



National Air Traffic Controllers Association
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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending July 17, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) serves as the Article 48 Representative for Administrative Software initiatives. Below is Mr. Santa's report for the week.

- **WMT**
 - Fielded a bunch of questions about the usage of OPAS in the future. As of right now, Mr. Santa only knows the FAA has sent an Article 7 notice to discuss OPAS.
- **A-SISO**
 - The group was in ZOB for testing this last week. We were able to find some enhancement needs and sent them to the programmers for coding. The test was generally successful with a few installation issues uncovered.
- **CEDAR/FALCON**
 - The weather display on FALCON has been determined as not acceptable so a warning has been placed on the login page.
 - We are getting closer to a SOP/MOU thanks to Dean Iacopelli, Phil Barbarello, Steve Hansen, and Tom Adcock's tireless work.
- **AST**
 - The administrative software team's three members will have their first telcon with the FAA on July 20th.

AIRSPACE TECHNOLOGY DEMONSTRATION (ATD-2): Pete Slattery (CLT) is the Article 48 Representative for the ATD-2 Project. This is a NASA led initiative to prove technology for surface operations. Mr. Slattery is also the Article 48 Representative for Flight Data Input Output (FDIO) until a new representative is selected. A volunteer request is out now for volunteers to the FDIO position. Mr. Slattery's report for this week is below.

- **FDIO:**
 - Mr. Slattery received a production unit of the COTS keyboard selected to replace the existing FDIO keyboards last week for final evaluation.
 - The keyboards are rugged commercial units that have been slightly modified to contain FDIO specific keys. All of the keys are black with high contrast white characters and can be back-lit with 7 levels of brightness. This keyboard appears to be a more than acceptable tech refresh of the aging FDIO keyboards.
 - Controllers will be very happy with this replacement keyboard.
- **EFD/TFDM:**
 - Mr. Slattery traveled to RDU on July 15th to participate in the administration of a questionnaire about possible safety benefits of an Electronic Flight Data (EFD) system. The TFDM program has come to recognize what we at NATCA have been saying for many years; that an EFD system brings not just greater efficiency and collaborative

abilities with it, but also serious and identifiable safety features. Anytime you give controllers more information, and an appropriate level of automation, you increase their situational awareness and therefore improve safety.

- RDU tower controllers had the privilege to be a test site for an earlier version of the AEFS system approximately two years ago. Due to that fact, the TFDM Program sought their insight in to how an EFD system might have prevented various incidents and accidents on airport surfaces over the last several years. Select controllers, who had used the AEFS system during its brief time at RDU, were given NTSB accident reports along with diagrams of the airports and relation of the aircraft involved, then asked if and or how, an EFD system may have helped prevent the accidents from occurring.
- Participant's responses will help the TFDM program finalize their cost/benefit analysis. As usual, all personally identifying information is scrubbed from the responses and identities are confidential. NATCA thanks RDU controllers for their willingness to continue contributing to our efforts to obtain EFD for controllers throughout the NAS.
- **ATD-2:**
 - Airspace Technology Demonstration 2 has finally gotten underway at CLT. Assistant Administrator for NextGen, General Ed Bolton, and several representatives from various other offices at FAA headquarters, held a kickoff meeting at Charlotte airport last week. Officials from NASA gave a presentation detailing what they hope to accomplish with this effort.
 - Essentially ATD-2 seeks to integrate Arrivals, Departures, and the Surface into one system. They seek to integrate some existing technologies (TBFM, TFMS, ARMT, AEFS, STARS, FDIO, etc) with new algorithms and new hardware (an EFD system) to improve predictability and reduce delays. NATCA is a full partner in this undertaking and controllers will be involved at every step of the way from concept to design to implementation.

AIRSPACE: Jim Davis (PCT) is the NATCA National Airspace Lead. Below are reports from various Airspace Team Leads.

- **NorCal Metroplex**
 - Participated in the Weekly NorCal Telcon (Wed): Reviewed ATSAP data to response to WSA Safety Rep Bud Pangan, the ERC and appropriate facilities; discussed status of ZOA-NCT LOA signatures; updated Implementation Tracker for Stage 5A; confirmed schedule though Aug 7th; cancelled NorCal Weekly Telcon Wed, July 29th due to unavailability of participants.
 - Participated in the Weekly National Metroplex Telcon (Wed): provided an update on the NorCal Metroplex Project.
 - Received recent ATSAP data from WSA Safety Rep Bud Pangan; reviewed with POCs on Weekly Telcon; disseminated information to appropriate facilities.
 - Outstanding item: 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.

- Upcoming:
 - Annual Leave scheduled through July 26th; July 27-31
 - ERAM / Metroplex / DataComm Meeting re: SIG1587 (in DC); Cancelled July 28-29 Core / POCs Meeting due to unavailability of many of the participants; Aug 4-7
 - Quarterly Staff Meeting (SEA); Aug 20th – Stage 5A Implementation;
 - TBD: Meeting with SoCal Metroplex Team
- Worked 2 Operational shifts for staffing and currency.
- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **Atlanta Metroplex**
 - **Week's Activities and Meeting Outcomes:**
 - Updated MS Project file
 - Meeting with NW area at ZTL regarding Holding Placement
 - Meeting with ZTL SGET developers
 - Telcon with ZDC about DC Metroplex lessons learned
 - Meeting with ZTL530 about VOR MON
 - Meeting with ZTL530 about ZDC Lessons Learned Concerns
 - ZTL expects to increase TMA usage to ATL – currently used from 845-1630 local, expects expansion to 0700-1630
 - **Issues:**
 - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
 - **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
- **Denver Metroplex Design & Implementation**
 - July 13 - 16, 2015 – Design Meeting and ISIM WebX
 - Last week, July 6 – 9, the Denver D&I Core Team met at MITRE for our scheduled Core Team Meeting.
 - Design work for the 8 vs. 16 STARs has been completed.
 - This week the Design Team met with ATAC to scrub traffic for the upcoming ISIMs. That work was completed on Thursday morning.
 - The Design Team met with Bill Payne, NBAA, on Tuesday morning to discuss the satellite airport STARs that have been designed thus far. Mr. Payne raised some issues with the new designs from the NE and NW corner posts, which the facilities said they would look in to.
 - Due to a staffing issue at D01 the ISIM HITLs scheduled for the week of 8/17 were moved to the week of 8/10.
 - The actual HITLs will now be held 8/10 – 8/13 at D01 and 8/24 – 8/27 at ZDV.
 - On the glass scrubs will still be at ZDV on 7/27 – 7/30 and 8/3 – 8/6.

- The Design Team agreed that the week of 8/31 – 9/3 would be decision week for the 8 or 16 STAR system.
- United Airlines has asked to SIM the new STARs in their simulators next week in Houston.
- **Upcoming Schedule**
 - July 22 - 24 – Mark and I will travel to Houston with the ZDV and D01 POCs to SIM the 8 and 16 STARs with United. We also plan to visit ZHU and I90 to show the Denver team how Metroplex has improved the Houston airspace.
 - July 27 – 30 – The Design Team will meet at ZDV with ATAC to begin the scrub on the glass.
- Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **Charlotte Metroplex**
 - Leads worked at CLT
 - Briefed CDIA Airport Director and staff on the Project. They were interested in noise models for the new procedures and are concerned that City Council will have questions. Council received letters about the Record of No Decision (ROD). The Director was pleased with the briefing and we offered our assistance if needed to answer any forthcoming questions
 - Briefed Operations Support Facility staff on Project and worked with them to clarify questions for the October Implementation
 - Assisted CLT Training Department with training PowerPoints for October Implementation
 - Participated in a large Charlotte specific Implementation meeting. All shops are moving forward and they expect to be ready for implementation
 - Held biweekly TELCON with all facilities on October Implementation
 - Leads are on Leave the week of July 20, 2015
 - **Issues:**
 - LIINN STAR. The procedure was not fully flight-checked due to the SOT Transition being out of service. The SOT Transition will be NOTAM'd "N/A" until the flight checked can be flown. This does not delay implementation
 - **Upcoming:**
 - 7/20/15 – Leads on Annual Leave
 - 7/27/15 – Leads at home facilities
 - Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **CLE/DTW Metroplex**
 - Met with the TBFM National Team at ZOB briefed Metroplex and desired phase implementation that we desired. The team met with members from D21, ZOB and CLE to evaluation the current state and what they will need for the upcoming Metroplex changes.
 - Met with Traffic management personnel and implementation strategies
 - MITRE completed GE FMS database for CLE procedures that was forwarded to UAL for upcoming Sims
 - Briefed CSA group employees on status of the project and upcoming timelines.

- Met with the FPT team on what is needed, by when and if we can go with an early timeline on the instrument approaches to DTW on November 10, 2016 Chart.
- Met with Service area North Staff Manager on a proposal to delete segments on Victor airways that are not need in the study area around CLE & DTW.
- Met with the Environmental lead about the incorporation of the airway deletions, public notifications, community outreach and other issues to meet our timelines
- Updated the calendar and established some better means of calendar notifications to the group.
- Talked with Mark McKelligan about surrounding facility status
- **Upcoming:**
 - CLE Sim test @UAL 7/21-22
 - Leave 7/27-31
 - Metroplex Leads meeting 8/4-7
- Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Las Vegas Metroplex Study Team**
 - Met with Las Vegas Study Team members Troy Bigelow (ZOA NATCA SME), Patty Daniel (FAA Management Co-Lead), and Jim Hughes (MITRE Lead) to discuss study team calendar and schedule
 - Discussed issues brought forth by industry partner (NBAA) tech pilots reference calendars, schedules, and meeting sites. The team revisited the study team calendar to explore possible changes in meeting locations to assist in resolving any scheduling issues
 - Contacted Martin Ramirez (ZLA NATCA VP/Las Vegas Study Team POC) to confirm availability for site visit to ZLA on July 21-25 so the study team members can observe ZLA sectors that work Las Vegas traffic
 - Reviewed presentations and site package to be used by the study team
 - Contacted the different Las Vegas area facilities to obtain meeting spaces to accommodate changes in the study team calendar
 - Contacted Las Vegas area facilities coordinating sites visits for the team on August 5-6
 - Traveled from Sacramento to Washington DC and received training from ZDC personnel on travel vouchers and the new E2 travel system
 - Reviewed TARGETS files, track data, and ZLA sector configurations in preparations for site visit to ZLA next week
 - **Upcoming Activities:**
 - ZLA site visit – July 21-25, 2015
 - Las Vegas Study Team Administrative Week – July 27-31, 2015
 - Las Vegas Study Team Kickoff – August 4, 2015
 - Las Vegas Facilities site visits – August 5-6, 2015
 - Las Vegas Study Team Initial Outreach Meeting – August 11-13, 2015
 - Las Vegas Study Team Design – August 17-September 18, 2015
 - Las Vegas Study Team Second Outreach Meeting – September 22-24, 2015
 - Las Vegas Study Team Analysis – Mitre – September 29-October 23, 2015
 - Las Vegas Study Team Final Outreach Meeting – October 27-29, 2015
 - Las Vegas Study Team Documentation Development – November 2-19, 2015
 - Las Vegas Study Team Report Due – November 20, 2015

- Submitted by Las Vegas Metroplex Study Team Lead Art. 48 Ron Myers
- **Phoenix OAPM Design and Implementation**
 - US Airways/American Training Center in Phoenix for Phoenix TRACON Airspace Design
 - Began design of Phoenix TRACON airspace to accommodate new Phoenix Metroplex procedures
 - Modified some Phoenix Metroplex procedures
 - Coordinated with Phoenix Post Implementation SID team on issues with proposed procedures
 - National Metroplex Telcon
 - Updated calendar with timeline for design administration activities
 - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **SoCal Metroplex**
 - Rob Henry (FAA Co-Lead), Ryan Weller (FAA Environmentalist), Dave Adams (CSSI) and Mr. Gonzalez met at the Regional Office to prepare for the elected official briefings scheduled for this week.
 - FAA Headquarters extended the public comment period for SoCal Metroplex by an additional 60 days on Friday June 10th. A press release, email, social media, and newspaper listings were used to notify the public of the extension.
 - We briefed Congressman Xavier Becerra, 34th Districts Staff on the SoCal Metroplex procedures and Metroplex process. They believed additional public outreach meetings should be held to notify the public of the project.
 - A telcon was held with the OSG Flight Procedures Team to discuss the impact of the 60-day comment period extension to our proposed publication cycle. The discussion also included the impacts of the required MagVar changes to the SoCal procedures along with the changes to the LAX RSA project timeline changes, and how all of these adjustments may affect the Draft EA. Discussions to be continued.
 - Mr. Henry, Mr. Weller, Mr. Adams and Mr. Gonzalez briefed representatives for the City Of Orange, Newport Beach, SNA Airport and their contractors. Most of their concerns were legacy noise issues. The contractors requested the TARGETS files for all of the SoCal procedures so that they may be reviewed. This is not the first request that we have had for TARGETS files. The request has been sent to FAA HQ and Legal for a response.
 - The group also briefed representatives for the SAN Airport along with the Airport Noise Advisory Committee, which included members of the public. We had not been advised that members of the public would be present, so we did not present the group with the government briefing we had prepared. The group had some questions about specific procedures and members of the public shared their questions and concerns, which we answered.
 - The group also briefed representatives for Senator Joel Anderson, 38th District, on SoCal Metroplex. Their questions and concerns were around changes to procedures in and out of SEE.
 - Mr. Henry, Mr. Weller and Mr. Gonzalez participated on a telcon with Glen Martin, Regional Administrator and his staff along with the contracting group from Manatt, hired by Administrator Huerta, to assist in identifying further areas of public outreach.

Manatt will be meeting with the Mayor of Los Angeles and LAWA to discuss potential further public outreach.

- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Western Service Area PBN and Established on RNP (EoR)**
 - 6/29-7/2 OSG activities with Co-lead
 - 6/30 Weekly service center telcon
 - 7/1 Weekly PBN telcon
 - 7/6-8 OSG activities with Co-lead
 - 7/9-10 Annual Leave
 - 7/9 Greener Skies Status Telcon
 - 7/13-17 OSG Activities with Co-lead
 - 7/14 OSG/FPT processing
 - 7/15 Weekly PBN telcon
 - Base Analysis reports completed for ASE SID/BLI STAR/SEA SIDS/SUU STAR/LAX SID/GPI SID/BFI SIDs
 - Notional RNP's designed for PHL (potential EoR)
 - Participated in Denver EoR HITL Telcon
 - Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
 - Met with Metroplex Program Office and Mitre support to go over Lessons Learned from the different phases of the different Metroplex sites
 - Met with AJV-14 (PBN Programs and Policy Group) Project Lead to discuss ongoing PBN issues
 - Multiple discussions concerning Metroplex community outreach efforts
 - Participated in 3 days of meetings (7/14-7/17) continuing the efforts to re-write FAA Order 7100.41 and the accompanying guidance documents and flow charts. Future efforts will attempt to incorporate all PBN orders (such as the 8260.43 RAPT Order) in to a single order
 - Participated in telcon reference Denver Metroplex
 - Participated in weekly Metroplex Staff telcon
 - Multiple telcons with Metroplex Program Manager, NATCA Study Team Lead, and Mitre support to discuss Las Vegas Study Team activities
 - Multiple telcons/meetings to discuss North Texas Metroplex post-implementation activities
 - Participated in telcon reference Metroplex community outreach
 - 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 – August 4, 2015
 - Metroplex Leads Meeting – Seattle – August 5-6, 2015
 - Las Vegas Study Team Initial Outreach Meeting – August 11-13, 2015

- PBN/RAPT Orders Meeting – OKC – September 1-3, 2015
- Las Vegas Study Team Second Outreach Meeting – September 22-24, 2015
- Metroplex Summit Meeting – September 22-24, 2015
- Las Vegas Study Team Final Outreach Meeting – October 27-29, 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**
 - Participated on the weekly Metroplex staff telcon. Discussed Las Vegas schedule, NTexas (assisting with the distribution packages and follow up), Remainder of FY budget and revamping of weekly reports.
 - Met with PBN project lead to discuss PBN issues and how to incorporate the Q-route effort into the existing schedules.
 - Participated in the 7100.41 rewrite meetings for several days. This effort was completed and the plan is to have the rewrite published in Sep/Oct timeframe.
 - Participated in several meetings and telcons reference AJV-5 effort to combine the 8260.43 with the 7100.41. Coordinated for participation on this workgroup that starts in early Sep, Bill Wise (ESC OSG Rep) will be the Natca lead on this effort.
 - Participated on a telcon with the Denver leads to discuss upcoming scheduling of ISIM modeling.
 - Attended Metroplex community outreach discussion on how to document outreach meetings as well as make them inclusive to our projects.
 - Participated in several telcons on the upcoming ERAM/Metroplex/Data Comm meeting scheduled 7/28-7/29.
 - 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 the weekly Metroplex Telcon
 - Participated on a Telcon concerning AJV5 wanting to combine the 7100.41 and 8260.43 orders
 - Participated on a community outreach Telcon for Metroplex
 - Participated on a Telcon concerning Metroplex post implementation activities
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

COMMON AUTOMATION (CARTS): Mickey Vitti (N90) is the CARTS Article 48 Representative. His report to the membership is below.

- Mr. Vitti traveled to Lockheed Martin in Eagan, MN along with Charlie Driscoll (C90) to witness Lockheed Martin's Dry Run of the test procedures for the Chicago FMA Project.
- Very minor problems arose during the week and it is expected all issues will be fixed by the OT&E scheduled for September.

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

- This has been a busy week with many more to come for the Data Comm SME's. Brian Dubois (BOS) was in OKC working on the contractor presentation for the PDC and CPDLC training with AJI. PDC facilities can look forward to hearing Mr. Dubois's voice on the ELMS training that is being developed. Ross Dickinson (MEM) is in HOU training controllers on the new PDC. Tom Gray (OAK) and Ray Adams (EWR) were in DC working requirements for the UBER CHI that will be used for the waterfall deployment beginning later this year.
- This week new thin clients were installed at BOI and SLC. These thin clients will help improve performance and reduce TDLS freezing and discoloration issues that are happening in the field today. Waterfall sites will receive these new thin clients when their facility is upgraded to version 12.
- Chad Geyer was in OKC working with the group on the contractor presentation and also:
 - Attended numerous PTR triage telecons during the week to discuss build dates and criticality
 - Attended build status and update plan meeting
 - Attended numerous Tiger Team Caucuses for PTR troubleshooting
 - Attended DataComm Program Management Review
 - Attended Tech Work group meeting between ERAM and IFCET to discuss ADR/ADAR issues and coordinated a meeting for SME's next week to discuss options
 - Attended 7/15 ZLC/SLC exit brief for TDLS build
 - Attended the DataComm Implementation Coordination meeting for all key sites
 - Attended Schedule Matrix meeting to discuss waterfall activities and resource scheduling
 - Coordinated with JFK, CVG, SAN, SLC, BOI and other facilities on DataComm related issues
 - Attended a telecom with Mel Davis, Eric Labardini, James Keith, Scott Conde and Jeff Woods regarding ATN B2 and validation exercises

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) provides the membership with Article 48 Representation on the IDS-R project. Mr. Smith forwarded the information below for this week's update.

- Emergency Release 2 passed testing at the Technical Center last week and is going to be delivered to two facilities for key site testing: PIT on the week of August 4 and PHL on the week of August 11.
 - The Program Office originally halted all installations of the NIDS hardware pending the build passing testing but has altered that schedule.
 - The Program Office now wants to wait for key site verification of the builds before the installation waterfall will continue.
- To confuse matters a little more the Program Office is not going to test Emergency Release 1 but rather they are having All Weather Incorporated (AWI), the IDS-R vendor create a build combining the fixes in ER1 and 2, called ER3.
 - This build is scheduled for testing the week of July 27.

- NATCA asked about the possibility of combining the fixes into one build weeks ago but was told that it was not feasible.
- More than a few facilities are asking when the waterfall schedule will resume installations and if they are keeping the same dates. Unfortunately there is no answer to that yet. We have brought specific facility requests to the attention of the program office when project conflicts will arise if the dates are poorly rescheduled.
- Database collections and designs along with site surveys are continuing while the build testing goes on.

LOS ANGELES (LAX) VISIBILITY ISSUES: The S&T Department continues working with Mike Foote, LAX FacRep with the assistance of NATCA NextGen Lead Mel Davis to address the continued efforts of the Los Angeles World Airports (LAWA) to build the airport in violation with many of the Airport Surface Regulations.

- LAWA has continued with their plans for the Midfield Satellite Concourse (MSC). The construction of this concourse will complicate the ground operations which are already some of the most confusion and congested ground ops in the country.
- This airport abuses the use of taxilanes due to the inability to separate the taxiways from each other in accordance with FAA regulations.
- Mr. Foote's work as the Article 48 Representative for the Camera Working Group has provided him with a very good working knowledge of camera use in the NAS. LAWA seems to believe controllers have plenty of time to just look at a camera since they can't see the aircraft out the windows of the tower due to buildings.
- Mr. Davis is working with employees of the Airports Division to increase their knowledge of the LAX issues.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is the NME Article 48 Representative. Ms. Conrad's report to the membership for this week is below.

- Ms. Conrad traveled to Oklahoma on Monday this week to view the latest version of the Universal Interlock Controller (UIC).
 - The ability to control and monitor the ILS and RVR are currently supported by the UIC. The newest version in its completeness should monitor and/or control all different approach lighting systems (MALSR, LDIN, ODALS, ALSF), PAPI, VASI, REILS, Engine Generators for the ALSF and other EGs also. It should also monitor the DALR or any other equipment that has an ancillary digital data point.
 - To date, the newest version monitors and/or controls the ALSF, MALSR and the EGs. The PAPI and VASI support are close to being complete.
 - Ms. Conrad is pleased with the design and interaction with the Touch Screen display unit thus far, as they kept the design very simple so that it is not completely different from the controls currently used to operate the approach lighting systems.
 - The engineers improved on the ILS monitoring portion of the UIC, in that if you lose a portion of your ILS, the system can automatically determine (in accordance with

6750.24) what category the ILS is capable of running (CAT I, II, III, or just a Localizer approach).

- Ms. Conrad was informed that the Agency has installed the ability to control and monitor the MALSR into OKC tower in late May.
 - Sylvester Ivory (FAA Tech Ops Manager) and Don MeGehee (FAA Tech Ops) expressed they needed to use OKC as their test site because they can only do so much through simulation and they wanted to ensure that it would all be up and running for SFO.
 - While Ms. Conrad understands this, however, she stressed the importance of needing to know this when it happens and not two months later.
 - Ms. Conrad expressed that she could have been in contact with the Rep at OKC this entire time getting feedback on the system.
 - The Agency will advise when they install the ALSF and the Engine Generator portion of the newest version.
 - The Safety and Technology Department is working to contact OKC NATCA to see what was actually coordinated with them.
- The plan for SFO, is to first cut over the old tower to the UIC ILS only version to allow controllers to familiarize themselves with the new system before moving to the new tower and having to adapt to all new things. The projected time for this is sometime in November. Shortly after, they want to cut the old tower over to all of the other versions with the exception of the RVR. There is a technical problem with cutting over the RVR portion of the system until the new tower because it is connected to so many other things.
 - The plan is for Ms. Conrad to be in attendance in SFO when the ILS version is switched and then when the ALS and other NAVAIDS version is switched over to monitor the transition and get controller feedback.
- As for the training on the new system, we have brought Tom Adcock (NATCA Training Representative) into the loop to work with Martin Carbajal of OESG who conducts the actual training and Fred Noujoks, the SFO Rep for UIC. Mr. Adcock and Ms. Conrad will be talking next week more about how they want to move forward with the training. However, at the moment the Agency has expressed their desire to conduct familiarization training as opposed to any formal training course but they will let Mr. Adcock guide them on this front.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) works for the membership as the NVS Article 48 Representative. Mr. Shedden's report for this week is next.

- **Meetings this week:**
 - NVS PTR Review (review of open issues)
 - D10/DFW IVSR Briefing
 - NVS Human Factors Working Group
 - NAS Voice Recorder Program Requirements Kickoff
 - NAS Voice Recorder Program Investment Planning and Analysis Kickoff
- **Other issues worked:**
 - Review of Air Traffic Early User Involvement Event planning documents
 - Coordination with PCT about SRM Panel and subsequent SRM panel regarding the removal of their existing ECS

- NVS dial plan review
- NVS A/G multi-site group functionality

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

- There were three key events this week for NATCA NextGen:
 - **Path Stretch Demonstration:**
 - The Time Based Flow Management (TBFM) Program is working on advanced capabilities like Terminal Sequencing And Spacing (TSAS) in Work Package 3 of the TBFM. An additional capability that will be added in the future is called Path Stretch. It is this capability that will allow EnRoute controllers to keep both the ATC automation systems and flight deck automation systems engaged in closed loop, delay absorption modes during the descent phase of flight. This concept was extensively tested a few years ago in a simulated environment with Bargaining Unit Members from Denver Center and it showed significant benefits then. Path Stretch was transferred from NASA to FAA a couple of years ago. It has continued to evolve in the lab environment and last week the Ops Team from TBFM was able to see it in action. It was a good technical interchange meeting and should be ready for FAA investment decision soon.
 - **FAA Department of Airports discussion on LAX:**
 - NATCA was able to leverage relationships established through extensive collaboration with the Airports community regarding LAX. NATCA had a comprehensive and frank discussion with the Headquarters level of the FAA Airports Division about current and planned LAX construction. The outcome of these discussions was a clear indication that there were still opportunities with the ATO to share the NATCA concern about the LAX ground operation. NATCA will continue to pursue the LAX issues until they have been resolved.
 - **Aviation Technology Demonstration Two (ATD-2):**
 - ATD-2 is a comprehensive effort to merge three different FAA automation systems into a "cloud" environment which includes airlines current operational demand in addition to airport operators current flow capacity. The FAA systems are TBFM, TFMS and TFDM. NASA will be the lead technical organization for this complex effort. NASA has reached out to both FAA and NASA to ensure clear communication of objectives and expectations. There was a kick-off meeting this week in Charlotte where the bulk of the work on this demonstration will occur.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) represents NATCA in the PMO as the Article 48 Representative. Mr. Woods' activities for the week are below.

- Participated on a weekly telcon with Jim Linney (PMO)
- Participated on a telcon with Mark Minik (AJT) and NATCA FUISON Team about N90 FUSION

- Attended a meeting with Dan Smiley (VP AJR), Dan Foyle (Deputy VP AJR), and Mel Davis (NATCA NextGen)
- Participated on a telcon about SWIM Visualization Tool (SVT) with ATM's and FACREPs from 11 locations and the Program Office
- Attended a meeting about Path Stretch with AJV-7 and James Keith (NATCA AJV 7 Rep)
- Attended a meeting with Robert Higginbotham (ANG) about surface radars
- Attended a meeting with TBFM OPS Team at Mitre
- Attended a meeting about Paired Approaches at Mitre
- Attended a bi-weekly meeting with Kathy Heet (AJT), Mark Minik (AJT) and Lori Farrell (AJT)
- Attended a meeting about Off Shore Automation with Jim Linney and Walter Abilia (AJM)

REMOTE TOWERS: Kieron Heflin (IAD) is the Article 48 Representative for Remote Towers. Last week a meeting was held in Leesburg, VA to brief the FAA and others on the initiative. Below is a report on that meeting.

- The Remote Tower Center (RTC) at Leesburg (JYO) has all equipment installed and is currently being tuned for best performance.
- Dave Olster (SAAB) provided a technical briefing on the system.
 - Cameras have been focused and set
 - Air compressors used to provide the air blade for all the camera windows have been tuned to best performance.
 - Still working on the final telephone type to be used in the RTC. NATCA advised they were good with what was current there, a regular telephone.
 - There will be no coordination between the RTC and other facilities during the passive data collection.
 - Light gun is functional and a chart of operational requirements will be placed in the RTC.
 - While there will be no operational use of the light gun feature of the system, the light gun will be tested during the passive data collection.
- Jean Southwick (SAAB) briefed on the status of the data collection activities.
 - Scheduled to begin on August 3rd
 - Two controllers per week for 15 weeks
 - NATCA has provided controllers for the data collection along with ten (10) alternates just in case the controllers are not able to be released from their facility.
 - There is huge interest in the project by Congressional and small airport leaders
- NATCA held an internal telcon for the bargaining unit members selected for this activity.
 - Discussed the importance of this work
 - Briefed on what controllers can expect when they arrive
 - Answered questions on travel and work hours

REQUIREMENTS (AJV-7): James Keith (D10) is the NATCA Article 48 Representative for AJV-7. Mr. Keith's list of activities is below.

- Attended the ATCA round table.
- Attended Aero Club luncheon with Peggy Gilligan (FAA-AOV) as the guest speaker.

- Path stretch meeting with Rob Hunt (FAA AJV-7) and his team. Discussed the path forward on getting path stretch moving toward reality.
- Interval Management (IM) meeting to go over the con ops and short fall.
- Made contact with FacReps at Salt Lake Tower and TRACON to get a site visit scheduled for AJV-72.
- Meet with AJV-72 specialist to discuss SFMA. The SFMA demo will be July 21-23.
 - Mr. Keith will be a MITRE during this week for these evaluations
- Jeff Woods (PMO) and Mr. Keith met with AJV-72 to discuss path stretch conflict probe.
- Attending a meeting at MITRE for conversation reference Paired Approaches.
- Held a conference call with Eric Labardini (SBS Article 48) and Tom Zarick (IM) to discuss IM and ADS-B.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) represents the bargaining unit reference criteria for RNAV and PBN initiatives. Mr. Kelly's report for the week is below.

- **D-ATIS and advertising PBN procedures** - A 90-day trial has been proposed to demonstrate at five (5) facilities the inclusion of available PBN procedures in an effort to remove any confusion on the part of pilots that these procedures are available. Obstacles continue to be: resistance to change, mixed procedures resulting in less efficient operations overall, mixed equipage and therefore mixed procedures continues to be an obstacle, Air Traffic equipment (data blocks) limit the ability to know which aircraft is executing which procedure and therefore establish separation requirements between control positions. DEN, MSP, SEA review shows a combination of advertising both the conventional procedure and the PBN procedure as available. Again as the ATIS is advisory in nature this is logical and necessary to accommodate the combination of procedures in use.
- **NSPP – Metroplex:** Florida adds a boatload of placeholder dates for 227 procedures including the following airports: 54 for DAB, RSW, TPA, SRQ, MCO, F11 for the 3/29/2018 pub cycle, 10 TBD for 5/24/2018, 66 for DAB, RSW, TPA, SRQ, MCO, F11 for 7/19/2018, 42 for MIA, FLL, PBI for 9/13/2018 and 55 more for MIA, FLL, PBI for 11/8/2018.
 - NEW Metroplex Procedures: SoCal Q routes slip from 12/10/15 to TBD.
- **PARC VNAV –** There is an upcoming meeting to discuss previously agreed upon guidelines that are now being reopened. RNAV STAR / OPD vertical angle guidance. Working on wording that will allow vertical angles outside of the recommended and “not the exceed” values in instances where the historical wind data and simulator testing or analysis indicate it's warranted. In other words we have to have a data-driven reason for exceeding 2 – 3 degrees. SID vertical profiles. There was enthusiastic support to try to eliminate any vertical profiles that exceed 300'/NM and to eliminate the current criteria of 500'/NM. the KLGA GLDMN SID brought up was and the fact that not only does this require a climb in excess of 500'/NM, it does this while doing a turn reversal. Industry must reconcile their “must haves” with the fact that there are thousands of data points showing these profiles are flyable.
- **Speeds on STARs Memo –** Guidance on speeds has come out for procedures connecting to approaches. If a STAR terminates at a fix charted on an approach procedure and that fix has a charted speed restriction, then you must establish a speed restriction on the STAR with the same numerical speed. This means the STARs speed must be an “at” speed and the approach

procedure speed must be a mandatory, "at or below" speed. If anyone wants a copy of the memo, please contact Mr. Kelly (critpbn@natca.net).

- Attended 3 day meeting for PBN order 7100.41 Rewrite.
- Provided files to the Safety and Technology Department on the following subjects:
 - Speeds on STARs memo
 - PARC VNAV notes.

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

- **Eric Labardini (ZHU), National SBS Article 48 Rep**
 - Monday, completed the fourth day of ADS-B Flight Inspection at Honolulu Control Facility (HCF). Overall coverage looked good and the facility seemed pleased with the additional low altitude surveillance gains around the islands. Full benefits will come when Fusion is implemented in 2016, but the EnRoute portion of the airspace will see these gains with the targeted ADS-B IOC in August. This event is the culmination of over a year's effort and could not have been accomplished without the tremendous support of the facility and especially NATCA HCF representatives Jonah Chang, Bryce Aubrey, and Dottie Poole. Mahalo.
 - Tuesday, support HCF ADS-B workforce briefings. Conducted several sessions with Jonah Chang. Approximately 25% of the work force has been briefed on ADS-B changes.
 - Wednesday, participated in the regular MEARTS telcon, two NATCA telcons, and traveled back to Houston on the redeye flight.
 - Thursday, participated in the NATCA SBS telcon and an SBS Article 48 Agenda telcon. Also participated with SBS PO and DOD representatives in a discussion on DOD ADS-B equipage.
- **Craig Bielek (A90)**
 - Monday participated in a telcon to discuss the radar needs of N90, participated in the weekly SBS telcon.
 - Tuesday worked on currency.
 - Wednesday traveled to Fresno, CA
 - Thursday participated in the ADS-B/Fusion Kickoff meeting for Fresno (FAT).
 - **Dan Hamilton (SFO), National Airport Surface Surveillance Capability (ASSC) Rep**
- **Dan Hamilton (SFO), National Airport Surface Surveillance Capability (ASSC) Rep**
 - **Randy Ezell (ORD)** collaborated on this update. Dan has assumed NATCA ASSC Rep duties.
 - This week was Mr. Ezell's last trip to SFO. Mr. Hamilton and Mr. Ezell spent the week observing the ASSC system and completing a "system shakedown" to uncover any issues that may have developed up through this point. All issues were documented and forwarded to the program office.
 - Still waiting on direction from the FAA regarding final system configuration.
 - 626 ADS-B equipped vehicles in the NAS, and we continue to move forward with an outreach meeting taking place at BDL early next month.

- Thank you Randy Ezell, for all of your time and effort. Mr. Hamilton is sure the team will miss you. Enjoy retirement!
- **Andrew Stachowiak (I90)**
 - Participated in the Fusion Focus Group and NATCA SBS teleconferences.
 - Participated in the BNA ADS-B only refresher teleconference.
- **Tom Zarick (ZDV)**, National Interval Management Representative
 - All week was spent supporting ZDV's GIM-S briefings in preparation for operational testing on August 3rd. Multiple daily briefings.

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

- This week Mr. Herrick traveled to Baltimore where the Section 804 Workgroup met in lieu of a trip to Charleston, SC. The CHS facility has requested to deal with issues surrounding a recent incident and avoid the distraction of having 804 activity there this week. The Workgroup traveled to BWI from Tuesday through Thursday. The 804 workgroup made progress and are nearing a final recommendation on the CLE and AZO potential realignments. There are still some questions surrounding the Agency's staffing methodology and numbers surrounding staffing and how they translate to business case projections. This continues to be a hanging point for the group.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
 - Segment 1 Lead Doug Peterson (D10) joined Bill Spence (BTV) from segment 2 and phase 1 lead Jimmie White (PHL) via telephone for an all day PTR prioritization meeting this week. The trouble reports and improvements reviewed and ranked are being assigned to the next to STARS software builds, R5 and R6, which are in development right now. R5 is expected by the middle of next year.
 - At just after 5 pm on Saturday night SoCal TRACON (SCT) and the 24 related towers transitioned to STARS for their second live operational test of the new system. There was a moderate level of traffic active at the time of the transition and the test ran successfully for just over 8 hours. Around 100 trouble reports were collected. After only a preliminary review, it appears that most of them will be mitigated through minor adaptation changes. The most significant reports, concerning tracking anomalies and flight plan information on law enforcement traffic will be addressed aggressively and the expectation is that the next scheduled test will go forward as planned two weeks from now. If that 72 hour test is completed without unexpected complications, SCT could be the fifth Common ARTS large TRACON to transition to continuous operations on STARS.
- **STARS/TAMR Phase 3 Segment 2 update not available this week. Scott Robillard was on Annual Leave.**
- **STARS/TAMR Phase 1 update submitted by Jimmie White.**
 - Monday 7/13: Participated in the TAMR Weekly Staff Meeting. Back Fill Overtime (BFOT) is/has been an important issue for the TAMR program. The program office plans to release funds to help free NATCA SMEs to attend events such as Tests, play dates, and STARS deployments.

- Tuesday 7/14: Conference call with Adrienne Baier (STARS Phase 1 Implementation Lead). Due to vacations, there was a need to re-establish communication between NATCA and the program office. A plan is being formalized to establish a schedule and funding for travel for NATCAs Phase 1 rep to meet at HQ D.C., deployments of STARS/MDM, PMR/BMR, and G1/G2 to ELITE Risk Mitigation Meetings.
- Conference call with Terrence Johnson (MDM Program Manager). Terrence has been on vacation and CCP2000 (next FAA contract with Raytheon), so there was a need to re-connect and get some issues on the table. First issue was the lack of communication with the NATCA Phase 1 rep for issues relating to MDM. NATCA did express meetings involving MDM issues needed to have NATCA presence or needs to be rescheduled until NATCA can participate. Over the past month there were meetings between the Tech Center, Program Office, and Esterline concerning field issues, software development, and testing. In the eyes of collaboration, this was viewed as unacceptable for NATCA and Terrence has an action to include NATCAs Phase 1 rep and Terminal Automation Representative for all correspondence relating to MDM. A schedule will be drafted to hold regular meetings, some meetings will be to be adjusted being that Terrence is part of the CCP2000 team.
- Wednesday 7/15: A/L
- Thursday 7/16: PTR Prioritization meeting at the Tech Center.
- Friday 7/17: RDO. Participated in the Tag-Up meeting between NATCA and Program Managers of the TAMR program. All Phases of TAMR are going to be realigned into a singular program with different offices. Back Fill Overtime (BFOT) was communicated and the program office has an action to better communicate the availability of BFOT to make sure NATCA SMEs are available for OT&E events, play dates at Raytheon, etc.

TOWER FLIGHT DATA MANAGER (TFDM): Mike Schrempp (PHX) is the Article 48 Representative for TFDM. Mr. Schrempp's report for the week follows.

- **TFDM:** The TFDM program began its process in the Source Selection Evaluation last week. All of the primary bids from industry were received and are now being reviewed. The TFDM Team will also be in EWR this week for the Operational Efficiency Review (OER) of the EWR facility.
- **AEFS:** The plans to replace the thin clients with the new model are on track for August. The new thin clients have to be power tested to ensure they will not affect the critical power bus. They also plan to replace the servers with new ones as well in both CLE and PHX.
- **EFSTS:** No new updates from last week. Later this week the program is putting on an EFSTS EUIE dry run at the Tech Center. This will give the program a chance to ensure it is setup correctly to gain the best results from the actual EUIE scheduled for August. The NAS has also come up with more replacement parts sent to the depot to sustain the system. Due to these newly found parts, it is estimated the system can be sustained for an additional few years from now.

UNMANNED AIRCRAFT SYSTEM (UAS): Steve Weidner (ZMP) serves NATCA's membership as the UAS Article 48 Representative. The work demand for this project has risen to a very high level due to organizations such as Google and Amazon having initiatives which they want to test and deploy. Mr. Weidner's report for this week is below.

- Participated in a telcon to discuss content for an upcoming UAS briefing to the ATO OG.
- Participated in the UAS ARC meeting. This was a 1 1/2 day meeting.
- Participated in a meeting with Sean Cassidy and Ben Gielow (Amazon). Cassidy and Gielow briefed NATCA President Paul Rinaldi, NATCA Executive President Trish Gilbert, Chris Stephenson (NATCA Safety & Tech Dept) and Mr. Weidner on Amazon's Prime Air concept.
- Met with Sabrina Saunder-Hodge (FAA NextGen) to brief her on a potential UAS data collection tool he observed during his visit to Gray Butte last week.
- Spoke with Mike Snaer (SSP - LAN ATCT) regarding a draft UAS LOA for the Michigan State Police and several MI facilities. Mr. Snaer is the point person for drafting this letter.
- Discussed the MI State Police UAS LOA draft with NATCA AJV8 representative, Andy Marosvari.
- Worked with Mr. Marosvari and Kevin Aurandt (AJV8) to provide Mr. Snaer with suggested LOA language for the MI State Police UAS LOA
- Participated in a telcon, led by Mr. Snaer, with all affected MI facilities regarding the draft MI State Police UAS LOA.
- Participated in a meeting regarding an AOV audit finding that the ATO was not in compliance with Notice 7210.873 (now Notice 7210.882) with regards to requiring LOA between air traffic facilities and UAS operators.
- Mr. Weidner and Steve Hansen (NATCA National Safety Rep) met with Peggy Gilligan (FAA Associate Administrator for Aviation Safety).
- Mr. Weidner and Mr. Hansen discussed UAS at CFS 2016.
- Met with Randy Willis (AJV115 Manager) for their weekly meeting
- Met with Dan Williams (ATO UAS Integration Team Lead) for their weekly meeting

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

- The week of August 13th was spent in Northern California. Time was spent at Oakland Center observing traffic and sector design.
 - A lot of work is going on right now reference En-Route Wake events and we are gathering as much information as we can.
 - Time was spent at NCT working on the upcoming RECAT implementation there.
 - Time was also spent at SFO looking at the new tower and how it will affect the controllers' point of view of the crossing runways.
- This will be important in the near future for upgrades to WTMD (wake turbulence mitigation for departures) that will make it more available for the controllers use.

WEATHER: Matt Tucker (ZTL) is the NATCA Weather Article 48 Representative. Mr. Tucker filed the report below for last week.

- **Weather and Radar Processor (WARP)**
 - Travelled to Houston and Seattle Centers to meet with the facilities to kick off the testing of the WARP ECP-1 upgrade to ERAM weather.

- Briefed the facilities on what the difference in the two radar mosaics are and how they created and distributed. Some issues that have to be worked out are how the testing will be down during weather events when training is being conducted in the TTL's and having the ability to play back a session of interest after the event to show how the mosaics would display and act differently. ZHU will be testing first as they are in convective season now and ZSE will start in earnest this November when their stratiform precipitation starts.
- The Agency will also be looking at current AP and wind farm interference days so that we can compare the mosaics for interference mitigation.

Dale Wright

Dale Wright
Director
Safety and Technology