being submitted for review.
    - Discussed the need for regular refresher training on ADS-B and Fusion with AJI and AJV-8 representatives. Also reached out to NATCA Training Rep Tom Adcock on the subject. Several avenues were discussed.
    - Participated in a telcon with NATCA ZAN FacRep Rob Kindred and ZAN Training management. Discussed the path forward to reaching operational use of Fusion at ZAN by mid August. The facility seemed receptive once they understood the minor impact of the training and the level of support available from SBS.
- **Craig Bielek (A90)**
    - Monday participated in the SBS weekly meeting and the SBS Implementation meeting.
    - Tuesday participated SCT TAMR IOC meeting.
    - Wednesday participated C90 Terra fix SRMD telcon.

- o Thursday participated in the MIA ADSB Only telcon.
- o Friday participated in SBS and TAMR NATCA coordination telcon.
- **Randy Ezell (ORD),** National Airport Surface Surveillance Capability (ASSC) Rep
  - o Monday, SBS Implementation telcon. Vehicle ADS-B: 515 vehicles equipped at 10 airports.
  - o Tuesday, ASSC weekly telcon. Meeting with MCI Air Traffic and Tech Ops to assess movement area coverage. ASDE-X ATSAP telcon.
  - o Wednesday, Vehicle ADS-B telcon, travel. Telcon with Mr. Biggio to discuss ASSC program status. They still have not decided whether to fuse the SMR, decision should be coming July time frame.
  - o Thursday, met with CVG AT and NATCA to verify movement area coverage.
  - o Friday, travel
- **Andrew Stachowiak (I90)**
  - o Participated in the FFG biweekly and a NATCA TAMR/SBS teleconference.
  - o Exchanged emails scheduling ADS-B only briefings for F11, A80 and S46.
  - o Traveled to Midland, TX. The MAF ADS-B/Fusion Kickoff meeting went very well. The facility is preparing for a transition to Fusion. A flight Inspection is scheduled for early July.
- **Tom Zarick (ZDV),** National Interval Management Rep
  - o Most meetings this week centered on phraseology discussion involving Mach Speed assignment and indicated speed assignment in the same clearance. Other discussion on changing the 7110 to be able to issue 5 knot speed increments rather than 10.
  - o ZMP Pre-Kickoff meeting was also held this week. ZMP Kickoff still scheduled for the 28th of May.

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

- ▪ <u>Tampa transitions to G4</u>. This week Tampa became the most recent facility to successfully transition from Legacy STARS G1/G2 to the new G4 system. Congratulations to STARS/TAMR Phase 1 lead Jimmie White- PHL, TPA FacRep Jason Rebmann and the entire TPA local for the successful transition.
- ▪ <u>Fusion/FMA.</u> There are a lot of internal NATCA discussion going on related to the use of Fusion and FMA at A80, C90 and SCT. The NATCA SMEs from TAMR and SBS as well as the local FacReps and their SMES had a couple extensive discussions with Director of Safety and Technology Dale Wright and PMO Article 48 Rep Jeff Woods in an effort to move both programs forward and help the facilities get what they need/desire.

- **ATPA Final Update Rate.** We are working internally as well as with the Tech Center on some issues associated with the update rate of the digital ATPA distance read out in the data blocks of STARS and CARTS and what makes them slightly different.
- **Section 804.** Continuing to work towards final resolution of Cape TRACON and Abilene in the Federal Register. Also making progress towards final recommendations on Erie, Youngstown, Akron/Canton, Mansfield, Grand Rapids, Muskegon, Lansing, Saginaw and Flint. Those business cases are taking final shape and the group will be reviewing qualitative data collected from the sites and the business cases in an effort to make recommendations to Senior Leadership.
- **STARS/TAMR Phase 1 update Submitted by Jimmie White-PHL**
    - **Monday 5/4:** Weekly STARS Management Leads-OS meeting. NATCA asked the group to be careful when forwarding information about the MDM to a future deployment site. ABE (MDM4 key site) called me with concerns about the colors. They believed they were going to be working with displays that had inconsistent colors. NATCA explained what we achieved in OT&E with respect to aligning the MDM4 colors with the MDM3 colors. They were satisfied with our response. ABE will be key site, JSS will be 5/5/15, equipment delivery on 5/14 and install starting 5/18. The order of replacement has been established.
        - Shannon Shuey (ABE FACREP) was present at the meeting, and we followed up with her after the meeting. The P.O.C. for the MDM4 project will be Anthony Loguidice. We had a small conference and I expressed some things to be aware of and to make sure, he is present in all phases of the upgrade. Coordinate for time to have controllers change pref sets. More importantly NATCA described the display itself and the improvements that were made. Received the G1(2) to ELITE training delta, our action item is to review the delta and import it into our training platform if there is value. R27 regression dates are set for 6/22/15, which is during prime time leave season. The challenged will be getting SMEs freed up for this event, it's at the program level now.
    - **Tuesday 5/5:** ABE JSS for MDM4 key site. Re-addressed the color issue and listed Mr. White as a contact if they need any assistance with the upgrade. The installment team suggested a follow up 30 days after install and if there are no complaints they will remove the MDM3s. Mr. White cautioned Shannon and Anthony to only do this, if they are confident with the performance of the monitor. This will be a leap of faith moment as they are the first site to work with the new displays. There will be no fall back once the MDM3s have been taken away.
    - **Wednesday 5/6:** TSS Telcon was missing key members from Raytheon and the TSS workgroup. Although the telcon was postponed we were able to discuss moving the meeting to another date. It was reported, Raytheon would not have

a product to look at, at the coming weeks event, and without it, the TSS activities were canceled. Being that this is within the prime-time leave season, they will be looking at a 6 week heads up, to coordinate the event. This will place it conflict with the R27 OT&E Regression.

- o **Thursday 5/7:** (RDO) ELITE opportunity meeting via telcon. The program office is looking to make a decision by the end of next week (5/15). NATCA expressed most of the proposed sites could be decided on, however there were a hand full that would require more discussion. A matter that has been lost in the discussion is the training involved with tech refreshing a G1(2) site to ELITE. In our opinion, to be as thorough as we can be, a training document needs to be created to describe, in detail, what their back up system (DSA) will change. Our action item is to pull resources together and try to come up with a training plan for G1(2) sites upgrading to ELITE. The training delta given to me from DOD involves maintenance only, and has no value to ATC. Mr White will meet with Aaron Rose and Bill Spence (NATCA Training Leads for TAMR) to come up with a training plan for these sites. NATCA has an idea of combining what already exists in FSL/EFSL training and cut and paste the DSA functions in lieu of EFSL.

- ▪ <u>OSF Update submitted by Candy Barr-OSF Multi-Units.</u>
  - o The CDT, Common Terminal Digitizer is on the OSF RADAR thanks to Scott Robillard, Segment 2 Leads insistence. We will be included in discussions on requirements, deployment and adaptation.
  - o M - F Penny Hanna and Chris Hanna, SE OSF, are at WJHTC for TAMR Rules Testing, Steve Sims is at PCT assisting our OSF specialists supporting the PCT TAMR transitions doing rules.
  - o Monday Mr. Barr attended the Leads Telecoms, Ms. Barr attended the TFOS Coordination Telecom
  - o Tuesday Ms. Bar attended the SCT IOC Telecom, Mr. Barr and Ms. Barr attended the OSF S2 Waterfall Change meeting. Management and NATCA agreed to the next 6 months for Segment 2 deployments. The plan is to meet again in 3 months to confirm the next 3 months are still workable by all parties and work the next 3 months. This is the plan throughout Segment 2 deployments. We started talks on the impact of 31 sites transitioning from G1 to ELITE would have on the OSF's. Our managers and NATCA OSF are working on the impacts and what additional resources would be required.
  - o Wednesday Matt Thomas, Richard Gribble and Ms. Barr attended a Telecom prioritizing rules for future incorporation into software/DMS. The criteria we are using starts with code "Hog" rules, number of sites using the rule and difficulty to adapt.

- o Thursday   Sean McGrail and Ms. Barr attended the MIA ADS-B only Telecom. Ms. Barr attended the STRWG Telecom Ms. Barr attended the TAMR G1-ELITE Telecom.
- o Friday   Ms Barr attended a Telecom on whether there is a safety issue with non-mode C ACFT not showing ISR. The group plans to meet again next week.
- o Saturday   Ken Gibson, SE OSF reports TPA's successful transition to G4. Great job Ken!

- **STARS/TAMR Segment 2 update submitted by Scott Robillard-K90**
  - o May 4, 2015, Scott Robillard (K90) joined Bill Spence (BTV) and John Kerr (MIA) at the STARS ELITE OT&E. The OT&E continued through May 7, 2015. The team determined that the software is suitable for deployment.
  - o May 5, 2015, Richard Thomas (GEG) and Dan Stefko (Region X) participated in the PSC Initial Site Survey (ISS) for their STARS system.
  - o May 5, 2015, Tim Poer (ABI) participated in the Joint Site Survey (JSS) at FSM. The JSS results in the ordering of the STARS ELITE equipment.
  - o May 6, 2015, Tim Poer (ABI) dialed into the radar coverage assessment of the JAN ASR8. Digitization is required prior to transition from ARTS IIE to STARS.
  - o May 6, 2015, Richard Thomas (GEG) and Dan Stefko (Region X) participated in the WMH Initial Site Survey (ISS) for their STARS system.
  - o May 7, 2015, Joe Yannone (Region) dialed into the ASR-8 digitization service area implementation telcon.
  - o May 7, 2015, Scott Robillard (K90) dialed into a telcon with members of Phase I to discus the opportunity of transitioning some Phase I G1/2 systems to STARS ELITE at tech refresh.
  - o May 7, 2015, Joe Yannone (Region X) and Frank Stahler (Region X) dialed into the CTD beacon target reflection processing requirements telcon. The objective here is to have a requirements document that will be used to ensure that the vendor produces a product that fulfills the needs of the NAS.

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

- **TFDM:** The program continued work on updating the questionnaire to re-submit back to NATCA. The input was received from the Article 50 process as well as from Investment on the FAA side. Once the questionnaire has been approved by NATCA, a team from the program to include the NATCA Article 48 Representative as well as someone from FAA Investment will deliver the questionnaire to sites that currently or previously had an EFD system.

- o The Screening Information Request (SIR) was released on April 22 and has generated a few questions from industry. Questions are to be received over the next month. The planned March of 2016 Final Investment Decision (FID) has not changed on the calendar of events. The program is also waiting to see if the budget cuts will be sustained to the program, or if it will get back any or all of what was taken. This next week, the program will also be visiting CLT to present TFDM and to observer their operation. The intent of the Operational Efficiency Review (OER) is to view and observe facilities to see how and what they do to move their traffic. The program takes this information to ensure it will provide the proper benefits to the controllers when it rolls out in the future. The past OER visits have included PHX, LAS and SFO. The future sites include BOS and one other facility yet to be selected.
  - **AEFS:** The system baseline changes are due by 05/12/15. Once all the changes are in, the testing of the new baseline will begin. Once the testing is complete, a roll-out of the new baseline will go to PHX and CLE. Work in CLE also continued this past week to sort out a few remaining issues. Port Server version firmware was upgraded and the Terminal Second Level Engineering Team was on-site this past week. They are still working the FDIO connectivity issue with ERAM.
  - **EFSTS:** The only activity for EFSTS is the upcoming Early User Involvement Event (EUIE) scheduled for June 2015 at the Tech Center.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative for NATCA. Mr. Weidner's workload is currently very high with weekly changes to the rules and regulations along with FAA guidelines for operators. The update for this week follows.

- Mr. Weidner and Chris Stephenson (NATCA S&T) attended the AUVSI conference in Atlanta, GA this week. This is the largest UAS conference in the United States with thousands of attendees, representatives from government, industry and various other aviation stakeholders.
- Mr. Weidner attended the following breakout sessions at AUVSI:
  - o NextGen Infrastructure and UAS Integration
  - o Autonomous Control of UAS Ground Operations in the Terminal Area
  - o Status Update on ASTM Small UAS Standards
  - o Recent Work on Unmanned Aircraft Systems in the National Airspace System
- Mr. Weidner met with Ben Gielow (Amazon Senior Manager, Public Policy), Sean Cassidy (former VP of ALPA / Current Amazon Director of Partnership Relations) and Charlie Cartwright (Amazon) to discuss Amazon's Prime Air idea for the future of UAS package delivery.
- Mr. Weidner attended the address by Chairman LoBiondo to the AUVSI attendees

- Mr. Weidner attended two press conferences help by the FAA Administrator.
  - The first press conference was to announce the Agency's partnerships with three 'Pathfinder' partners to expend the use of UAS beyond the small UAS NPRM.
    - The Agency will partner with CNN to explore the use of UAS for news gathering over Urban areas, within line-of-sight.
    - The Agency will partner with Precision Hawk to explore the use of UAS for agricultural applications in rural areas, using extended visual line-of-sight
    - The Agency will partner with BNSF Railroad to explore the use of UAS for railcar and track inspection in remote areas, beyond visual line-of-sight.
  - The second press conference was to announce the FAA's development of a UAS app that a hobbyist/recreational operator could use to determine if they can legally operate their UAS at their current location.
  - Mr. Weidner participated in the UAS ARC meeting held in Atlanta.

VOR MINIMUM OPERATING NETWORK (VOR MON): John Vogelsang (P31) is the NATCA lead on the VOR MON work. Mr. Vogelsang will be assuming the lead for NATCA in the NAS Strategic work reference reducing systems such as VORs, NDBs and ILS. Mr. Vogelsang's report for this week is below.

- Mr. Vogelsang traveled to Washington DC over the weekend to begin two weeks of meetings with the agency on the VOR MON program.
- Monday afternoon Mr. Vogelsang met with the VOR MON Program Manager and several others at FAA HQ to discuss an initial training video to familiarize the workforce with the VOR MON.
- Tuesday began a three day safety panel meeting at the Tetra Tech office in Roslyn.
- Thursday afternoon Mr. Vogelsang went to NATCA to meet with other Article 48 representatives to discuss how best to keep the representatives for the VOR MON, PBN, ILS Draw-down and other projects that are interconnected informed.
- Finished the week with a meeting with Dale Wright (S&T) and Jeff Woods (PMO Representative).
- Mr. Vogelsang will be in DC again next week for the VOR MON national working meeting.

WEATHER: Matt Tucker (ZTL) is the bargaining unit's Weather Representative. Mr. Tucker's report for this week is next.

- Last week traveled to Anchorage to participate in a PIREP Special Investigative Report (SIR). Anchorage and Fairbanks are the first location of the SIR. The NTSB plans to visit a number of sites in the lower 48 where they can visit a wide variety of facilities in one location.

- o While in Anchorage the team visited: ANC ATCT and A11, ZAN, the NWS regional Office, the Alaska Aviation Weather Unit, the Alaska Air Carriers Association, PEN Air, FAI ATCT and TRACON and Palmer FSS along with a few other operators.
- The team was looking of best practices and to see if facilities where getting PIREPS into the system and not just the sector. Many discussions where held around why PIREPS are needed and how they help the system.
- In Alaska the PIREPS before even more important to due the lack of data points for the NWS forecasting models.
    - o Part of the teams mission was to educate operators and pilots on how PIREPS will provide for better forecasting and that even null PIREPS are important.
    - o The team could not emphasize enough to both controllers and operators that even if the forecast was spot on the need for verification of the forecasts is hugely important.
- The team was very impressed with the way ZAN handled PIREPS in that the controllers filled out the PIREP form, then the FLM writes it on a PIREP log and either takes the PIREP to flight data or enters the PIREP themselves into AISR. The PIREP form is checked to show entry into AISR and returned to the controller for reference and future dissemination to pilots.
    - o Mr. Tucker's concern is that there are still too many people handling the PIREP and this needs to be automated so the controller receives it and it gets entered using automation.
- While in Anchorage Mr. Tucker was made aware the weather channel on the ASR11 for ANC had been NOTAM OTS for two years and all attempts to fix it had failed.
    - o This issue will be added to the P50's issue for the North Arizona airspace and lack of available weather radar.

Dale Wright

Dale Wright
Director
Safety and Technology