SAFETY AND TECHNOLOGY DEPARTMENT UPDATED

Week ending May 22, 2015

WEATHER: Matt Tucker (ZTL) is the NATCA Article 48 Representative for Weather. His report for this week is below.

- Collaborative Decision Making Weather Evaluation Team (CDM WET)
    - Attended the team meeting at the IATA offices in Montreal at the invitation of Environment Canada. The team at many discussion to address some of the concerns and comments that have come from the use of the new Collaborative Aviation Weather Statement (CAWS) that went live on March 3rd.
    - The WET has had weekly telcons to discuss a flowchart and changes that are needed to the CAWS. Some of the changes that were discussed are the use of a solid line only to depict a solid line of storms. Not using arrows for dialogue boxes but to show storm motion.
    - Discussions were held on the flowchart for determining whether a CAWS is issued or not. Some of the criteria are tops around a terminal exceeding FL250 and tops exceeding FL300 for the enroute arena.
    - The team toured Environment Canada's eastern aviation office. The office is responsible for generating 100+ airport TAFS, SIGMETS and AIRMETS for the eastern half of Canada. The office also generates the Canadian CCFP for traffic flow management decisions.
    - Toured the Montreal ACC and talked with controllers on the equipment they are using and how they access weather information.
- NextGen Weather
    - Had a telcon to start the process to establish a CHI team for the Aviation Weather Display (AWD).
- ICAO MET Panel
    - Attended the first WEBEX meeting to discuss what the schedule will be for work on the job cards and established team leads for the work that needs to be done and dates for completion.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the Article 48 Representative for TAMR. Mr. Herrick and TAMR Team Leaders have provided the information below for the membership.

- This week the Section 804 Workgroup consisting of Mr. Herrick, Don Chapman (PHL), Corey Grafe (PHL), Scott Robillard (K90) and Joe Yannone (Region X) traveled to Philadelphia for three full days of discussions and recommendation formulations with the Agency representatives on the Group. We poured over business cases and qualitative and quantitative data associated with CLE, CAK, PIT, YNG, MFD and CMH in an effort to finalize a recommendation. In the end we did not have enough answers from the office of Labor Analysis for some of their calculations. We formulated more questions for them and hopefully upon receiving them we will have the requisite information to make final decisions.
  o The Group also answered questions that were entered into the Federal Register regarding ABI and K90, as well as began the formulations of creating a "Transition Team" within the 804 Workgroup that would specifically monitor and assist facilities that recommended for realignment.
- <u>STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10</u>
  o SME from A80, MIA, SCT and D10 finished a two week test on R3D4 software May 21. Fifteen DR were written by the AT test team, but none of them were critical failures and the software received an operational suitability designation. This is the build that our next facility, SCT will transition into on July 12. There is one more scheduled delivery, R3D5 that will be available for M98 and A80, the next two segment 1 TAMR facilities.
  o An STR Working Group meeting was held this week as one of the final attempts to define requirements for the next software delivery after the merge build. The merge, R4 is expected to be delivered late this year and when software testing is completed it will allow any of the STARS systems, TAMR, ELITE, or Legacy G2/G4 to run on a common software platform, dramatically reducing maintenance and sustainment costs. R5, the first post merge build, which we are defining now will be delivered in early 2016.
  o Addition telcons included the regular SCT and A80 transition meetings and NATCA only meeting with SBS concerning resolution of an issue with ISR in STARS software.
- <u>STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90</u>
  o May 17, 2015, Scott Robillard (K90) traveled to NATCA in Washington.
  o May 18, 2015, Richard Thomas (GEG) attended the TAMR Waterfall meeting.
  o May 18, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the EVV ASR8 digitization meeting. A new IOC date of September 18, 2015 has been selected for EVV.
  o May 18, 2015, Bill Spence (BTV) attended the COS joint Site Survey.
  o May 18, 2015, Scott Robillard (K90) and Joe Yannone (Region X) took part in a technical discussion with the Program Office and the vendor on design

characteristics that relates to how the CTD will handle a transition from Mode S to IBI and then a channel change.

- o May 19, 2015, Jim VanZee (GRR) dialed into the adaptation kick off meeting for GEG.
- o May 19,. 2015, Joe Yannone and Frank Stahler (Region X) dialed into the CTD testing and technical discussion.
- o May 21, 2015, Scott Robillard (K90) dialed into the ASR-8/MODE S/BI-5 System Performance Verification Implementation Process in Support of Stars.
- o May 21, 2015, Bill Spence (BTV) dialed into the SBN IOC planning telcon.

TERMINAL FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) is the Article 48 Representative for TFDM. Included in this position are Advanced Electronic Flight Strips (AEFS) and Electronic Flight Strip Transfer System (EFSTS). Mr. Schrempp's report on these systems is below.

- **TFDM:** The TFDM program received news last week that their FY17 budget will increase to the requested amount close to $70M. The program is working several information pieces for the internal investment and analysis group, which includes the modeling of traffic at a select number of airports in the country. The Electronic Flight Data (EFD) Survey was revised with NATCA's input and is expected to be re-submitted to the union this week for further review. Once this questionnaire is approved, the program expects to issue the survey at facilities that have or had an EFD system so the controllers taking the survey have and increased knowledge of how the system works and its capabilities.
- **AEFS:** The system baseline changes have been pushed back to June 25th from May 12th. This will give the Terminal Second Level Engineers (TSLE) more time to finalize potential changes to the system. The national NCP for AEFS was signed and accepted on May 6, 2015. Outside of the baseline program changes being tested, there are many activities going on in the field simultaneously. PHX ATCT is working on connecting AEFS to Critical Power. Once this is accomplished, the facility plans to shut off paper strips and only use them as an emergency backup. CLE ATCT is working with TSLE on FDIO and ARMT connectivity issues. The system loses and then gains connection with those two systems from time to time, so that is being looked at. EWR ATCT is scheduled to receive an AEFS lab system (not installed in the CAB) in early June as well as training for their AEFS team. This will be for the controllers to gain experience with the system as efforts to get AEFS and the DSP system at EWR to work together begin to ramp up. Mr. Schrempp will lead the training for this the second week of June. SFO ATCT is scheduled to receive AEFS in February 2016 after the NFL Super Bowl. The last two facilities on the list after that for AEFS are LAS ATCT, scheduled for September of 2016 and CLT ATCT, to be determined due to recent activities with ground metering.

- **EFSTS:** The FAA will be conducting an Early User Involvement Event (EUIE) the first week of June at the Tech Center in Atlantic City. There was a visit this past week to ORD ATCT to watch and observe the use of the keypad by the controllers there to ensure all requirements for the system are captured. The FAA also conducted a heads-down study with use of the keypad. This study has now been conducted at CLT and ORD ATCTs. A big thanks to Dan Carrico, ORD FacRep and Kevin Gnagney for their assistance and information on the system. Future site visits may include ATL ATCT and ANC ATCT to be determined at a later date.

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.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
    - Traveled to the Tech Center Monday and started scenario evaluation for upcoming ERAM Ops Eval of Track Based Display Mode (TBDM or Fusion).
    - Tuesday thru Thursday were continued ERAM TBDM Ops Eval scenario assessments. Joe Kovack (ZDV) was able to assist as well. As hoped, no differences were seen between current display mode, Sensor Display Mode (SBDM) and TBDM. Things seem well in hand for the formal Ops Eval the first week of June.
    - Worked with Craig Bielek and Andrew Stachowiak to draft a white paper on the Terminal ISR indicators for Non Mode C issue.
    - Participated in ZAB ADS-B Only and ZNY ADS-B Only telcons.
    - Participated in FAA/Aireon Status telcon. The Agency has shifted its positon once again on Space Based ADS-B use, in a good way. They now intend to support oceanic 30/30 separation standards with the new technology. A lot of work remains between now and the anticipated 2018 IOC date, including building the business case and securing funding. Discussion included the need for operational input from all ATOP SMEs on the draft business case benefits.
    - Met with SBS Ops Support on ADS-B Alerts and draft procedures/phraseology.
    - Friday, travel and led our NATCA SBS telcon with Randy Ezell and Dan Hamilton. Discussion centered on team logistics and upcoming events.
- **Craig Bielek (A90)**
    - Monday participated in the SBS Weekly meeting and the Implementation meeting.
    - Tuesday participated in a telcon to discuss the settings for ISR on Non Mode-C tracks in STARS.
    - Wednesday and Thursday, caught up on currency.
- **Randy Ezell (ORD),** National Airport Surface Surveillance Capability (ASSC) Rep

- o Monday, travel.
- o Tuesday, SBS risk board. Met with PDX ASSC rep.
- o Wednesday, Vehicle ADS-B and All hands telcons. Meeting with PDX to reassess movement area.
- o Thursday, ASSC bi-weekly telcon. Travel
- o Friday, NATCA SBS telcon.
- **Andrew Stachowiak (I90)**
  - o On leave this week celebrating his daughter's graduation from West Point. Congratulations to newly appointed 2nd LT Savannah Stachowiak. Dad is about to burst from pride.
  - o Supported A80 ADS-B Only telcon and telcon to discuss analysis of ISR indications for Non Mode-C aircraft
- **Tom Zarick (ZDV),** National Interval Management Rep
  - o Partial week due to leave
  - o Monday thru Wednesday spent at the Tech Center in support of the GIM-S / TSS Run for Record demo.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is the RNAV/PBN Criteria Article 48 Representative. Mr. Kelly works supporting several other projects that have these procedures as a cornerstone for their airspace work. Below is Mr. Kelly's update for this week.

- **65 Rewrite** – We are working on amending the phraseology for 4-7-1 which involves descend via clearances and landing direction/runway transition or runway assignment. This requirement will be tied to when the actual clearance is given so the pilot will know what to select so the FMS can calculate the correct descent profile. This will go out in DCP format for comment in the near future.
- **NSPP** – SIDs/STARs/RNP: Top altitude additions to SIDs: RSW 1 RNAV, 3 Conv., SDF 4 RNAV for 8/20/2015 pub cycle. PBI 5 RNAV, TJSJ 4 RNAV, ROA 3 RNAV and 2 Conv., RNO 3 RNAV and 5 Conv. for 12/10/2015 publication cycle. MIA amends CURSO4 RNAV STAR through NAVLEAN for 10/15/2015 publication cycle. MAGVAR updates: PWM 2 RNAV SIDs and 2 RNAV STARs for 12/10/2015 publication cycle. IWA 9 RNAV SIDs, 1 Conv. SID and 7 Conv. Approaches, PHX 1 Conv. SID, 2 Conv. STARs and 4 Conv. Approaches, DAL 10 RNAV SIDs, 10 Conv. SIDs, 9 RNAV STARs and 6 RNPs all for the 3/31/2016 publication cycle.
- **RTCA Obstacles to PBN** – The RTCA group came up with 10 obstacles, similar to some in our previous reports, that need to be addressed by the PBN office for a report to the IG. Some topics: Design criteria changes too slow, procedure development timeline too slow, complex procedures, databases too large, fleet mix , VNAV guidelines, training, etc.

- **SID VNAV guidelines** – We are working on this through the PARC and here are some initial thoughts: RNAV OTG vertical profile construction:
  - Attempt to accommodate low performing aircraft such as A321, A340, B747-100, etc. but not to the detriment to the majority of airspace users at a particular airport / of a particular procedure
  - Maintain the existing .58 guidance of up to 500 feet per nautical mile for RNAV SIDs. Consider a waiver for anything exceeding this limit.
  - Consider how / why the procedures like the GLDMN RNAV OTG SID out of LGA works today. This procedure requires in excess of 600 feet per nautical mile in addition to a 180+ degree right turn and aircraft are still able to make this climb profile. Are the recommendations in the .58 too conservative?
  - Simulator testing for climb performance may not accurately reflect the actual aircraft performance. Airline operator reps will take an action item to evaluate the GLDMN SID in a simulator vs. actual aircraft performance to see how much variance there is in the simulation data.
  - Obtain OEM climb performance data to see what the manufacturer vertical profile recommendations are.
- RNAV OTG Lateral Construction
  - Any procedure(s) should maintain or increase the departure rate of the airport. Procedures that decrease throughput efficiency must be evaluated for the break-even efficiency point.
  - RNAV SIDs must be flyable using standard LNAV and VNAV flight guidance without flight crew intervention (e.g., flight crew must not be required to ignore flight guidance to get the procedure to work within tolerance). Non-normal procedures may be excluded from this requirement after being evaluated.
  - Procedures should be logically standardized. For example, if RNAV OTG is the preferred solution is some cases, it should be the solution in most, if not all, similar cases. The same goes for situations where radar vectors or open SIDs are the preferred solutions
  - RNAV OTG should be the preferred solution for lateral tracks that avoid terrain and/or airspace constraints.
  - The primary objective for any RNAV SID should be safety first and efficiency second. Efficiency is generally measured in decreased track miles and continuous climb profile.
- **TARGETs** – There is a new release version 5.0.4 for those involved in procedure design. I have a copy of the memo stating what's new for anyone interested.
- Attended meetings/telcons for NSPP, 2 RTCA Obstacles to PBN Use, Descend Via DCP, NATCA Liaison, 1 day of leave and 1 day on the floor.
- Provided the department with some previous sent documents on FIADIM.

Safety and Technology Department
S&T Update
Week ending May 22, 2015

REQUIREMENTS (AJV-7): James Keith (D10) represents NATCA in the AJV-7 Office on Requirements. Mr. Keith's summary for this week is below.

- Attended via conference call a remote tower meeting. We discussed the upcoming meeting with the remote tower advisory board.
- Traveled to Atlantic City, NJ FAA Tech Center to attend the Terminal Spacing and Sequencing (TSS) OIA. One key factor learned on this trip is that TSS will not provide the desired benefit unless procedures are approved to allow PBN turn on at same altitude with parallel runway traffic.
- Traveled to Leesburg, VA (JYO) to meet the article 48 representative for remote towers, Kieron Heflin. Also in attendance was Robert Utley from the Safety and Technology Department. They visited the airport and to see the progress of installation of the remote tower. The camera housing is installed along with the monitors. SAAB expects to have it on and running for calibration in two weeks.
- Meet with Frank Lias (FAA AJV-7). They discussed Early User Interface Evaluations (EUIE) for the strip scanner key packs scheduled June 1-5 in Atlantic City, NJ. At issue is ORD not sending the appointed NATCA rep for the EUIE.
- Mr. Keith will be on annual leave next week so no report for the week of May 25, 2015.

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) represents the membership in the PMO. Mr. Woods' report for this week follows.

- Attended a meeting with Abigail Smith (AJV-5)
- Participated on a telcon with RTCA about Symposium PBN Panel
- Participated on a telcon about FMA and FUSION with Dale Wright, NATCA SBS team, and NATCA TAMR team
- Participated on a telcon with NATCA PBN team about interactions cross FAA programs
- Attended weekly meeting with Dale Wright (NATCA Safety & Tech), James Keith (NATCA AJV-7), Mel Davis (NATCA NextGen), and Robert Utley (NATCA Safety & Tech)
- Attended a meeting about Surface issues with Dale Wright (NATCA Safety & Tech), Mel Davis (NATCA NextGen), Robert Utley (NATCA Safety & Tech) and Kyle Andrews (NATCA SCDM)
- Participated on a telcon about VOR Mon with Jim Davis (NATCA Airspace), Dale Wright (NATCA Safety & Tech) and John Vogelsang (NATCA VOR Mon)
- Attended a luncheon with NATCA for International Aviation Club
- Attended a meeting with PMO to talk about process for NATCA representative request
- Attended a meeting with Rebecca Guy (PMO) to talk about multiple projects and NATCA involvement
- Participated on multiple telcons to talk about noise issues in Phoenix related to PBN procedures

- Attended all day NATCA media training

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) serves the membership as the Article 48 Representative to the NVS project. Mr. Shedden's list of activities for the week is below.

- Mr. Shedden spent most of the week reviewing NVS Feature Description Documents (FDDs) leading up to the NVS Critical Design Review (CDR) in June.
- **Meetings this week:**
    - o NVS Human Factors Working Group
    - o NVS Waiver review
- **Other issues worked:**
    - o VSBP installation issues at PCT
    - o FSNI Emergency frequency rehoming
    - o D10/DFW RDVS issues; review of draft white paper
- Mr. Shedden will be in Melbourne, FL all week at Harris HQ (5/26-29).

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

- The NIDS emergency software releases have completed lab testing and are scheduled to be distributed to a few key sites for testing during the first two weeks in June. The facilities chosen to test the two releases are: MKE, PIT, TUS and MSY. Projected beyond theses key site tests is a test of the new software on a "mixed mode" network at NSH.
- Now that the emergency releases are being field tested, and hopefully passing, the program office can get back to focusing on the everyday issues encountered with NIDS. The latest on NOTAMs in NIDS is that a draft was set to go to the vendor, All Weather Inc, last week and a systems requirement cost estimate should be processed by the end of June. What that means as far a time to our controllers that need the capability is still unknown.
- NATCA has been pressing for some kind of training for the facility POCs. The program office at times doesn't realize that the NIDS POC is not necessarily a full time specialist with a strong computer background. We are negotiating a familiarization guide to help the POCs and to also help standardize how the process is handled. This guide would be for both ATC and Tech Ops.
- Installations continue at DAB and FSM. The PHL network and testing there are 99% complete and they are estimated for IOC in the middle of July. RSW was scheduled for IOC last week and no news to the contrary has been broadcast. A two week site survey ended last week for the D01 network. The concern at DEN is for a larger area of the NIDS screen to be dedicated to winds and associated alerts.

COLLABORATIVE DECISION MAKING (CDM): Ronald Foley (ZOB) is the NATCA Representative for CDM. Below is a report from Kyle Andrews (ORD) who is the NATCA participant on the Surface CDM group.

- SCDM/SCT Stakeholders Outreach Session took place in DC on May 20 & 21. Attending were airline representatives from American, Delta, Southwest, FedEx. Also attending were a representative from NBAA and from PANYNJ.
- An ongoing difficulty is reconciling the terms that are used by different airlines to represent the data elements for the surface concept. Example: Off-Block-Time for one airline is when the breaks release, for another it is two full rotations of the nose wheel. If the airlines do not use the same measurement standard, the compliance analysis will be inaccurate. How to decide whose measurement standard should be used is an ongoing discussion that needs to solved soon.
- Initial Surface Metering site has been announced as Charlotte (CLT) airport. A positive feature of this airport ties in to the above issue: since American Airlines comprises over 80% of the total traffic at CLT, the majority of metric data should be standardized and easier to monitor. However, American uses at least five subcarriers, so there still may be some discrepancy between their metrics.
- NASA has become involved with trying to implement TFDM automation through a program called ATD-2. They have been tasked with implementing surface metering in CLT in the 2015 - 2017 time frame, with a goal of integrating that into overhead stream NAS traffic management by 2020. An issue with the 15 - 17 time frame is that CLT is not currently projected to have EFS until the new tower is built and in use in 2020. Either that time frame will need to be moved up drastically, or surface metering will need to be done without electronic flight strips.

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

- **Atlanta Metroplex**
    - Updated MS Project
    - Program review with OSG, PRG and Spectrum
    - Met with A80 to discuss Training
    - Telcon regarding ZELAN SID amendment to match Metroplex SIDs
    - Scheduled meeting with ATAC about ZTL Map Values
    - Completed Work on New Pref Routes – Given to ZTL TMU for Review
    - Adjacent Facility Telcon for 06252015 airspace implementation
    - Monitored ATL TBFM Training Progress
    - Reviewed procedures for Data Point Compliance with MD88 FMS

- o Briefed John McCartney (ESC Director)
- o Discussed adding two new waypoints on the VYPPR/RAGGZ STAR due to RedTail MOA change
- o **Issues:**
    - Spectrum: ZTL16 Replacement Frequency and ZTL20, ZTL43 and ZTL49 all need changes (Requires Monitoring of Spectrum to Complete the Work)
    - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
    - ZTL SGET Training
- o **Projected Milestone/Activity Completions and Risks(next 30 days):**
    - o ZTL to complete ATL TBFM Training and begin TBFM to ATL in June.
- o Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **SoCal Metroplex**
    - o The Core team met at the Regional Office in Los Angeles.
    - o Ryan Weller, WSC Environmental Specialist, joined us at the RO.
    - o The team along with FAA Legal completed the final review of the Draft EA.
    - o Completed the early notification letter along with information of the 10 scheduled public workshops.
    - o Completed the Congressional/Government invite letter for the scheduled informational briefing of the contents of the Draft EA on June 10th.
    - o Completed the Notice of Availability that will be published in local newspapers with the release of the Daft EA.
    - o Relocated the LAX public workshop to a location closer to LAX Airport at the request of HQ and LAWA.
    - o Completed all items on the D&I Report.
    - o Coordinated with Industry partners for information on the effects of raising the vertical limits of R2501, at the request of the Military, on SoCal procedures.
    - o Completed an update for the SoCal EA website that will be posted in conjunction with the release of the Draft EA.
    - o Completed the Draft EA briefing that will be presented to Lyn Ray.
    - o Scheduled SMEs to review the procedures in the planned 1b publication cycle.
    - o Participated in a telecon with Bill Blake, FAA Sr. International Program Officer, and his office for initial coordination of planned negotiations with Mazatlan Center and Tijuana Approach Control.
    - o Completed a PPT presentation for all LAX procedures for HQ at the request of LAWA and HQ.
    - o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **DC Metroplex**

- o DC Metroplex team activated ERAM ADR routings for DOCTR1, SOOKI1, and DIXXE1 RNAV SIDs Monday, May 18, 2015 at 0500L. SIDs remain turned on in ERAM adaptation.
- o DC Metroplex team continues evaluation of April implementation DCA RNAV SID procedures. Current issues include JetBlue A320 operational capacity to navigate the RNAV SIDs and the near encroachment of P56 in some aircraft utilizing apparent older FMS software version.
- o DC Metroplex team conducted June implementation teleconference verifying status of automation, training, LOA/SOPs, possible traffic management initiatives and contingency planning.
- o Initial discussions for Go Team participants, Industry Outreach, and Traffic Management Initiatives conducted. Additional discussions underway in regards to contingency plans.
- o DC Metroplex team determined that a validation period in the actual procedural start date would be beneficial for the June implementation as the 6 DCA westbound RNAV SIDs utilize fundamental elements of LAZIR SID currently under data gathering and analysis. Consensus reached that a start date of June 29 would allow for better planning and utilization of personnel required for both planned and unplanned events associated with implementation of new procedures, as well as allow Industry participants additional time to ensure fleet upload of new procedures. Publication date of June 25 for implementation remains unchanged.
- o DC Metroplex team identified North American Route changes for the August 20 and October 15 implementations concerning international arrivals to IAD and BWI. Will forward to the NFDC.
- o Reviewed draft refinement package deliverables as outcome to Refinement to Procedures Meeting (RPM) for March Implementations. Refinements scheduled for December 10, 2015 chart cycle.
- o Participated in data and graphic collection for DC Metroplex Baltimore procedures for forwarding to upper levels of Mission Support.
- o Coordinated with Eastern Service Center regarding adding SOOKI, DOCTR, and BOOCK waypoints to the low/high en route charts for October 15, 2015.
- o Participated in weekly Metroplex teleconference.
- o Participated in 7110.65 DCP teleconference.
- o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex

- **Charlotte Metroplex**
  - Worked at A80, ZTL and Eastern Service Center
  - Met with Spectrum to discuss several outstanding issues. Spectrum is planning to visit all facilities to audit all frequencies
  - HSI worked at ZTL to finalize TBFM recommendations for the 10/15/15 implementation. They will meet 6/1/15 delivery date
  - ESC Quality Control Group reconciled all changes made since SRMD
  - CLT Team worked at ZTL with HSI and ZTL TMC. The groups had multiple discussions on adaptation and TMIs were discussed
  - Leads held talks with various groups regarding TMIs. We have set-up a TELCON finalize 10/15/15 TMIs. Leads will brief these to Command Center the week of June 8th
  - Rescheduled Industry Outreach for the week of August 18th
  - Updated project calendar
  - Updated MS Project file
  - Briefed Director of Operations and Deputy on Project status
  - Participated in Flight Check TELCON. The procedures will be checked next week
  - Briefed new CLT Manager on project
  - **Issues:**
    - Automation
    - TBFM
    - FONSI/ROD
  - **Upcoming:**
    - 5/25/15 – At CLT
    - 6/1/15 – Leads at home facilities
  - Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **Florida Metroplex week of 5/18/15**
  - **Activities this week (at ZMA, Miami FLL)**
  - First week of design for Florida Metroplex (ZJX, ZMA, MIA, TPA, PBI, and FLL) Teams worked the following SIDS and STARS and procedures to incorporate SIM data from industry. **Only One Industry Present (American Airlines)**
    - PBI CHADO STAR
    - PBI FRWAY
    - PBI IVANKA
    - PBI LMORE SID
    - PBI HEFFE
    - PBI CHOBE SID

- 670PA STAR (old PBI SE STAR)
- BCT 374PD SID (BCT DEP W)
- FLL FISEL STAR
- FLL PREDA SID
- FLL FEELX SID
- FLL VEGIE SID
- FLL EONNS SID
- FLL KLADA SID
- FLL CONCK SID
- FLL ARKES SID
- FLL WAVUN STAR
- MIA VALLY SID

  - ZMA/ZJX **agreed** to airspace change
  - Teams discussed turboprop traffic and conventional procedures
  - The presence of only one of the two-industry partner is detrimental to process of this team.
  - Submitted by Greg Harris Article 48 Rep, Florida Metroplex

- **NorCal Metroplex**
  - Cancelled the Weekly NorCal Telcon (Wed) – Core Team met with POCs on Thursday @ NCT.
  - Participated in the Weekly National Metroplex (Wed). Provided a status update.
  - Core Team and POCs met with all ZOA and NCT SMEs (Tue and Wed @ NCT). Group discussed each procedure (stage by stage) and outlined current status, upcoming publication changes, outstanding needs/requests and overall impressions of each. Current outstanding LOA issues were discussed and finalized. Stage 5A LOA were needs also discussed; to be finalized in June SCK meeting. National D&I Lead Mark McKelligan in attendance to assist with process questions and overall Post-Implementation work.
  - Core Team and POCs meeting (Thu @ NCT). POCs prioritized all outstanding requests for procedural changes and agreed to a list for Dec amendments. Co-leads are working the list through PBN Specialist Martha Dunn and AIS in OKC. Outstanding process questions elevated to National D&I Co-Leads and HQ PO Manager for clarification.
  - Stockton Meeting in June has been reduced to one day- Wed, June 3. All SMEs are scheduled for attendance; POCs will pare down the list of attendees, if necessary. Agenda items are still being finalized, with an emphasis on any necessary LOA items for June 25th and Aug 20th chart dates.

- o Telcon with SoCal Metroplex (Co-Lead Jose Gonzalez and ZLA POCs) to determine possible meeting date between NorCal and SoCal Teams. Entry / exit points need to be reworked.
- o Provided ERAM EDST data to Charlotte Metroplex Team- included EDST probing processing of multi-directional STARs and all actions that have been taken by the NorCal Metroplex Team.
- o Upcoming: June 3 LOA meeting (@ SCK) –reduced to 1 day; June 9 possible meeting with SoCal Metroplex Team (in LA); June 16-17 Core / POC meeting (@ NCT); June 25th Chart Date – 1st Post-Implementation Slots; July 13-15 Core / POCs Meeting (@ NCT)
- o Worked 2 Operational shifts for currency and staffing; attended recurrent training briefing.
- o Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **Phoenix OAPM Design and Implementation**
  - o US Airways/American Training Center in Phoenix for Design
  - o Developed RNP procedures for PHX with SWA and AAL Tech Pilots
  - o Connected RNP's to STARS's
  - o Discussed interim publication of IZZZO SID to sync with SoCal OAPM and Speed restriction waiver with Phil Hargarten, NATCA Art. 48 Western PBN and EOR Rep, and Steve Karnes, WSC Procedures
  - o Metroplex National Telecon
  - o Calendar Adjustments
  - o Telcon with MITRE, Program Office, and Ed Hulsey, NATCA Art. 48 OAPM Study Team, on TBFM and Validation HITL's
  - o NATCA Telcon on PHX SID noise issues
  - o Designed T-route for Phoenix TRACON
  - o Discussed RNP approach for IWA, but not enough benefit was found
  - o Submitted by Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Western Service Area PBN and Established on RNP (EoR)**
  - o 5/18-22 Daily meetings with PHX Metroplex Team
  - o 5/19 Weekly Service Center telcon
  - o 5/19-22 Coordination with co-lead for PHX West Departures post implementation
  - o 5/20 Coordination telcon for PHX West Departures post implementation
  - o 5/20 Coordination telcon for PHX West Departures post implementation
  - o Submitted by Phil Hargarten, WSA PBN Rep
- **North Texas Metroplex/CSA PBN 05/17/15-05/23/15**
  - o Weekly NSPP Telcon
  - o Post Implementation Telcon for Indianapolis. All procedures working well and flow rates have returned too normal. Next meeting will be 45-60 days

out to finalize any post-implementation procedural amendments and collect lessons learned.

- o Three day meetings with Sonny Connell (AJV-14) and Robert True (Tetra Tech) concerning PBN Teams at Central OSG and future plans.
- o Complete Audit of all NorTex Post Implementation Procedures available on the IFP (FAA Instrument Flight Procedures) website.
- o Research/Coordination concerning NorTex Post Implementation June 2015 & August 2015 Slots. Follow up with FPT and AIS.
- o Finalization with D10/ZFW concerning NorTex March 2016 Post Implementation Slots.
- 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. This capability is also essential for correct STAR processing where Runway Transition points are built in Center Airspace.
- o **Upcoming Activities:**
  - ▪ Meeting with ZFW/D10 concerning May 2016 Metroplex Publications---May 26
  - ▪ Deadline for NorTex Metroplex May 2016 Submissions---June 4
  - ▪ Annual Leave---July 9-18
- o Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna

- **National Design and Implementation Rep**
  - o Attended weekly Metroplex staff meeting. We discussed EA dates slipping on the Florida and Phx D&I projects. We are still waiting to find out the status of Ntexas and Las Vegas.
  - o Participated on the OSG weekly telcon, discussion revolved around the VOR MON, Q,T and Z routes. T routes in NCT and issues we are having with AJV-5 and charting.
  - o Attended post implementation meetings with the NCT D&I team and changes they will be submitting during post implementation. The team was concerned with the pilot's lack of training or knowledge of the new procedures from both the U.S. and Foreign air carriers.
  - o Participated in a telcon with Steve Hansen (National Safety Rep) and Amanda Hodge (NCT Art48 Co-lead) on the processing of ATSAPS for Metroplex projects.
  - o Participated in numerous telcons and email exchanges on PHX and on a "technical team" meeting next week in PHX.
  - o Participated on weekly Metroplex update telcon.
  - o Reviewed the 7100.41 guidance document for publication
  - o Submitted by Mark McKelligan (ZBW) National D&I Rep

- **NATCA National Airspace Rep**
    - Participated on the weekly Telcon with Frank Black, the Deputy Director of Airspace Services
    - Participated on the weekly OSG Telcon
    - Participated on many PHX Telcons and email exchanges
    - Participated on the Metroplex Summit Agenda Telcon
    - Communicated Navigation Strategy documents internally
    - Participated on the weekly Metroplex Telcon
    - Participated on the weekly Telcon with John Brandt, the Mitre Airspace Lead
    - Participated on a NATCA VOR MON Telcon

Dale Wright

Dale Wright
Director
Safety and Technology