



National Air Traffic Controllers Association
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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending May 15, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is NATCA's Article 48 Representative for Administrative Software projects. Mr. Santa's update for this week is below.

- **A-SISO**
 - The team is traveling to ZAU next week for the facility wide implementation of the program. Mr. Santa has spent much of the week going over the data from their one area testing.
 - The team has made arrangements to test at ZNY. Mr. Santa will be at the facility the first week of June.
 - The group had a meeting last week to wrap up the testing phase and to move into the next stage of the program. We have a few more details to hammer out.
- **CEDAR/FALCON**
 - They are still working towards an SOP/MOU that will allow for better NATCA participation.
- **ATOMS**
 - The Cru-art replacement program had a presentation of the initial stages last week. Mike Robicheau (NATCA NNE RVP) was onsite and gave NATCA's feedback to the developers. Mr. Robicheau is working with the FAA on many of the issues.

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

- **Atlanta Metroplex**
 - Updated MS Project
 - Met with CLT Metroplex Team
 - Met with ZTL520 and ZTL530 regarding FY15/FY16 OT numbers
 - Discussed who was responsible for ZELAN SID
 - Updated PP 06252015 Training Images for ZTL Areas 1, 2, 3, 6 & 7
 - Worked on New Pref Routes
 - Met with TMU to discuss New Sector Traffic Values
 - Monitored ATL TBFM Training Progress
 - Met with A80 to discuss Training Plan and FY16 Budget
 - Updated A80 images

- Discussed adding a new transition on the VYPPR/RAGGZ STAR due to MOA change
- **Issues:**
 - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
 - ZTL SGET Training
- Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Phoenix OAPM Design and Implementation**
 - Albuquerque ARTCC for Design
 - Completed design of DSERT RNAV STAR
 - Project Tracker review and update
 - Procedure Tracker review and update
 - Completed design of new RNAV STAR's for GYR and GEU
 - Discussed RNP development for PHX
 - Created and requested fix names for new procedures.
 - Discussed road map for TBFM support for PHX Metroplex
 - Discussed TBFM HITL plan
 - Further developed BRUSR STAR
 - Telecon between Denver Metroplex and Phoenix Metroplex Teams to discuss Phoenix design's impact on ZDV
 - Setup meeting with SoCal Metroplex in June to discuss Phoenix Metroplex's procedures and impacts on ZLA
 - Submitted by Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Denver Metroplex Design & Implementation**
 - May 11 – 14, 2015 – 8 vs. 16 Design Meeting (Denver TRACON)
 - This week we began and completed design of the 8 and 16 STARs we need to ISIM for the NE Corner.
 - We have another week scheduled with the NE SMEs but since we have completed their design work early we will use the additional time to meet with Bill Payne (NBAA) to start discussions on APA arrivals. This is going to be a very difficult challenge because of the location of APA to DEN. As well as the amount of traffic into APA is significant. This meeting will take place week after next May 26 – 29.
 - The facilities are working very well together and we did get more input this week from our Lead Carrier Representative (United – Chris Osterman), however Mr. Thomas is still not completely satisfied with Mr. Osterman's level of participation. Mark McKelligan (NATCA D&I Lead) and Mr. Thomas spoke to Mr. Osterman and Ron Renk (United Airlines) last week about the need to get their representative more involved. Mr. Thomas is just concerned that the facilities may be moving in a direction that Industry may not completely agree with. Frontier Airlines was also

present. Gary McMullin from Southwest Airlines was not in our meetings this week.

- Next week is a scheduled Core Team week and Mr. Thomas will not be traveling to Denver.
- **Upcoming Schedule**
 - May 18 - 21 – Core Team meeting at ZDV. Not meeting with the Teams
 - May 26 – 29 – Design work continues with NE Arrivals and Satellite Arrivals at D01.
- Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **CLE/DTW Metroplex**
 - Delta Airline provided information from airport ground movement modeling that was conducted for the disbursement of headings during high volume periods to an alternate departure gate for a select number of city pairs from DTW. Team working issue, if available 1.5 million a year will be saved by Delta on Ground delays.
 - First week of I-Sim scenarios to simulate the proposed new arrival and departure paths and its interaction with other traffic.
 - Continued working on an altitude issue on the BRWNZ arrival to CLE over the top of D21 airspace. Working with United Airlines and Groups to find a solution to altitude profile issue at one of the fixes required for separation.
 - Delta advised that they are hard at work modeling the procedures to DTW and should have the results by next week.
 - Had a teleconference with ZOB and ZAU about identified issues concerning speed on the arrivals and the effect on ZAU airspace. Additional discussions on a timely issuance of the correct directional STAR and where that should take place systematically. This is an identified issue with ATSAP and other reporting forums about Cockpit resource management and updates to the FMS, briefing crew and ATC instruction compliance. Continued conversation will take place next week.
 - 90% proposed design packages are nearing completion. These document the start the initial final design and will be changed as we add the information from the simulations, User feedback and quality control checks.
 - Week's ahead: I -Sim Modeling week of 5/18, on leave 5/18-22, Industry week 5/26-28. DTW Approach MITRE HITLs 6/1-5
 - Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex**
 - Activities this week (at Orlando FSDO, Orlando, FL)
 - Second week of design for Florida Metroplex (ZJX, ZMA, F11, TPA, and MCO) Teams worked the following SIDS and STARS and procedures to incorporate SIM data from industry. Only One Industry Present (SWA airlines)
 - MCO BAIRN STAR

- MCO JOEYY SID (OLD GUASP SID)
- MCO SNFLD STAR
- MCO 996CA STAR (OLD HIBAC)
- MCO 959CA SID
- MCO FSHUN SID
- MCO JEEMY SID
- MCO FATHE SID
- MCO EPCOT SID
- MCO COSTR STAR
- MCO LEWRD SID
- SFB SHREK STAR
- PBI CHADO STAR (enroute only)
- PBI FRWAY (enroute only)
- FLL FISEL STAR (enroute only)
- PBI TBIRD SID (enroute only)
- RSW TYNEE (enroute only)
- T208/209
- ZMA/TPA agreed to airspace change
- Coordinated future meetings in Orlando
- Participated in a number of PBN Telcon
- Addressed Industry concern with the following:
 - Top of Altitude
 - Block Altitudes on SIDs
 - Rwy transitions
 - KLADA and VEGIE (FLL) SIDS
- The Southwest industry partner has been present for 8.0 days in the last 14+ weeks.
- The presence of only one of the two industry partners is detrimental to process of this team.
- Submitted by Gregory Harris Florida D&I Article 48 Rep
- **Charlotte Metroplex**
 - The Team worked at ZTL
 - All work is complete for the reconciling of various changes that occurred post SRMD. We meet next week to complete the SRM process for the changes
 - Worked with ZTL and ZID to finalize LOA issues for the 10/15/15 implementation
 - Worked to finalize the CLT ZTL LOA
 - Coordinated LOA changes with ZDC concerning ZTL and CLT. We expect to hold TELCON next week to identify and reconcile any outstanding issues
 - Assisted HSI with Procedures questions for the TBFM adaptation

- We were informed by ZTL that ERAM limitations will cause an issue with proper adaptation of the FILPZ STAR. Apparently ERAM allows for the adaptation of only one route. The STAR splits in ZTL rather than CLT airspace and this is the cause of the issue
- HSI briefed the TBFM (ERAM) issue on the FILPZ STAR. They have a viable work around
- We are working with other Metroplex Projects for help to find a solution to the ERAM/adaptation issue
- **Issues:**
 - Automation
 - TBFM
 - FONSI/ROD
- **Upcoming:**
 - 5/18/15 - At ZTL
 - 5/25/15 – At CLT
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **NorCal Metroplex**
 - Called in to the National Customer Forum to brief participants on status of NorCal Metroplex project (Wed)
 - Team members participated in the Weekly NorCal Telcon (Wed) – Team updated the Implementation Tracker; discussed outstanding LOA issues; discussed status of SERFR arrival and related handoffs; planned agenda for May19-20 meeting.
 - Co-Lead Patty Daniel participated in the Weekly National Metroplex Telcon (Wed)
 - Apr 30th Stage 5 Post-Implementation work continues at NCT and ZOA: OAKES and EMZOH STARs into OAK; RAZRR STAR into SJC; SUUTR STAR into SMF; YOSEM STAR into SFO.
 - Upcoming: May 19-20 Stage 5 follow up and June prep with SMEs (@ NCT); May 21 Core / POC Meeting (@ NCT); June 1-2 LOA meeting (@ SCK)) – may reduce to 1 day; June 16-17 Core / POC meeting (@ NCT)
 - Worked 2 Operational shifts for currency and staffing; multiple briefings, CBIs and eLms courses completed. Leave taken through 5/13/15.
 - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **DC Metroplex**
 - DC Metroplex Team conducted Refinement to Procedures Meeting (RPM) on May 12th, 13th, and 14th. The team along with Industry Representatives met, discussed, and agreed to changes on the RAVNN RNAV STAR, MIIDY RNAV STAR, VUDOO RNAV STAR, SPISY RNAV STAR, CAPSS RNAV STAR, CAVLR

RNAV STAR, DEALE RNAV STAR, and TERPZ RNAV SID. It was a very productive 3 days.

- Participated in teleconference for the SOOKI RNAV SID, DOCTR RNAV SID, and DIXXE RNAV SID to be used full time starting Monday, May 18th.
 - Meet with PCT Management concerning the authorization letter from FAA Security to allow Part 129 access through the "Charlie Gate" flying the RIGNZ RNAV SID.
 - 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. A few minor changes have been suggested and agreed upon.
 - Successful flight checks completed for several of the June Procedures.
 - Coordinated with Eastern Service Center regarding Pilot Navigation Area (PNA) letters concerning RNAV SIDS.
 - Updated procedural documents based on RPM changes from previous meetings.
 - Coordinated with DCA Tower regarding transitions on SIDS.
 - Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **SoCal Metroplex**
 - The Core team had a split week. Rob Henry (FAA Co-Lead) and Mr. Gonzalez met at the Regional Office in Los Angeles.
 - Ryan Weller, WSC Environmental Specialist, joined us at the RO to prepare for and meet with LAWA at the request of Lynn Ray.
 - Core team participated in the weekly EA telecon.
 - Steve Smith, ATAC, advised that the D&I Tech reports would be completed by next week for team review.
 - Discussions about the requirement to provide all of the libraries in our study area a hard copy or memory stick of the Draft EA and the associated costs with doing so. There are over 400 libraries in our area.
 - It was suggested to provide memory sticks to larger libraries and to provide the other libraries with a web link to the Draft EA.
 - Requirement of Notice of Availability and the associated cost was also discussed. Budget issues will be discussed with the Program office next week.
 - Information boards that will be used during public outreach meetings were reviewed and approved.
 - Update on the status of the talking points that the team members will be using during public outreach meetings was given. The team will receive it by next week.
 - The SHPO and THPO letters were reviewed and approved. They will be mailed out at the release of the Draft EA.
 - Mr. Henry and Mr. Gonzalez along with Joseph Manalili, FAA Legal, Ian Gregor, FAA Public Relations, Faviola Garcia, FAA Special Projects, Tamara Swann FAA

- WP Regional Manager, Dave Kushing, FAA WP ADO, and LAWA members met to discuss LAX procedures at the request of Lyn Ray, FAA VP Mission Support.
- A PowerPoint with SIDs, STARS and approaches in and out of LAX was presented. LAWA had general questions that the team addressed.
 - None of the information presented was given to LAWA with the exception of our proposed publication cycle.
 - Ryan Weller presented a layered PDF showing “swaths” of no action and proposed action tracks. Discussion about noise modeling by the FAA who uses a grid system and LAWA who use a contour map and the challenges it presents to present the findings to the public.
 - The remaining concerns that LAWA presented will be forwarded to HQ next week.
 - The ZLA Area F SME worked with the PHX team to move a waypoint to allow de-confliction issues with the MAYSA SID off of PHX. Preparations for the upcoming meeting between the 2 teams also took place.
 - SCT and ZLA reviewed and completed Group 1a procedure packages.
 - Walt Alexis, ZLA POC, briefed the new Area B SME.
 - Preparations for the final Draft EA turn next were completed.
 - Images were prepared to address concerns with potential negative impact if the procedures into and out of LAS are not amended.
 - Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Western Service Area PBN and Established on RNP (EoR)**
 - 5/11 OSG activities with co-lead
 - 5/12 Coordination activities regarding SEA EoR telcon on 5/14
 - 5/12-13 Participated in preliminary T-route meetings at Northern California TRACON
 - 5/14 Participated in preliminary T-route meetings at Oakland ARTCC
 - 5/14 Participated in Seattle Greener Skies EoR Status telcon
 - 5/15 Coordination activities prior to PHX Metroplex meetings next week.
 - Submitted by Phil Hargarten, WSA PBN Rep
 - **North Texas Metroplex/CSA PBN**
 - Weekly NSPP Telcon
 - Weekly NATCA PBN Leads Telcon
 - 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.
 - Research/Coordination for potential publication problems with NorTex Post Implementation June 2015 & August 2015 Slots. Telcon with D10/ZFW/Tom Lattimer on May 11 to discuss.

- Facility outreach (D10/ZFW) concerning NorTex March 2016 & May 2016 Post Implementation Slots.
- Evaluation of IND STAR and ILS/RNP connectivity. Facility impressions requested.
- Continued Post Implementation Comments and Evaluation for new IND STARs. Feedback from Users is very positive and FedEx feels that flow rates have returned to Pre-Implementation levels. Awaiting further comments and a Post-Implementation Telcon next week.
- Continued support requested for ERAM ER 136427:ERAM capability to process SID Runway Transitions properly. Additional 17 slots scheduled with CSA FPT in October 2017 to return to original designs, pending ERAM ER.
- **Upcoming Activities:**
 - Deadline for NorTex Metroplex March 2016 Submissions---May 21
 - AJV-14 PBN "Roadshow" at Central Operation Support Group---May19-21
 - Kick-off Meeting for LUCIT RNAV STAR Development---June 3
 - Deadline for NorTex Metroplex May 2016 Submissions---June 4
 - Annual Leave---July 9-18
- Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **National Design and Implementation Rep**
 - Participated on weekly Metroplex staff telcon
 - Participated on the weekly OSG telcon, we discussed different ideas on how a Metroplex sight transitions to the 7100.41 process after Metroplex is done with post implementation. This will be discussed further.
 - Attended Florida D&I meetings.
 - Participated on a PBN telcon with John Belk (Team Manager) Jon Harris(AJV-141 specialist) Greg Harris (Art48 Co-lead Florida D&I) Vicki Turner(Management co-lead Florida D&I) Discussion revolved around Top alt on climb via SIDs, Block alt on RNAV SIDS, Landing direction issues by enroute controllers IAW with AJV-8 memo dated March 2013. Block Alt on SIDS is within current criteria however there may be several FMS boxes that have an issue with it according to SWA Tech Rep Gary McMullin. Mr. McMullin also disagreed with the language on the TOP ALT on a climb via SID memo it was explained to him that the language on the chart will be IAW the current memo. There was a disagreement on the landing direction AJV-14 believes the memo is in correct and that enroute has to issue the RWY transition not landing direction, this is contrary to how procedures have been developed over the last 2 years.....Stay tuned.
 - Participated on a telcon about RNAV departures off of DCA airport.
 - Reviewed and made comments on NAS/NAV strategy draft
 - Participated on another Metroplex Summit telcon agenda date is now TBD

- Participated on a telcon about additional community outreach for PBN projects
- Submitted by Mark McKelligan(ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated on the weekly telcon with the Deputy Director of Airspace Services Frank Black
 - Reviewed, combined and submitted comments for the Navigation Strategy draft document
 - Participated on the Navigation Strategy draft comment review telcon
 - Participated on a Metroplex Summit Agenda telcon, a new date is being worked
 - Mr. Davis was on annual leave Wednesday
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

AIRSPACE TECHNOLOGY DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) is representing NATCA on the ATD-2 project. This is a joint NASA/FAA initiative seeking to improve efficiency by integrating Arrivals, Departures and Surface Operations (IADS).

- After a thorough and extensive review of several possible locations for this demonstration, Charlotte, NC (CLT) was selected as the location that had the most positive attributes and could host this demo without negatively impacting operations throughout the rest of the NAS.
- ATD-2 will be a major effort that will help shape the Departure Metering portion of the Terminal Flight Data Manager (TFDM) program. TFDM is a system that is expected to completely change the way controllers access, use, and interface with Flight Data in the Core 30 airports. TFDM will consolidate and replace many legacy tower systems into one intelligent system that connects FAA systems with airlines, ramp controls, and airport authorities. When all stakeholders are connected and sharing more accurate, up to the minute data in real-time, we should be able to make better decisions than we can today. Today's systems; paper strips and P-Lists, do not reflect the actual state of proposed and active traffic since they are not capable of being updated in real time.
- Anything developed and learned from the ATD-2 project at CLT will factor into the eventual Departure Metering component of TFDM.

DATACOMM: Chad Geyer (ZLA) is NATCA's DataComm Article 48 Representative. Below is Mr. Geyer's report for the membership.

- This week the DataComm Program Office visited with towers and center personnel from ZSE, ZAU, and ZOB.
 - The underlying towers were SEA, PDX, ORD, MDW, MKE, CLE, DTW, PIT and BUF. These facilities will be receiving the new Version 12 CHI next year.

- These briefings are designed to inform the FacRep and Air Traffic Manager about what is coming their way. This is also the chance for the facilities to inform the Program Office of any special events that may impact the implementation.
- The next contact with the facility will be about 6 months from IOC. At this time the facility will advise whom they have selected for their Local 48 Team.
- The Local 48 Team will be responsible for training, testing, and all implementation duties.
- The team will also become the facilities TDLS Application Specialist. The TAS is responsible for setting up their facilities adaptation for PDC and CPDLC.
- The DataComm SMEs spent the week in OKC finalizing the training that will be given through Instructor Led Training at the Mike Monroney Aeronautical Center and ELMs course development for operating TDLS.

FLIGHT DATA INPUT OUTPUT (FDIO): Pete Slattery (CLT) is the FDIO Article 48 Representative. His report for the membership is below.

- Received the final COTS keyboard with FDIO specific keys on it for evaluation and testing this week.
 - The keyboard is of a heavy-duty industrial design with LED backlit keycaps and USB connectivity.
 - Extensive durability and Human Factors testing of this keyboard (and several others that were rejected) have already occurred at the Tech Center in Atlantic City.
- The FDIO engineers were seeking final approval from NATCA prior to moving forward on designating this keyboard as the replacement for the aging and unsupportable FDIO keyboards in use for the last two decades.
 - Our opinion is that the keyboard is an acceptable substitute and permanent replacement and will meet the needs of controllers in every location necessary.

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

- Two emergency builds of NIDS software passed testing at AWI and are awaiting deployment.
 - At NATCA's urging the FAA will preform full regression testing on all impacted builds at the tech center in Atlantic City.
 - The program office claims that this regression testing will run through August.

- The IDS-R article 48 lead, Richie Smith, feels that this excessive time frame is due to the program office not having set test procedures to follow. Most of the NATCA witnessed tests are disorganized and less than clearly explained.
- FTI wanted further testing on the new software builds before they allow live testing at SCT and a meeting was held Tuesday afternoon to discuss the issue. NATCA was not invited to participate in the telcon nor were we informed of the outcome of the meeting.
- Due to DataComm conflicts I90's SAT date has been pushed back to June 26 and IOC is estimated for September 10. Two weeks of the D01/DEN network site survey began last week. NATCA DEN is concerned with the large wind shear display issue need and we are coordinating with the Second Level Engineers as to how to display all the requested data.
- Hardware installation began at two other sites: DAB and FSM.

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

- Mr. Shedden was in Seattle for NVS Key Site (SEA, S46, ZSE) briefing activities. The briefing included:
 - Program overview with key milestones
 - Human Factors
 - Implementation Working Group
 - Test activities at the WJHTC, MMAC, and at key site
 - All three facilities were also visited to observe configurations and discuss possible implementations.
- Other issues worked:
 - Unmonitored frequencies and unattended positions
 - Call Transfer functionality on NVS
 - Rehomeing of FSS emergency frequencies document review
 - Select to Lockout (Single Frequency Approaches) on NVS
 - Cross-coupling of frequencies on NVS
- Mr. Shedden will be working from FAA HQ all week (May 18th-22nd).

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

- The primary activity for NextGen this week was the ATCA Technical Symposium in Atlantic City.
- Day one of the event was at the FAA's Technical Center. Tuesday was a full day of tours and briefings on all of the activities at the WJHTC. Each of the seven main programs

had a display and a briefing available. Chairman LoBiondo (R-NJ) made the rounds and spoke about modernizing the NAS.

- On day two NATCA participated in the kick off panel which focused on emerging issues with NAS modernization. The main NATCA points were stable funding and just culture.
- Without stabilized funding the modernization of the NAS will continue in a less than optimal fashion. Large investment decisions that spread out over several years require long term financial planning not available under the current system.
- Just culture has provided significant benefits beyond the safety arena. As new equipment is deployed the opportunity to use the ATSAP program to collect and document potential issues has proved invaluable on many occasions. Another area where ATSAP supports modernization is in system design. Through the ATSAP program the engineering and planning communities have access to de-identified information that helps in the design phase of new systems. Maintaining and solidifying the just culture is essential to the progress needed in the NAS.

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) serves NATCA as the Article 48 Representative to the PMO. Mr. Woods' update for the week ending May 15th is below.

- Attended RTCA NextGen Advisory Committee (NAC) Sub-Committee (SC) meeting
- Attended Time Based Flow Management (TBFM) meeting with Eric Owens (NATCA TBFM Rep)
- Participated on a telcon with Jan Smith (PMO) about official NATCA rep request training
- Attended a meeting with Steve Hansen (NATCA Safety) and Mel Davis (NATCA NextGen)

REQUIREMENTS (AJV-7): James Keith (D10) is NATCA's Article 48 Representative to the AJV-7 Office. Mr. Keith's report for the membership is below.

- Attended AJV-7 managers meeting via phone. Topics discussed:
 - NAS initiative and the deadline for AJV-7 to make comments on paper to FAA administrator
 - MICRO E ARTS and what steps the agency is taking
 - VOR and ILS drawdown reports
 - The Air Traffic Demo-2 (ATD-2) and the likely hood of CLT being the site selected
 - Wake Recat upcoming meeting with PMO to discuss funding.
- Meet with AJV-72 manager via phone to discuss TWP-1 briefing to NATCA date.
- Received an update on E-IDS and NIDS.
- Attended the Air Traffic Controllers Association (ATCA) in Atlantic City. Mr. Keith participated on a panel discussing remote services.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PBN) is NATCA's expert of RNAV and PBN criteria. Mr. Kelly's report for the past week is below.

- **Criteria** – There will be an upcoming change in criteria for 7100.9E STAR Order. An AJV Memorandum addressing this and other pending changes to criteria will be released soon. Ensure consistency between speeds/altitudes for shared fixes. If a STAR terminates at a fix/NAVAID charted on an approach procedure and the fix/NAVAID has a charted speed restriction, then establish a speed restriction on the STAR with the same numerical airspeed value. The STAR's speed restriction must be mandatory (i.e., "at") speed restriction and the approach procedure) must be a maximum (i.e., "at or below") speed restriction. For example, if the approach procedure's speed restriction is a maximum airspeed of 210 knots, then the STAR's speed restriction at the same fix must indicate a mandatory airspeed of 210 knots. The main reason for the "at or below" for the approach procedure speed is that if the STAR connects to an RNP, the speed on the curved path must be a max speed by criteria as it varies according to the aircraft/FMS.
 - NOTE: Normally, for criteria revisions we would await the release of a Memo and/or revised FAA Order, however there are Metroplex and Single Site PBN Projects at a critical point that must move forward to AJV-5 for development, or risk losing a publication date.
- **DEN/D01** - April count: 1604 Approaches. Total Count: 17,281 since Oct 2013. They think they are going to be operating in a range of between 1600 and 2200 approaches for several months. The FacRep commented that they were very safe and efficient and they wished more aircraft were equipped for it
- **NRS** - The National Reference System (NRS) grid will be decommissioned by the end of the near-term, with FAA beginning the evolution toward an improved point-to-point navigation mechanism. The waypoints within the NRS that are currently being used will be renamed more meaningfully. The rest will be removed to simplify en route navigation charts.
- **NSPP** – NEW Metroplex Procedures: SoCal LAX moves 8 RNAV SIDs, 1 STAR and 2 RNP to 3/2/2017 publication cycle due to MAGVAR update which includes 4 Conv. SIDs, 2 Conv. STARs and 4 Conv. IAPs. NorCal SFO adds 1 RNAV SID for 8/20/2015 publication cycle, SJC 1 RNAV SID, 2 RNAV STARs and 2 RNP for 8/20/2015 due to MAGVAR update. ATL adds 16 RNAV SIDs and CLT adds 6 RNAV SIDs for 6/25/2015 publication cycle to add top altitudes. CLT adds 10 placeholder slots for post implementation 3/2/2017 publication cycle.
- **SIDs/STARs/RNP** - SEA adds post implementation slots for 1 STAR and 3 RNP 10/15/2015. IAD, MIA, TPA, BOS, EWR, LGA, BNA, PWK, ABQ, CLE, PANC, PHX, HND, TVY, PHOG, SEA, SAT all add top altitude amendments for 6/25/2015 publication

cycle. This includes 83 procedures. Additional MAGVAR updates for SAN (3) and RDM (2) for 8/20/2015 publication cycle and SAT (5) for 7/21/2016 publication cycles.

- **Order Rewrites** – Several orders are in the process of being changed to reflect current needs and it gets confusing sometimes as criteria from different orders can apply to a certain situation and must also consider our 7110.65. This is an effort to harmonize/connect criteria that applies to your particular design needs. The STAR design criteria from the Standard Terminal Arrival Program and Procedures Order 7100.9E is being incorporated into the Flight Procedures and Airspace Order 8260.19G, PBN Procedure Design Order 8260.58 and TERPs Order 8260.3C.
- **VOR MON decommissioning list** - FY16 – PLB, PNN, EDS, FKN, AOH, BUA,ECA. FY17 – JKS, ABB, HZL, PXT, AOO, OTT, HUW, HRK, ENW, STE, DDD, HYP, COE, MXW. FY18 – PNE, EWA, RUT, HUL, HLL, GFL, LJT, RIS, LAN, PSI, BUU, GBG, BTL, CZQ, LIA, ROM.
- Attended meetings/telcons for NSPP, FAA FPM, PBN Strategy level set, Weekly Service Center Telcon, Obstacles to PBN, 1 day LSC and 2 days on the floor.
- Mr. Kelly provided the department with a Flight Path Management Group document.

SECTOR DATA ANALYSIS TEAM (SDAT): Don Ossinger (ZBW) is the NATCA Article 48 Representative for the SDAT project. Mr. Ossinger's update for this week is below.

- To date 7 NATCA Volunteers have been Training on the system and provided feedback that was shared with the program office.
- Training on 5/14 rescheduled to following week pending the return of the SDAT instructor from medical leave.
- Input on some practical use of one of the volunteers showed that a task that took three days was reduced to about three hours. Some program glitches during the process were identified and corrected by the Contractor.
- A lot of positive feedback with some constructive feedback that we will work with the program office to change. This concern the separation of terminal and Enroute portions of the class to focus on specific practical use and some hands exercises on during instruction. Lecture format informative but long.
- National training to rollout at end of May

SURFACE EFFICIENCY OFFICE: Pete Slattery (CLT) also works with the Surface Efficiency Office and works very closely with other NATCA Representatives who have projects which the Surface Office also touches. Below is Mr. Slattery's update for this week on this office.

- The FAA office of Surface Efficiency conducts periodic reviews of ATC operations around the country. They interface with ATC, airlines, and airport personnel, looking for

areas where efficiency gains might be possible. Last week they visited CLT tower and TRACON.

- Members of the group included FAA HQ managers, members from the Program Management Office, NATCA Article 48 representative Mike Schrempp (PHX), SupCom personnel, and various engineers and contract support personnel.
- The group gave several presentations on how efficiency can be measured in different ways, and various strategies for improving it. They also provided high-level overviews of several new technologies that are being developed and deployed around the NAS that seek to improve efficiency.
- Members of the Charlotte (CLT) Surface Team made a presentation to the Headquarters personnel describing efforts at improving ramp operations and the overall traffic flow at CLT. The CLT Surface Improvement Team also went into detail about the collaboration they have engaged in with the ramp tower to help alleviate bottle-necks and move traffic more efficiently into and out of the main terminal ramp. A representative of American Airlines was present during the first day's meeting and had some very laudatory comments about working with CLT controllers and the improvement he has seen since these efforts began about two years ago.
- After the presentations, several of the FAA contractors and engineers spent a few hours in the tower observing traffic flows and learning about the challenges controllers face with the limited ramp and taxiway space at CLT, as well as the numerous runway crossings. They were very impressed by what they saw and commented on the incredible job we do with the limited space we have at CLT. As you know, CLT has the runway capacity of a major airport, but the taxiway and ramp capacity of a mid-tier airport. The fact that CLT runs 1600 operations a day through this airport, with very minimal delays, is a testament to the skill and professionalism of all the controllers at CLT.

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

- The NATCA SBS team participated in face-to-face SBS Article 48 work group meetings this week at New Orleans Approach (MSY). Attending were **Eric Labardini (ZHU), Craig Bielek (A90), Randy Ezell (ORD), Andrew Stachowiak (I90), and Tom Zarick (ZDV)**
- MSY management and NATCA MSY VP Chris Aymond presented information on the benefits of ADS-B and Fusion from their perspective. With Fusion, the facility has been able to shift the staffing requirements necessary to open other sectors. ADS-B traffic in MSY airspace is particularly prevalent thanks to the 2009 industry and Agency partnership to equip Gulf of Mexico helicopters. In this calendar year alone, the IFR

helicopter operations have totaled over 7200. With ADS-B coverage now fully implemented, MSY is seeing significant improvements in surveillance allowing tracking at much lower altitudes. This in turn means the spacing between arrivals and departures has been reduced. In June a new LOA will introduce radar departure procedures to Houma, LA (home base the majority of the helicopters) versus the much less efficient non-radar procedures previously used. The use of ADS-B and Fusion at MSY foreshadows what all sites can expect with higher ADS-B equipage.

- SBS Art 48 discussed multiple topics over the two day meeting. Program status was reviewed. A minor change to the CLT WAM system design was agreed upon. STARS and ERAM ADS-B 'Only' deployment efforts were discussed. MEARTS Fusion development and deployment efforts were discussed.
- Terminal ISR requirements for non-Mode C tracks. This has been a topic of concern from the NATCA TAMR team. NATCA SBS does not find there is enough evidence to warrant the same concern. SBS engineering and analysis teams also feel that the issue is covered in existing signed SRM documentation. Working analytically through the concern raised the lack of data outside the original scope of separation standards work reveals an opportunity to expand. This additional analysis may reveal a need to reopen the SRMD or it may support existing risk rankings.
- FMA and Fusion. As noted in previous updates, current SRMD analysis work for fusion did not address runways spaced closer than 4300 feet or the combined use of FMA and Fusion. Several of our largest airports in the NAS are moving from PRM to FMA, but the lack of safety analysis means they will be taking a step backward when it comes to display rates (from 1 second with Fusion to 4.6 seconds with Single Sensor). NATCA emphasized that the lack of continuity in display rates was contrary to SBS guidance, could have an effect on flow rates at these important airports, and potentially effect TAMR deployment at these sites. Safety analysis on FMA and Fusion will be a significant effort on the part of the Agency, and a commitment was made to begin developing the scope of work.
- **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep
 - Thursday, ASSC IPR (internal program review). MSY movement area assessment meeting. Viewed a demo from vendor for icon push back orientation.
- **Andrew Stachowiak (I90)**
 - Met with BP representative for Petroleum Operations to discuss their use of ADS-B. The advent of ADS-B has revolutionized their operations. Direct routing and pinpoint WX deviations were the first noticeable changes. They look forward to upgrading to ADS-B In and receiving the traffic and WX benefits.

TEMPORARY OPERATIONAL CONTINENCY OFFICE (TOCO): Tammy Norman (ZTL) is NATCA's Representative assigned to the TOCO. This is a year detail and Ms. Norman's first update of her activities is below.

- Ms. Norman provided a file for the department to find information about "What We Do". It is a complete description about why this office was developed, has a list of their sponsors (who we report to monthly), and what our scope was *originally designed* to be. This file will be posted on the S&T Webpage.
- Ms. Norman is working with some very talented people, and was assigned to work with our Lockheed Martin technical specialist (CTR) and retired ZTL controller, Randy Ficken, on Review and Compliance. They have been sharing information and ideas about rewriting the JO 1900.47E with Jeff Cox, Policy IPT Lead. Mike Odryna (ZBW and NATCA OSHA Chair) is also working with Mr. Ficken.
- Ms. Norman was told that PASS and tech ops chose to not have representation on the TOCO team, but they wanted rights to change their mind at a later time. That was granted.
- There will be meetings at the tech center to finalize the divestiture of airspace in ATC Zero situations. In April, there was a two day meeting for planning the tech center meetings. The "Tech Center Planning" document has been forwarded to the department, is what came out of the two days. Ms. Norman answered a lot of questions and was asked for an ATC opinion on many things. Ms. Norman is concerned the groups had not even been selected at the facility level, and there is work to be done before they come to the meetings. The next meetings have moved to September. They will be September 14th-25th.
- Ms. Norman joined Deborah Brady in a meeting at the Service Center. They are at the satellite office, 10 minutes away. This meeting was led by Mac Alexander. A memo had come down from DC, and they were there to answer questions about the 5 attendees for the meetings. Ms. Norman reminded those in attendance that tech ops and PASS would need to be consulted.

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

- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
 - Monday 5/11: STARS-TAMR Management Leads (OS) Meeting. MDM4s will be shipped to ABE 5/14, installation will be on 5/18. The NATCA MDM Lead advised the program office/TSLE, MDM3 removal should be left solely as a site call. This is the first operational site, and until they are totally comfortable with the MDM4, the MDM3s should remain as insurance. There is no other fallback, since the MDM3 and 4 run on different adaptations. Terminal Sequencing and Spacing (TSS) Human Factors discussion was canceled for the week of

- 5/11. Raytheon was unable to come through with some expected products to evaluate.
- Tuesday 5/12: G1(2) to ELITE meeting: 31 airports are being considered to use an ELITE platform vs G4 for cost savings. There are many factors being considered, such as, overall traffic numbers, impact to state, area of jurisdiction, and probability of being pulled into a consolidated type of facility are the heaviest factors. Due to the impact on the OSF facilities, the ELITE considerations will 'most likely' be delayed until the R4 (merge) software build. At the merge, software will be the same across the S4, S6, and S7 baselines, mitigating any concerns of functionality. There will be many more discussions on the impact of using ELITE over G4 in the future.
 - Wednesday 5/13: Second MDM4 keysite (RDU) tentatively set for Oct. The Sony 2000 CRT displays are approaching a critical stage of degradation, prompting the program office to mitigate this concern by using RDU as one of the MDM4 key sites. All parties have agreed, the joint site survey (JSS) will be 5/27/15 on-site at Raleigh/Durham.
 - Thursday 5/14: JSS at SFO Tower was successful. PTR prioritization meeting- John Kerr (MIA) attended the meeting as Phase 1 Rep.
 - Friday 5/15: NATCA/PMO Tag up meeting. TSS and all of it's unknowns, makes for a heavy topic each Friday. TAMR Phase 1 Rep Jimmie White Jr. will accompany Jeff Yarnell (TAMR Manager) for a group discussion on TSS at WJHTC on 5/19.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
 - Segment 1 activity for the last 2 weeks included routine transition telcons for the 3 upcoming TAMR transitions at SCT, M98 and A80. All facilities are progressing as expected. No notable issues. Kyle Ness, TAMR rep from M98, visited the Tech Center this week to represent Segment 1 in a PTR prioritization meeting and spent the following morning reviewing M98 adaptation and software on Tech Center equipment with satisfactory results.
 - A significant amount of time has been devoted to STARS software system performance over the last 2 weeks in joint TAMR/SBS meetings, specifically as it concerns uncertainty values in fused mode for non-altitude tracks. Discussions are ongoing. It seems likely that some additional analysis will be needed and software changes may be requested.
 - R3D4 software OT&E testing began this week at the Tech Center with SME from A80, D10, SCT and MIA. A number of discrepancies were reported and a few of them were significant enough to potentially fail the individual test plan. It is unclear whether these test conditions can be corrected by next week or if not, whether these failures could prevent deployment of this software. The out-brief is schedule for Thursday afternoon, May 21.

- **OSF update submitted by Candy Barr-Multi-Unit OSF**
 - Paul Shireman represented NATCA at the ELITE S7.R3D3 OT&E Testing. Scott Younger joined Paul after successful testing of the R7R3D3 ELITE rules testing. This build was deemed suitable for release from the OSF perspective.
 - Matt Thomas and Scott Younger completed Site Rules Testing for the S7R3D3 ELITE build. They also tested 3 site rules impacted by changes for R27 successfully.
 - Mr. Barr attended the Leads Telecon. Mrs. Barr attended the TFOS Coordination Telecom
 - Mr. Barr attended the MDM Telecom
 - Michael Tate, Keith Duffy, Gene Holmes and Ms. Barr attended the OSF training Telecom. The team decided a modular approach to training would work best.
 - Ms. Barr and Paul Shireman attended the S7R3D3 OT&E out brief Telecom. All NATCA Reps approved the build for key site. Paul identified documentation that would aid the OSF's during testing.
 - All OSF specialist attend the weekly OSF technical Telecom
 - Mr. Barr and Ms. Barr attended the weekly TAGUP Telecom
 - Ms. Barr attended the SDRR Telecom. We agreed on the purchase of 11 portable SDRR's to aid in Segment 2 deployments. We also got a commitment to get GCOSF their ELITE test string SDRR ASAP.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - May 11, 2015, Richard Thomas (GEG) and Dan Stefko (Region X) completed the Initial Site Survey (ISS) with the Program Office (PO) at PSC and MWH for their STARS systems.
 - May 11, 2015, Scott Robillard (K90) dialed into the TSLE hardware key site planning telcon for the next drop of the ELITE software. ABE and MAF will be the key sites for this deployment.
 - May 12, 2015, Bill Spence (BTV) and Dan Stefko (Region X) attended the Initial Site Survey (ISS) at GEG for their STARS system.
 - May 12, 2015, Scott Robillard (K90) dialed into the RIO Board for the Common Terminal Digitizer.
 - May 13, 2015, Tim Poer (ABI) dialed into a followup telcon with NMM to resolve issues discovered at their ISS for their STARS system.
 - May 14, 2015, Jim VanZee (GRR) dialed into the PTR prioritization meeting. During these meetings, the group prioritizes what software needs to be built to support STARS.
 - May 14, 2015, Joe Yannone (Region X) and Frank Stahler (Region X) dialed into the CTD IMS review. The CTD is required to digitize ASR8s across the NAS.

- May 14, 2015, Bill Spence (BTV) dialed into the LFT planning telcon. LFT has proposed IOC date of June 20, 2015.
- May 14, 2015, Mike Wilson (CAK) dialed into the CHA resource and scheduling telcon for the digitization of the CHA ASR8.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) serves NATCA's Membership as the Article 48 Representative to TBFM. Mr. Owens sent the information below for this week's update.

- The third national TBFM Class began last week at the FAA Academy in Oklahoma City. The team has received very positive comments about the course.
- Mr. Owens attended a Lessons Learned activity at Chicago Center regarding their use of TBFM to provide adjacent center metering to ZMP.
 - The conversation was very productive and will help the Ops Team as we begin to assist facilities with new TBFM products.
- The Ops Team also supported Coupled Schedule Metering Key Site in ZOA and ZLA last week.
 - The results of the key site were good. However, there are still a few issues to work through.
- Last week the majority of the Ops Team was in ACY for the TSS OIA.

TERMINAL FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) is NATCA's Article 48 Representative of the TFDM project. This work also includes Article 48 duties on Advanced Electronic Flight Strips (AEFS) and Electronic Flight Strip Transfer System (EFSTS). Mr. Schrempp's reports on these three projects are below.

- **TFDM:** The TFDM program performed an Operational Efficiency Review of CLT Air Traffic Control Tower this past week, which was the main focus for the week. In the review, the program briefed the facility on all levels (Air Traffic BUE's, AT Management, Tech Ops and support staff) about the TFDM Program on where it came from and what it intends to be once it becomes a full blown program.
 - They also collected data about the airport (how much concrete available for holding, taxiways, runways, flow plans, etc.) to ensure a benefit from TFDM can be realized at all facilities that TFDM is expected to be installed, specifically CLT.
 - These OER's have been performed at PHX ATCT, LAS ATCT and SFO ATCT. Future OER's are planned for possibly EWR ATCT and LAX ATCT. A big thanks to both Anthony Schifano, CLT FacRep, and Pete Slattery, CLT TMU and NATCA FDIO National Representative, for all the support and coordination for the TFDM visit.

- **AEFS:** The system baseline changes are being finalized for review. CLE ATCT still has some issues with FDIO/ERAM connectivity not being 100%. PHX ATCT also received an updated training server this past week and was installed and updated by local SME's. BUE's from EWR have also been identified for work on an AEFS/DSP integration for EWR to be installed by April of 2016. Work towards that goal will begin shortly.
- A visit to EWR ATCT is scheduled for May 26th by FAA PMO and NATCA PMO representatives. NATCA's TFDM/AEFS Representative will also be in attendance for this meeting at EWR.
- **EFSTS:** The FAA will be conducting an Early User Involvement Event the first week of June at the Tech Center in Atlantic City. There is also a scheduled visit for May 20th at ORD ATCT to observe how the controllers there use the EFSTS system.
- Representatives from Terminal Requirements as well as NATCA National will be there for the observation. CLT, ORD, ATL and ANC are facilities that are unique in how they use the EFSTS system. For this reason, the observation is intended to capture the requirements of the system for the up and coming Tech Refresh (Keypad replacement).
 - There are currently only 6 replacement Keypads in the supply depot for the NAS. Other facilities planned for observation visits may include ATL ATCT and ANC ATCT. CLT ATCT was observed this past week concurrently with the TFDM OER event.
 - Again, a big thanks to Anthony Schifano for providing assistance and BUE's for input on the system and to Dale Wright, NATCA Safety and Technology Director for coordination with the FAA to make that happen.

VOR MINIMIUM OPERATING NETWORK (MON): John Vogelsang (P31) leads NATCA's efforts with the FAA on the VOR MON initiative. Below is Mr. Vogelsang's information for this week.

- Mr. Vogelsang was in DC this week for the VOR MON national meeting.
- The group came up with a tentative waterfall list for FY 2016-18.
 - This information was sent to the FacReps for input.
- Mr. Vogelsang will be on annual leave next week.

WEATHER: Matt Tucker (ZTL) is the Weather Representative for NATCA. Mr. Tucker's update for this week is below.

- WARP ECP-1 upgrade (new radar mosaic for ERAM weather)
 - Had a Telecon with the Tech Center, ZHU, and ZSE to discuss the side by side testing in the ERAM TTL. A number of questions came up about security from WARP to ERAM and what criteria will be used during testing. The tech center is

doing meteorological testing of the upgrade and the TTL testing is for controller approval and confidence.

- PIREP and Top 5 Taskforce
 - Participated in a Telecon to finalize the TOP 5 work for PIREPS and weather dissemination. The group determined that training needs to be conducted on the importance of PIREPS and that all PIREPS need to be captured and entered into the NAS for use by all stakeholders. Training will be passed on to the recurrent training office and a roundtable video is still being discussed.
- Contract Weather and LAWRS SRMP
 - Attended an SRMP for the removal of the alternate airport in the weather service level algorithm that determines the type of human weather observer an airport has. Four of the contractors were in attendance and made statements to the effect that tower controllers were not augmenting the weather observations as they are required to. It was then brought up that the same issue is happening with the contract weather observers, so it appears there needs to be better oversight of the observing program. No safety risks were identified by the SRMP so the next 47 sites on the list for conversion to LAWRS can start the process.
 - The potential CWO to LAWRS sites are
 - GEG ROC SAN RIC EUG TLH
 - SYR GRR PTK ROA CHA AFW
 - BIL DSM RNO BHM SAV
 - BTV COS TUL JAN DAB
 - CAK MSN ELP CHS SJC
 - ICT DLH SJU CRP MHT
 - OMA FSD ALB DAY BGR
 - MKG OKC YNG ISP LBB
 - MDT LIT FWA CRW TRI
 - HSV CAE PWM TYS SHV
 - SMF FAT RFD GSO MOB

Dale Wright

Dale Wright
Director
Safety and Technology