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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending June 26, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is the NATCA Lead for work being conducted on Administrative Software. Below is Mr. Santa's report on several programs.

- **CEDAR/FALCON**
 - Last week Mr. Santa was in Dallas with the team. This team discussed the proposed SOP's and worked on numerous updates and potential upgrades to the programs.
 - The next meeting is at the end of July in MITRE.
- **A-Siso**
 - This team has a test in ZOB scheduled and are preparing for the visit. ZBW has agreed to test the program too.
- **AST**
 - The software team has been tasked with data acquisition. We are trying to schedule for regular meetings with the agency.

ADVANCED TECHNOLOGY DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) is the NATCA Article 48 Representative to this NASA initiative. He is working with the FAA's Surface Office for the demonstration which is scheduled to be held in CLT. Below is Mr. Slattery's report for this week.:

- A planning telcon with the principal participants in the upcoming Airspace Technology Demonstration-2 (ATD-2) project was held last week. NATCA, FAA headquarters, NASA, and Charlotte ATC tower personnel began developing a timeline of events as well as assigning roles and responsibilities. The next step involves NASA analysts and engineers conducting firsthand observations of traffic flows and constraints at CLT later this summer.
- The goal of ATD-2 is to improve predictability of all phases of flight from gate to gate, thereby improving throughput in both the Metroplex and the NAS. NASA hopes to accomplish this by enhancing data exchange and information sharing between the airlines, FAA, airport operators and other stakeholders. NASA plans to develop algorithms that interface with both existing equipment including TBFM, TFMS, SWIM, and FDIO, and may develop new systems necessary to achieve their goals. Any technology or procedures developed under ATD-2 will help inform the FAA's planned TFDM system.

- Since workforce involvement is crucial to the success of this effort, headset-wearing bargaining unit members will be involved in every aspect of this process from beginning to end.

AIRSPACE: Jim Davis (PCT) is the leader of NATCA's Airspace Team and the NATCA Airspace Committee. Below are reports from Mr. Davis and various Airspace Team Leads.

- **NorCal Metroplex**

- Participated in the Weekly NorCal Telcon (Wed) – Updated Implementation Tracker; clarified agenda for lessons learned meeting with SMEs and MITRE Aug 31 – Sep 1 and determined that Sep 2 will be for Core / POCs only (@ NCT); discussed status of SAHEY SID (SFO) Flight Check; reviewed change sheets for OAK procedures with CSSI Documentation Specialist Debra Mulder; ZOA NATCA POC Troy Bigelow and NCT Mgmt POC Thann McLeod reviewed data re: handoffs on the SERFR STAR into SFO.
- Weekly National Metroplex Telcon cancelled due to unavailability of many of the regular participants (Wed).
- SoCal and NorCal Metroplex Teams to meet and discuss necessary changes to entry and exit fixes. Initial informational PowerPoint received from ZLA; ZLA and ZOA to work out agenda, necessary SMEs, availability of each team and location / type of meeting.
- June 25th Chart Date – 1st Post-Implementation Slots published; ZOA and NCT Teams will monitor reports from the operation to correct any discrepancies.
- Upcoming: June 30 – July 1st Core / POC meeting (@ NCT); changed July 13-15 Core / POCs Meeting (@ NCT) to July 28-29; Aug 10-14 Quarterly Staff Meeting (SEA); Aug 20th – Stage 5A Implementation; TBD: Meeting with SoCal Metroplex Team
- Worked 3 Operational shifts for staffing.
- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex

- **Charlotte Metroplex**

- Worked at CLT TARCON
- Assisted CLT with the re-write of the SOP
- Built PPT for CLT pre-arranged coordination area SRMP
- Developed training and "advertising" posters and controller aids
- TELCON with QCG on SRMPM for LOAs and SOPs
- Briefed CLT Leadership on project status
- 6/25/15 airspace changes were made. Minor issue with ZID. Maps were not installed locally but an emergency ERAM build will correct the issue
- Assisted facility in developing Training Plans

- Out brief to CLT Management and Training Team on weeks work and future plans
- Bob Szymkiewicz worked on currency and required training/briefings
- **Issues:**
 - Flight Check - LIINN STAR scheduled for June 26, 2015 and will still be published on August 20, 2015
 - June 25, 2015 – Implementation. Issue with ZID: We have requested a written synopsis of the issue for Lessons Learned
- **Upcoming:**
 - 6/29/15 – Leads work from home facilities
 - 7/6/15 – At ZTL
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **CLE/DTW Metroplex**
 - Meet with senior executives from Delta airlines in Atlanta and briefed on the Metroplex plan for CLE/DTW. Questions about no harm to their operation in DTW and issues that have come up in other areas were discussed. Over all initial look that they are happy with the plan.
 - Telcon with TBFM team on upcoming visit to ZOB, D21 and CLE.
 - Telcon with CSA on an early ILS modification in fall of 2016 and approaches to be updated. Still needs a go-ahead from the environmental staff.
 - Telcon with D21 on resources and requirements to be completed before we move on.
 - Meet with the Atlanta Metroplex leads to share issues on the implementation plans and user involvement. A good example was the importance of the FAST group during the chart date change that was underway the day we were there.
 - Week's ahead:
 - Admin core 6/29-7/3
 - TBFM eval 7/7-9
 - Meeting with CSA support 7/13-16
 - Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **DC Metroplex**
 - DC Metroplex team conducted detailed Industry Outreach briefing for June implementation.
 - RNAV procedures published on June 25, 2015 with actual implementation of procedures to occur June 29, 2015, with RNAV SID's to be NOTAM'd as "ATC Assigned Only" for IAD, DCA, ADW, and HEF.
 - Flight planning considerations reviewed –noted that FLASK is an enroute transition point for the DIRTY3 to KATL
 - Reminder to dispatch/flight plan filers to follow the AIM section 5-1-9 reference ICAO flight plan format item 18 dealing with RNAV values in effort to reduce

- flight plan rejections or aircraft receiving procedures they do not want to fly by inserting "D0".
- Contingency plans reviewed for aircraft unable to accept new RNAV procedures.
 - Users briefed to not file NATNL5 or CPTAL9 conventional SIDS via automation.
 - Industry advised the LAZIR RNAV SID for KDCA would not be assigned, however it would be used as a contingency plan if issues occur with the new KDCA RNAV SIDS.
 - Request made for industry/users to use correct phraseology on initial contact when departing on a "CLIMB VIA" or arriving on a "DESCEND VIA" clearance, which would reduce communications.
 - DC Metroplex team finalized June implementation Go-Team packet, stakeholder distribution complete.
 - DC Metroplex team provided ATCSCC with June implementation procedures packet
 - DC Metroplex team conducted final Go-Team briefing teleconference reviewing final packet/issues:
 - Contingency plans reviewed for aircraft unable to comply with RNAV procedures, Teleconference times/dates, TMI requirements—initial 10 MIT for DCA and IAD departures as one flow for ZDC MOL and GVE sectors—BWI departures will be 20 MIT for ZDC MOL and GVE sectors—restrictions will be dynamic predicated upon traffic demand and weather
 - DC Metroplex team conducted teleconference concerning navigation and flight plan filing issues associated with Delta MD80/90 series aircraft in regards to DCA SIDs in a north operation for RWY01 departures and vicinity of P56. Carryover from LAZIR validation, LOU, and MD-80 variations as non-participating fleet mix. Research and testing of "D0" vs "D1" values provided expected results. Delta will file accordingly and the MD-90's with GPS have been added to the LOU as appropriate.
 - DC Metroplex team provided the Eastern Service Center (ESC) Flight Procedures team, ESC Requirements team and QA with Record of Change Control Sheets (CCS) files for the RAVNN6, CAVLR3, CAPSS2, MIIDY2, DEALE2, TERPZ6, VUDOO2, SPISY2, and RIPKN2 procedures associated with March 5, 2014 implementation and subsequent Refinement to Procedures Meetings. Timely provision of changes expected to facilitate the meeting of timelines for December 10, 2015 charting cycle.
 - The new RNAV SIDS for KDCA, KIAD, KHEF, and KADW NOTAM'd "ATC Assigned only" from June 25th to June 29th at 0700Z; an adaptation issue appeared in ERAM due to revised restriction table entry to support implementation as well as LOA change. Both adaptation and LOA effective June 25th, although implementation doesn't occur until June 29th with cancellation of

NOTAMs. Temporary solution identified and implemented. Good lessons learned to endorse chart date implementations versus delayed implementation of procedures.

- ARTS Scratchpad assignment incorrect in certain situations with scratchpad identifier displaying fix not on the actual flight plan—issue noted and automation fix in process.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **SoCal Metroplex**
 - The core team participated in the 2nd week of 3 weeks of Public Outreach meetings for the Draft EA.
 - The core team participated in a telcon with HQ to discuss the PowerPoint that will be used to begin international coordination with Mexico.
 - Rob Henry (FAA Co-Lead), Ryan Weller (FAA Environmentalist) and Mr. Gonzalez briefed SAN Airport officials on SoCal procedures, lessons learned from the previous weeks public outreach meetings and listened to their concerns.
 - The core team and environmental team conducted a Public Outreach meeting in SAN on June 22 for Metroplex procedures affecting SAN.
 - The core team and environmental team conducted a Public Outreach meeting in PSP on June 23 for Metroplex procedures affecting PSP.
 - The core team and environmental team conducted a Public Outreach meeting in Torrance on June 24 for Metroplex procedures affecting LGB and LAX.
 - Mr. Henry, Mr. Weller and Mr. Gonzalez briefed LGB Airport officials, City Council members and city representatives from Huntington Beach and Long Beach. The briefing focused on SoCal procedures, lessons learned from the previous weeks public outreach meetings and listening to their concerns.
 - The core team and environmental team conducted a Public Outreach meeting in LGB on June 25 for Metroplex procedures affecting LGB.
 - The core team and environmental team conducted a Public Outreach meeting in ONT on June 26 for Metroplex procedures affecting ONT.
 - Some of the comments received from the public outreaches:
 - Military noise concerns; more public outreach meetings in noise sensitive areas; the procedures over Google earth are great but can you have it set up on a computer so the public can see their home in reference to the procedures; extending the comment period to at least 30 days from the day of the public outreach; more ATC 101 explanations; perhaps having a specialist who can explain "criteria" and why a fix, or leg length or arc "has to be" that way; why not have pilots present to answer the public's questions; the need for Class B re-design; better notification of the public meetings; concerns that these procedures will allow for airport capacity increase; the request to have the Google earth boards with the SoCal procedures posted immediately on the

website; taking the time to listen to everyone's concern and more importantly to take the time to answer each concern in a professional manner has been one of the big positives to these meetings so far. The public has been very appreciative.

- Thank you SoCal Metroplex Team for all of your hard work, dedication and extra hours that have made these meetings a positive experience.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Atlanta Metroplex**
 - Updated MS Project file
 - Developed Training graphics for 12102015 implementation (ZTL A5 & A6)
 - Updated DPs with corrected A80 internal airspace for 12102015 cycle
 - Adjacent Facility Telcon for 06252015 implementation
 - Reviewed lessons from 06252015 with ZTL530 Staff
 - Discussed ATL TBFM usage and possibly increasing times of use
 - **Issues:**
 - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
 - ZID plans to correct incorrect airspace line on 06/27/15
 - Milestone/Activity—Completions:
 - ZTL started metering part time to ATL on June 2, 2015
 - 06252015 Airspace Implementation
 - **Projected Milestone/Activity Completions and Risks (next 30 days):**
 - n/a
 - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Florida Metroplex**
 - Activities this week (PIE/CLW Coast Guard station)
 - 50% benchmark briefing for Florida Metroplex in central Florida (ZJX, ZMA, TPA, F11, ORL, FLL, PBI, DAB, RSW, MIA) Teams briefed on progress of the designs of the SIDS, STARs and procedures all in support of the Florida Metroplex project. Only One Industry Present (American Airlines for 2 day)
 - MIA briefed:
 - SIDs (7): BNGOS (WINCO), FOLZZ (VALLY), KEYZZ (MNATE), AARPS (ARKES), SNAPR (SKIPS), REGAE (EONNS) and GLADZ (VEGIE)
 - STARs (5): CSTAL (HILEY), DORAL (HILEY), HERON (SSCOT), LARGO (CURSO) and MHITO (FLIPR)
 - SIAPs (25): 8 RNAV RNP, 7 ILS/LOC, 8 RNAV GPS and 2 LOC/DME
 - PBI briefed:
 - SIDs (7): BUFIT2, HEFFE, IVNKA2, LMORE2, RIDRR, TBIRD2 and BCT MAZOR (PRRIE)
 - STARs (5): CAPTN, CORZO (WLACE) CLMNT (FRWAY), MAHHI and BCT TURPS

- SIAPs (13): 5 RNAV RNP, 2 ILS/LOC and 6 RNAV GPS
- RSW briefed:
 - SIDs (2): CRAKN (CSHEL) and APF CAAYO
 - STARs (5): CRABB (TYNEE), DIDDY (ATC Assigned), IZZZY (SHFTY), APF CTRUS (SHFTY) and APF TIDAL (PIKKR)
 - SIAPs (7): 2 RNAV RNP, 1 ILS/LOC and 4 RNAV GPS
- TPA briefed:
 - SIDs (5): CROWD, GRCYA (BAYPO), KNOST (SYKES) and TARPEN (ENDED), GANDY
 - STARs (5): BLFRG (DEAKK), BLYMY (DADES), HNING (DADES), MAATY (FOOXX) and RAYZZ (BLOND)
 - SIAPs (16): 4 RNAV RNP, 3 ILS/LOC, 4 ILS CAT I-III, 4 RNAV/GPS and 1 LOC
 - SIDs (1): SRQ SRKUS
 - STARs (3): SRQ LOKKR (TEEGN), SRQ LUBBR (TRAPR) and HANDD
 - SIAPs (6): 2 RNAV RNP, 2 ILS/LOC and 2 RNAV GPS
- F11 briefed:
 - SIDs (7): EPCOT (CAMAN), FATHE, FSHUN, JEEMY, JOEYY, LEWRD (CAMAN) and MISSM (GUASP)
 - STARs (6): ALINA (HIBAC), GRNCH, JAFAR (PIGLT), RIDES (BAIRN) WAALT (COSTR) and SNFLD (CWRLD)
 - SIAPs (31): 8 RNAV RNP, 6 ILS/LOC, 9 ILS CAT I-III and 8 RNAV GPS
 - F11 Satellite Airports
 - SIDs (4): ORL NYTES, ORL SNAPY, SFB GOHOM and SFB TOLLZ
 - STARs (2): SFB SHREK and SFB TTHOR
- DAB briefed:
 - SID (1): SHRKS
 - STAR (1): OSPRY
 - SIAPs (1): 1 ILS/LOC
- **ZMA and ZJX briefed the enroute portion on all SIDS and STARs**
- The team and invited guests also spent a day pre-planning implementation
- The following were in attendance:
 - Paradise District Managers, TPA ATM, ZMA OM, AJV-143, AJV-E35, AJV-E11, AJW-334, AJV-E11, AJV-5, AFS-420, AJW-334, SYSOPS, ATCSCC, SC/OSG, Allegiant air, Jeppesen.
- Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Eastern Service Area PBN**
 - Attend ESC weekly Airspace Redesign (ARD) meeting
 - Worked with ESA Co-Lead on upcoming BOS and SDF meetings. Lead carriers were named for BOS-Jet Blue and SDF-UPS.

- End-of-day reports for June 25 pub date. No reported issues with PIT STARs all other updates in the ESA were Top Altitude amendments. No issues
- Worked with PBN office to establish lead carriers for SDF and BOS work groups
- Continued working with AJV14 on environmental outreach
- Discussions continue for the LGA GLDMN/NTHNS SIDs. These amendments have been on hold because of concerns from the users on excessive climb gradient. Waivers would need to be obtained.
- Current status of .41 procedure request in ESA.
- Initial Review Forms (IRF) submitted:
- CURSO4 STAR MIA
- IRF approvals:
 - OPD STARs into CVG, Redesign work for MEM SIDs, MIA CURSO4 STAR
- Baseline Analysis Review (BAR) submitted:
 - CURSO4 STAR MIA
- BAR approvals:
 - BLOGS STAR RDU, RNP's at RDU, CURSO4 STAR MIA, SWFFT STAR BNA
- RAPT submittals:
 - BNA SWFFT STAR, RDU BLOGS STAR, RDU RNP approaches
- **Upcoming Activities**
 - Meeting July 1 for MIA CURSO4 STAR amendment.
 - Travel to Nashua July 27-31 for STAR redesign meeting
 - Travel to DC for 7100.41 rewrite meeting July 14-16
 - Travel to IIU for SDF/ZID STAR design meeting August 10-13
 - RAPT meeting; AEA July 7, ANE July 15, ASO July 22
- Submitted by Bill Wise ESA PBN Rep
- **Western Service Area PBN and Established on RNP (EoR)**
 - 6/15-19 WSC/OSG activities with co-lead
 - 6/16 Weekly Service Center Telcon
 - 6/16 PBN/FPT Processing Meeting
 - 6/17 PBN Weekly Telcon
 - 6/18 Puget Sound Regional Council Telcon
 - 6/22-26 TARGETS workshop at CSSI
 - 6/25 AUS RNP telcon with CSC
 - Submitted by Phil Hargarten, WSA PBN Rep
- **North Texas Metroplex/CSA PBN 06/21/15-06/27/15**
 - PBN Weekly Project Status Telcon
 - KIND Post Implementation Telcon to gather requested procedural amendments and plan for future scope and workgroup action
 - New Building Meeting for Central Service Area August Relocation
 - NSPP Weekly Telcon

- Early Chart Date Discussion Telcon with CLE/DTW Metroplex Team and Central Service Area
- KAUS Post Implementation Telcon to discuss RNPs to 35LR and 17LR, and scope of post implementation amendments desired by facilities and industry
- Telcon with AJV-14 to discuss End of Day Reports for multiple site chart date implementations
- Future planning for KCMH, KCRP, KIND, KMSP, KAUS, KPWK upcoming RNAV requests and projects.
- Continued Audit of all NorTex Post Implementation Procedures.
- KMSP Post Implementation Telcon: Industry commented that flow rates have returned to business as usual and commended both M98 and ZMP for the smooth implementation. Industry will continue to reach out to users to help minimize excessive questions to controllers while on frequency and Industry is still interested in finding solutions to minimize 1st tier ground delays whenever feasible. Facilities are gathering procedural amendment requests that need to be evaluated and future workgroup meetings are being established. ZMP has made the GIM-S waterfall and training plans are in the works for later this fall. Facility staffing at ZMP has potential to impact this important training opportunity. Staffing at both M98 and ZMP were mentioned as challenges to the overall metering operation.
- Work with Central FPT to establish holding on DRLLR STAR for ZFW controllers that meter for KIAH. The needed holding patterns weren't designed by the Houston Metroplex Team and numerous requests by ZFW to have ZHU correct this had not been fulfilled. A request has now been entered into the IFP gateway by ZHU and the Central FPT Team is working to move it as quickly as possible.
- 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.
- **Central Implementations on June 25th Chart Date:**
- **North Texas Metroplex post implementation amendments**
 - 24 SIDs (9 conventional/15 RNAV) and 31 STARs (4 conventional/27 RNAV)
 - Some aircraft did not have updated FMS database, but by 0845 Local all operations were back to normal. Minimal Impact noticed.
 - One minor issue with automated fix-pair delivery between ZFW and D10. Issue being tracked in AIMS and solution will be available on next interim build.

- Some users began using new FMS database on Wednesday evening but ZFW was able to coordinate with TRACON and no degradation to system throughput was noticed.
- **Houston Metroplex post implementation amendments**
 - 4 RNAV SID's and 4 STARs (1 conventional/3 RNAV)
- **CHICAGO EXECUTIVE, IL (KPWK)** – 2 amended RNAV SID's
 - TOP ALTITUDE change.
- **CHICAGO MIDWAY INTERNATIONAL, IL (KMDW)** – 2 amended RNAV STAR's
 - Notes Amended, holding patterns adjusted
- **GARY/CHICAGO INTERNATIONAL, IL (KGYI)** – 4 amended RNAV SID's, 1 amended RNAV (RNP)
- **ALBUQUERQUE INTERNATIONAL, NM (KABQ)** – 10 amended SID's
 - TOP ALTITUDE change.
- **MINNEAPOLIS/ST PAUL INTERNATIONAL MN (KMSP)** – 6 amended RNAV STAR's
 - TOP ALTITUDE change.
- **CLEVELAND HOPKINS INTERNATIONAL, OH (KCLE)** – 1 amended RNAV SID
 - TOP ALTITUDE change.
- **Upcoming Activities:**
 - Annual Leave---July 9-18
 - Columbus, OH (KCMH) BAR Development---July 28-30, at Columbus, OH
- Submitted by North Texas Metroplex/CSA PBN NATCA Art. 48, Brent Luna
- **Metroplex Study Team**
 - Took 2 days of Annual Leave
 - Held Telcon with Mitre support reference Las Vegas Study Team schedule
 - Participated in weekly Metroplex Staff telcon
 - Multiple telcons with Metroplex Program Manager and Mitre support to discuss Las Vegas Study Team tentative schedule
 - Met with ZLA NATCA, management, and staff specialists in Palmdale, CA to brief Las Vegas Study Team and to discuss future schedule and facility concerns
 - Participated in numerous telcons with NATCA airspace representatives regarding various airspace related issues
 - Participated in numerous telcons with the Metroplex Program office and Mitre support personnel reference various concerns at the different Metroplex sites
 - **Upcoming Activities:**
 - 7100.41 Re-Write Meeting – July 14-16, 2015
 - Las Vegas Study Team Kickoff – TBA (Tentatively scheduled for August 4, 2015)

- Metroplex Leads Meeting – Seattle – August 11-13, 2015
- Metroplex Summit Meeting – September 22-24, 2015
- NATCA Art. 48 Tech Rep Meeting – New Orleans – November 17-19, 2015
- Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Rep**
 - Worked with the Cleveland/Detroit team leads about budget issues and attended a telcon by the leads, they were briefing Delta Airlines on the D&I effort.
 - Received a briefing from The SCT leads on the public outreach meetings they have been holding.
 - Participated on several telcons about Ntexas and amendments that are scheduled out until next May. The airspace team is looking at different solutions to best close the loop when a Metroplex team finishes the project and the transition to the 7100.41 process. We want to make sure that future amendments do not fall through the cracks and that the facilities have a defined process and resources.
 - Attended 2 days of meetings with Florida D&I team where they have reached their 50% milestone. They also brainstormed on different ways to implement such a big project, they have an early draft and will revise as necessary.
 - Participated on the weekly Metroplex staff meeting, we discussed FY 16 budget, we will now by the end of the month what next year budget is. Ntexas and potential next steps, Las Vegas and proposed kickoff dates and PHX post implementation amendments and how they will or will not affect the PHX D&I team.
 - Participated on several telcons about the 7100.41 rewrite meeting on 7/14-7/16 and the meetings being proposed to combine the RAPT order with the 7100.41.
 - Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated on the weekly Telcon with Frank Black, Deputy Director of Airspace Services
 - Participated on multiple Telcons concerning Ntexas
 - Updated NATCA National on status of our projects
 - Mr. Davis was on annual leave the entire week
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

AUTOMATED TERMINAL PROXIMITY ALERT (ATPA): Mickey Vitti (N90) is the ATPA Article 48 Representative. Mr. Vitti provided the information below on his activities for the week.

- Traveled to Atlantic City as an ATPA SME for STARS Regression Testing.
 - One DR type 2 was written against ATPA. Software did not function as expected; if a controller had his/her Warning/Alert Cones inhibited, Monitor Cones and In-Trail Distance enabled if that track went into alert it is expected that the Monitor Cone would be removed. This was not the case, the Monitor Cone remained displayed. A fix has been implemented with the expected result of the Monitor Cone being removed when the track goes into an alert state.
 - Jimmie White (PHL) will verify the fix on Wednesday July 1 and then make a suitability call for the build.

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

- SLC and BOI are currently running version 12 of the TDLS system using the TDLS ERAM Direct Connect (TEDC). The TEDC is used to supply additional information to the TDLS system for constructing Controller Pilot Data Link Communications (CPDLC) clearances. When a routing is sent to the FMS of the aircraft, ERAM must also send what type of fix it is, such as an airway or VOR and also what the associated LAT/LONG is. This information helps the FMS construct the new routing into flight deck. CPDLC in SLC will begin late next month.
- DataComm SME's were in IAH this week training the controllers on the new version 12. IAH will begin to use version 12 in a few weeks. HOU will follow about a week behind. The goal is to have all three facilities up and running CPDLC by the end of September.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) is the ERAM Implementation Article 48 Representatives and leads NATCA's ERAM Team. Mr. Henriques' report for this week is below.

- A field fix release to the EAD300 software build was sent to the Tech Center on Friday 6/19 for testing and evaluation. Ops Eval has completed the Air Traffic, Dual Channel and Terminal Checklist with no new issues discovered. Additionally, all PR verification was completed. The Site Exit briefing and Authorization for Operational use is still planned for 7/1. The National Packaging Team will meet the week of 6/29 in DC.
- The following is a synopsis of the National User Team meeting held 6/24:
 - **ER 139640 Track Control:**
 - The updated use case was discussed; language was added to include use of Field E for notification and language removed for "stale" coding. The team decided there was a need to keep the "stale" coding and was in agreement with use of Field E. Additionally, language was added to

indicate what precedence the new Field E indicator would have over other indicators in that field. The updated version was sent to the team, final discussion and consensus will occur next week.

- **ER 144360 Basis Plan Swap Message:**
 - The draft problem statement was discussed; its desired behavior is to create a new command that would allow the user to swap system plans for specific flights. There were several issues discussed including how the system would handle the old plan as well as use of this command in E2E situations. The task team will meet to discuss these issues and update the problem statement as needed prior to next week's team meeting.
- **ER 133412 CAATS In-Out-In:**
 - The draft problem statement was reviewed; it has a desired behavior of notifying the user when specific flights are on the wrong leg of a flight plan. There were several issues discussed including, exactly what flight plans would be displayed in cases where AOI and AOR plans exist. The task team will meet to discuss these issues and update the problem statement as needed prior to next week's team telcon.
- **ER 142976 CID Display on Route Line:**
 - The draft problem statement was reviewed; it has a desired behavior of displaying the CID for the next leg of a flight plan on both the GPD and MDM when an aircraft's route of flight is displayed. Issues discussed were display of an AOI plans CID, at what point along the route should the CID appear and what if any indicator should be shown if the second leg's CID is not yet known. The task team will meet to discuss these issues and update the problem statement as needed prior to next week's team telcon.
- **ER 143186 – IERR Equipment Qualifier Override:**
 - The updated problem statement was reviewed; language was added to include a method for application of the unqualified route; CHI similar to how HERT coding is applied was used. The task team will meet to discuss these issues and update the problem statement as needed prior to next week's team telcon. They will also begin work on the draft use case.

FLIGHT DATA INPUT OUTPUT: Pete Slattery (CLT) is NATCA's Article 48 Representative for FDIO work. Below is Mr. Slattery's report for the week.

- Mr. Slattery participated in the bi-weekly FDIO engineering telcon last week. Discussion centered around the impending printer update, as well as Electronic Flight Strip Transfer System (EFSTS) functionality assumption.

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

- NIDS Emergency Release #2 is currently running through testing at the FAA Technical Center and a pass/fail determination will be handed down by July 9th. The fate of the waterfall and all associated facilities awaits the outcome of the testing.
 - If it passes NATCA's understanding is that a "real world" test will be conducted at the PVD network. NATCA is very much in favor of that plan because the NIDS PASS representative, Adam Medeiros, works at PVD and will closely monitor the process.
 - In the event of the software failing all future hardware installations will be postponed until a working software version can be built and tested. The waterfall schedule will have to be restructured at that point.
 - Site surveys and database collection will continue as per the waterfall so that the program will be ready once the green light is given to move forward.
- The fate of Emergency Release #1 is not as cut and dry. Discussions with the National Weather Service continue and we are all awaiting an explanation and solution to come out of the collaborative process. As of now the only facility that is impacted by this "failure" is CID and temporary work arounds are in place.
- The database team has been busy and is continuing work on the following facilities: MCO, JAX, MIA, MLI, PBI and RSW. They have also been tasked with importing the ERIDS aircraft database into NIDS. This was incorrectly reported in last week's posting as an ATOPS database. Apologies to all for the confusion. The shortcoming of the ERIDS database is in the pictures of the aircraft. While the ERIDS data does contain RECAT information NATCA is internally discussing the best way to go about the lack of associated pictures.
- Jason Michaud, IDS-R SME from K90, will be filling in for Mr. Smith the week of June 29th due to Mr. Smith being on leave.

NAS VOICE SWITCH (NVS): Jon Shedden (ZFW) is NATCA's Article 48 Representative for the NVS project. The update for this week is below.

- Mr. Shedden was in Melbourne, FL at Harris Corporation all week (6/21 - 6/26) for NVS Critical Design Review (CDR) activities. CDR demonstrates that the NVS design is mature and capable of meeting the FAA's performance requirements.
- Other issues worked:
 - Received update from Jim McAllister (PCT) on the recent SRM Panel covering the decommissioning of their Emergency Communications System (ECS)
 - Continuing to work modification of the Headset Guide to account for model updates and obsolescence

- Mr. Shedden will be back at Harris next week (6/29 - 7/2) with four members of the NVS User Team to evaluate the Touch Entry Display (TED) prototypes, as well as the TED layout, colors, and font sizes. Attending with Mr. Shedden is Bill Canning (A90), Nate Johns (ZAB), Teah Lord (F11), and Juan Serna-Spuler (OAK).

NEXTGEN: Mel Davis (SCT) is NATCA's National NextGen Lead in accordance with Article 114 of the NATCA/FAA Agreement. Mr. Davis' report for the week is below.

- The primary focus of the NextGen rep. this week was USA/Europe ATM R&D Seminar held once every two years. This seminar is a collection of long lead academic research. Topics at this seminar included, Safety, Environment, Surveillance and Navigation, ATM Performance, Network and Strategic Flow, Airport/Airside Operations, Separation, Weather, UAS, Human Factors, Trajectory and Queue Management, Complexity and Finance/Policy.
- This research is conducted by universities and R&D centers around the world. The research is primarily sponsored by FAA or its equivalent in the country where the research is conducted. The research is presented at this conference in the form of working papers. The working papers are available prior to the seminar and peer reviewed. A short verbal description is provided by each author and time is made available for discussion about the paper. NATCA has attended the last three seminars and has been able to provide input and guidance on the research. Some of the papers focus on time frames in the 15-20 year range. It is a perfect opportunity for NATCA to affect the future of world wide aviation

PROGRAM MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the Article 48 Representative to the PMO. Mr. Woods' report for this week is below.

- Participated on a weekly telcon with Jim Linney (PMO)
- Attended a meeting about Wake Recat and TBFM
- Attended a meeting with Dale Wright, James Keith, Jim Davis, Robert Utley and Andy Marosvari
- Attended a meeting with Dale Wright, Tom Skiles (AJT), and Kathy Heet (AJT)
- Attended a meeting on AEFS
- Attended a meeting about Surface Viewer Tool (SVT)
- Attended a meeting with Jay Merkle (PMO) and Tom Adcock about simulation for Terminal and Enroute
- Participated on a telcon about Off Shore Automation with Walter Abilia (PMO)
- Attended a meeting with Steve Hansen about ATSAP
- Attended a meeting with NATCA leadership to update on status on certain programs

REQUIREMENTS (AJV-7): James Keith (D10) is the NATCA representative to AJV-7. His summary for the week is below.

- Attended AJV-7 managers meeting.
 - Discussed capital program integration, Wide area augmentation system WAAS new criteria and procedures, and got an update on remote towers.
 - Also heard a short briefing on the UAS App. See Steve Weidner for more info on this subject.
- Meet with AJV-72 manager and discussed terminal CHI team. AJV-7 is moving things forward and we should be seeing a request for SME's in the upcoming weeks.
- Jeff Woods (PMO Rep) and Mr. Keith conducted a call with Steve Hansen (National Safety Rep) and Ben Murray (ATSAP ERC) to get a grasp on the issue at ATL tower and the RACD's not being independent. We then meet with Trish Horan (FAA AJV-7) to start the process to find a solution to the problem.
- Meet with Ms. Horan to discuss ISR (increase separation requirement). We will begin to gather data from SBS office and TAMR to determine the requirement moving forward.
- Held conversations with Ms. Horan to get some SME's to visit MITRE during the SFMA (strategic flow management). The FacRep from command center and members of the TBFM work group will attend.
- Contacted Matt Tucker to schedule a trip for him to Salt Lake City.
- Mr. Keith will be in the DC all week this week and have no travel planned until mid July.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is NATCA's RNAV and PBN Criteria Article 48 Representative. Mr. Kelly's report for this week is below.

- **Airspeeds** – In response to a recent NASA callback report on speed adjustments in June 2015, a discussion was started with some tech pilots to come up with some reasonable guidelines, realizing it isn't regulatory, but at least it gives us something to point to and can serve as education on speed control over and beyond what we are required to do. We all know the rules on speed control as per our .65 but there are some nuances that could probably make both sides of the mike's job easier if we knew what impact of slowing aircraft has on the differing types of aircraft and crews and when. Stabilized approaches are a hot safety topic now, so any help we can get will help both sides in understanding what we need to and can do.
- **National Procedure Assessment Group (NPA)** – This is a new RTCA group that Mr. Kelly has joined that is combining several efforts to remove some of the excessive amounts of procedures in the NAS. This group includes many lines of FAA business,

airlines, regionals, NATCA, and NBAA. The original goal is to complete this process by January of 2016 but was deemed unrealistic due to having to develop a process and get any changes through the public arena. March 2016 is probably more realistic. It was decided that this group will not work on refinement of procedures and this will be a one-time project.

- **NSPP – 6 25 2015 Procedures to be published** – Metroplex post implementation slots: Houston IAH 3 RNAV STARs. N. Texas ADS 3 RNAV STARs, DAL 12 RNAV SIDs and 6 RNAV STARs. FTW 1 RNAV SID and 2 RNAV STARs. DFW 2 RNAV SIDs and 14 RNAV STARs. DC HEF 2 RNAV SIDs and 1 RNAV STAR. BWI 1 RNAV SID and 1 RNAV STAR. RIC 1 RNAV STAR. IAD 1 RNAV SID and 1 RNAV STAR. DCA 6 RNAV SIDs. Nor Cal OAK 2 RNAV SIDs. SFO 9 RNAV SIDs. Metroplex Top Altitude: ATL 16 RNAV SIDs. CLT 6 RNAV SIDs.
- **SIDs/STARs/RNP:** SID 67 Top Altitude changes to be published for 6 25 2015: IAD 2, TPA 5, BOS 9 plus 1 Conventional, EWR 1, LGA 5, BNA 12, PWK 2, ABQ 10, CLE 1, ANC 2 plus 3 conventional SIDs, PHX 10, HND 3, TVY 1.
- **World Aeronautical Charts (WAC)** - The FAA's has decided to discontinue providing the World Aeronautical Chart series. Technological advances in aviation navigation capabilities and charting products have made the World Aeronautical Chart series largely obsolete. Charting customers have shifted towards digital chart products. The World Aeronautical Charts are a derivative product from our more detailed Sectional Aeronautical Chart series.
- Attended meetings/telcons for NSPP, Joint pilot/controller demo telcon, NPA kickoff, PFS, 1 day LSC, 1 day floor.
- Mr. Kelly provided files on the following:
 - ACF final notes
 - PRRRT presentation to NPA
 - Flight deck automated systems.

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) leads NATCA's efforts with the SBS Office. Below are reports from Mr. Labardini and members of the SBS Article 48 Team.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
 - Sunday, traveled to DC
 - Monday, attended an Aireon briefing for NATCA National on Space Based ADS-B. Discussed the long term objectives with Paul Rinaldi, Trish Gilbert, Jim Ullman, and Dale Wright. NATCA National supports the continued development of this technology. Traveled to Charlotte afterward.
 - Tuesday and Wednesday, participated with William Agee (NATCA CLT), Craig Bielek, and Andrew Stachowiak in a CLT Wide Area Multilateralation (WAM) SRMP.

WAM has been used in ERAM and MEARTS. This National SRMD would allow STARS to do the same. WAM would essentially be used as a tool allowing sites such as CLT that are challenged with limited surveillance coverage to reach Fusion operations. Fusion is being deployed in order that sites might utilize ADS-B surveillance. So, WAM essentially allows select sites to move forward into the 21st century.

- The CLT SRMP identified no severe hazards. Likelihood still needs to be evaluated before final risk rankings can be determined. If all goes as planned, CLT will likely have one of the best Fusion presentations in the NAS. Time lines are still being determined, but all are working hard to reach operations as soon as possible.
- Participated in a HCF ADS-B Flight Inspection planning telcon. Details have firmed up, and the facility seems satisfied with the draft flight inspection plan. Start date is July 8.
- Thursday, traveled home. Led our NATCA SBS weekly telcon.
- **Craig Bielek (A90)**
 - Monday travel to Charlotte. Participated in the TFOS coordination meeting.
 - Tuesday and Wednesday participated in the Charlotte WAM SRMP. We still have quite a bit of work ahead of us on this project. When complete, the surveillance in the Charlotte area will be greatly improved, and will allow them to transition to Fusion with ADS-B.
 - Thursday traveled home. Participated in the NATCA SBS weekly telcon.
 - Friday worked on currency time.
- **Randy Ezell (ORD)**, National Airport Surface Surveillance Capability (ASSC) Rep
 - **Dan Hamilton (SFO)** collaborated on this update. Mr. Hamilton will assume NATCA ASSC Rep duties in August
 - Monday, SBS weekly telcon. Travel to SFO.
 - Tuesday, Evaluated ASSC system discrepancy reports and made recommendations to the vendor.
 - Wednesday, continued evaluating ASSC. Attended SFO vehicle ADS-B meeting.
 - Thursday, continued evaluating ASSC. Vendor fixed a few problems. Manual tagging still has some issues to be worked out. Worked on issues concerning LAX vehicle ADS-B.
 - Friday, ASSC leads telcon. Still no direction from FAA how they will deploy this system. Travel.
- **Andrew Stachowiak (I90)**
 - Participated in the ADS-B Only Refresher Briefing for DAB.
 - Participated in our NATCA SBS weekly teleconference.
 - Traveled to Charlotte, NC and participated in the CLT WAM SRMP meeting.
 - Went over the NATCA SBS support schedule through 2016.

- **Tom Zarick (ZDV)**, National Interval Management Rep
 - Worked operations this week for currency

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): NATCA's Leader for the TAMR program is Mitch Herrick (MIA). Mr. Herrick and various TAMR Team Leads have provided the information below for this week's update.

- Mr. Herrick was on leave for a couple of days this week as follow up and physical therapy for shoulder surgery. There were multiple telcons and planning meetings related to both Section 804 and TAMR Article 48. There was also an all day telcon on Tuesday for the 804 Collaborative Work Group for review of business cases related to the CLE and AZO areas. Also dialogue with various programs and Leads from other NATCA programs to manage the interdependencies of our programs. Internal NATCA telcon to help deal with automation issues between FAA at Corpus Christie and Navy Corpus Christie. NATCA will be working to identify potential facilities like Corpus where the DOD and FAA can mutually improve service and automation by making the DOD facilities a "subsystem" of the FAA's. We are in the exploratory phases of this issue.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
 - Segment one activity this week included a safety risk management panel (SRMP) for upcoming R3 and R3a changes.
 - Daily checkpoint meetings were started for Southern California TRACON (SCT) because of recurring issues with poor tracking performance. New adaptation has been developed that dramatically improves the identified issues and action will be undertaken over the weekend to remove a tree near the Long Beach radar that appears to be causing many of the problems. The mitigations created so far have made it very likely that we will be able to continue with IOC event 1.
 - A significant event occurred at Dallas Fort Worth TRACON (D10) this week, resulting in a complete failure of STARS Full Service Level (FSL). The immediate investigation determined that the cause was not related to hardware or software, but was operator error. Normal operations were restored approximately 5 hours after the event.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - June 22, 2015, Joe Yannone (Region X) dialed into the Common Terminal Digitizer (CTD) RIO.
 - June 23, 2015, Scott Robillard (K90) attended a S804WG core team meeting.
 - June 23, 2015, Joe Yannone (Region X) dialed into the Common Terminal Digitizer (CTD) RIO.
 - June 23, 2015, Richard Thomas (GEG) monitored the ROW Joint Site Survey (JSS).

- June 23, 2015, Richard Thomas (GEG) dialed into the monthly waterfall meeting to address the order and sequence of ARTS IIE replacements.
- June 23, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the CTD DTE/OTE test planning meeting.
- June 24, 2015, Scott Robillard (K90), Joe Yannone and Frank Stahler (Region X) dialed into the CTD Bi-Weekly meeting.
- June 24, 2015, Scott Robillard (K90) and Joe Yannone (Region X) dialed into the CTD DTE/OTE testing meeting.
- June 24, 2015, Tim Poer (ABI) monitored the TLH ASR8 TDX-2000 data review. Currently, the TLH ASR8 is analog. Digitization is required prior to transition to STARS.
- June 25, 2015, Scott Robillard (K90) dialed into a CTD SRM.
- June 25, 2015, Scott Robillard (K90), Joe Yannone (Region X) and Bill Spence (BTV) dialed into a briefing on the progress of the repairs to the ASR8 at EVV. It appears that significant progress has been made on a radar system that has been under performing for years and was lacking in maintenance. The ASR8 failure caused the STARS program to miss an IOC date at EVV. A new IOC date is scheduled for September 18, 2015 after the radar proves to be performing sufficiently for the automations platform.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
 - **Monday 6/22:** Travel for ACY (R27 Regression).
 - **Tuesday 6/23:** In-brief for R27 Regression. Testing begins. During the first Automatic Terminal Proximity Alert (ATPA) run, an undesirable cone behavior was identified and labeled as a Type II, which is an automatic fail for the test. The condition: Monitor cones on; Warning/Alert cones off; Mileage warning/alert on. Behavior: When aircraft enter the ATPA volume and an alert condition exist, the blue monitor cone should go away, and the alert mileage should remain and turn colors as designed. Instead, the blue monitor cone remains in blue, while the mileage alert conditions change as the loss of separation deteriorates. This has been identified and resolved in the TAMR (S6) baseline, but was not carried over to legacy STARS baseline (S4). NATCA determines this discrepancy a safety concern being that it doesn't properly display the correct warning/alert behavior or at a minimum is misleading to a busy controller. AJV 7 (Requirements) doesn't believe this discrepancy rises to the level of a Type II rating. Terminal Second Level Engineering (TSLE) advises they can fix the discrepancy, but doing so would violate an existing requirement. In other words, the cone behavior, although not desirable to AT, works as it was designed to and a requirement was written as such. Fixing the undesired behavior would also mean changing an existing rule, and thus needs to go through the proper channels for a rules change. This process has taken up

to a year in some cases. S6 and S4 have different requirements/rules. NATCA SMEs keeps up the pressure, citing R27 is the bridge to upgrade to the S6 baseline and since the requirement already exists, use the language in that requirement for the S4 baseline. All stakeholders agreed, now it's a race to fix the cone behavior before the end of Operational Test (OT&E).

- **Wednesday 6/24, Thursday 6/25:** The remainder of OT&E was next to flawless. It was a complete 180 degree turn from the first OT&E to this Regression test. The test team provided a more clearly defined test protocol, and were much more knowledgeable about the test materials that would be presented. As such, all elements of R27 passed the test with the exception of the cone behavior. On Thursday TSLE announces they have fixed the discrepancy or applied the S6 fix to S4, but they need to do a dry run to insure they didn't compromise any other functionality while fixing the cone behavior.
 - At this point, R27 is delayed until next Wednesday 7/1, for a retest. TSLE gave a demo to the "FIX", all stakeholders including NATCA agree, the Phase 1 lead will attend the regression on 7/1, and pending the expected success, R27 will be ready for key site activity. Key sites are I90, MEM, and two sites to be determined, which will more than likely be MIA as one. R27 provides the pathway to upgrade to the FSL/EFSL system that is run in D10/D01/NCT, which is a more robust system.
 - Mr. White would like to point out, NATCA SMEs across the board have worked very hard with the program to get the system right. We take personal responsibility for making sure we identify everything that can cause an issue for controllers and arguing why certain things are important and we won't rest until they are fixed properly. Safety is a NATCA core value. This core value has been and will always be the same for OT&E testing.
- **Friday 6/22:** Travel home. Tag Up meeting with NATCA leads and the Program managers.
- **STARS/TAMR OSF update submitted by Candy Barr-NEOSF Multi-Unit**
 - Congratulations to D10 & Scott Kendrick, NTX OSF for the successful Key Site of S6R3 software
 - **Monday:** Mr. Barr attended the NATCA Informational meeting with TSLE management Joan Somogy and Mike Carnicom
 - Sean Mcgrail and Ms. Barr traveled to WJHTC for R27 OT&E regression testing.
 - Ms. Barr attended the TFOS coordination Telecom. Problems with SDRR scenario creation and the effects of ELITE national deployment of S7R3 software were discussed.

- **Tuesday:** Keith Duffy, NATCA OSF WAM representative traveled to CLT to attend the 2 day SRMP supporting the integration of WAM surveillance into STARS.
 - Mr. Barr attended the MDM4 Telecom
 - Mr. Barr attended the WWG Telecom
- **Wednesday:** Michael Tate and Jake Alcombrack attended the TSAS CHI Telecom
 - Ms. Barr attended a meeting with OT&E Test management and Dale Cooley to discuss official OT&E testing of SDRR scenario generation. The OSF had requested this after learning TAMR software changes have made the JVN tool unusable. Mr. Cooley will test the abilities of the DR&A tool and work with the OSF to write a process for using DR&A to create SRV files. OT&E will now test the DR&A tool as part of all software testing.
- **Thursday:** Michael Tate and Gene Holmes attended the OSF training Telecom
- **Friday:** Mr. Barr attended the TAGUP Telecom
 - Ms. Barr and Scott Kendrick attended 3 Telecoms on D10 going to EFSL after the FSL system reset. Plans to fallback to R2A were discussed, Scott Kendrick and Larry Jenkins, NTX OSF, started work on adaptation for the fallback. The final result of WJHTC investigation found operator error as a cause of the issue.


WAKE TURBULENCE: Scott Pressley (BHM) represents the membership with the Wake Turbulence Office. Mr. Pressley's update for the week is next.

- The week of June 21st was spent traveling to Chicago to hold pilot briefings on the upcoming RECAT implementation at C90/ORD/MDW.
 - Meetings were held with area pilots from several companies.
 - The intent of these meetings was not only to educate the pilots on RECAT but to answer as many questions as we can off frequency.
 - Time was also spent preparing comments on the final version of the SRMD for RECAT Phase II.
 - Once all of the comments are addressed it will be submitted to AOV for final approval.
 - The idea is to have this ready to go for the NCT implementation in September.
- Right now we are not sure if the SRMD can get through AOV in time because of internal delays within the FAA. The implementation of RECAT at NCT will either be pushed back to accommodate this or they will implement RECAT 1.5 like the Chicago area.

WEATHER: Matt Tucker (ZTL) represents NATCA's bargaining unit on weather issues. Below is Mr. Tucker's update for this week.

- Travelled to DC for the week.
- Next Gen Weather Processor (NWP)
 - Met with the Program office to start the process to establish a computer human interface (CHI) team. The program hired a human factors professional to guide the CHI team in the development of the new Aviation Weather Display (AWD) graphical user interface (GUI). The team will be made up of a mix of enroute, terminal and TMC controllers and managers.
 - Met with the human factors professional to discuss his idea of what the GUI would look like and the fact that we do not need to keep the current layout and display as the products will be new and technology allows for a greater functionality than the current systems in the field.
 - Met with a number of members of the NWP team to discuss the sustainment of Integrated Terminal Weather System (ITWS) until NWP can be deployed. Some of the issues are that the SUN hardware is no longer supported by SUN and there are a limited number of spares available at the logistic Center. The system has a fail over mode that would still provide windshear and microburst alerts to the tower and TRACON but the weather products used by traffic managers would be unavailable. There is a web version that VOLPE generates but the interface is different from what is used in the field and training would need to be done.
- Weather and Radar Processor (WARP)
 - Met with the program office to discuss the upcoming TTL test at ZHU and ZSE. The program is still finalizing the test plan and has the NAS change proposal (NCP) completed to allow for testing. The program office will be flying to ZHU and ZSE to conduct face to face meetings to kick off the testing and plan to return after a couple of months to conduct interviews of the controllers impressions and opinions on the weather upgrade. The goal is to complete all testing by January with the goal of being at ZTL for March 2016.
- ATSAP CAR for the winds at FFZ.
 - Met with the ASWON group to finalize the plan to restore the wind sensor at FFZ. After a plan was finalized it was discovered that Tech Ops at the facility had been able to acquire a transmitter and receiver from the manufacturer and was able to restore the weather sensor to service.
- Contract Weather and LAWRS
 - Met with the program office to discuss the status of the transition of 57 CWO sites to LAWRS.
 - The office is in the middle of developing a direction memo to instruct the field on conducting local Safety Risk Panels on the implementation plan and what the

- staffing requirements will be.
- A note on the transition is that the safety panels can only bring up new hazards being introduced by the facility transitioning to LAWRS. There are 300 facilities that already conduct weather observations so the hazard would have to be one that is new. Also staffing will be considered in the transition.



Dale Wright

Director

Safety and Technology