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## **SAFETY AND TECHNOLOGY DEPARTMENT UPDATE**

**Week ending July 24, 2015**

**ADMINISTRATIVE SOFTWARE:** Rich Santa (ZDC) is the Article 48 Representative for Administrative Software programs. Mr. Santa's report for this week is below.

- **Software Team**
  - A telcon with the new software team was held to discuss the needs and desires of the ATOMS program. The team is also researching the data individually.
- **A-SISO**
  - Preparations for our ZBW visit this week were completed.
- **WMT**
  - Mr. Santa had a few user questions that were worked on.
- **FALCON/CEDAR**
  - The group is getting closer to an SOP/MOU.
  - The FAA wants to implement a new version of ENROUTE FALCON next month.
  - Mike Balder (FAA) is leaving the team.
- **ATOMS**
  - Mr. Santa is compiling a list of issues that need to be worked by a different group for interpretation.

**AIRSPACE:** Jim Davis (PCT) is NATCA's National Airspace Lead. Below are reports from Mr. Davis and other Airspace Team Leads.

- **CLE/DTW Metroplex**
  - Tested the Cleveland procedures at the United Airlines (CLE Lead Carrier) Simulator at their Houston facilities. All worked well for the carrier under several varying conditions.
  - Telcom with CSA about SMS
  - Coordinating for a multi-facility conference to finally correct Q39/Q67
  - Telcon with Core admin on things that need to be done over next several weeks
  - Working with ZAU to close some outstanding issues.
  - Updated the calendar and attendees for the upcoming meeting in DTW in August
  - Budget review for FY15 and FY16
  - Week's ahead: 7/21-22, Leave 7/27-31, Metroplex Leads meeting 8/4-7, CLE/ZOB 8/10-13
  - Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **SoCal Metroplex**
  - Rob Henry, FAA Co-Lead met with Glen Martin, Regional Administrator, at the Regional Office.

- The core team participated in the weekly EA telcon to discuss the possibility the FONSI may not be signed in January and how that will affect our proposed pub cycle dates and procedures.
- The core team participated in a telcon to discuss the recommendations from the Manatt Group. The Manatt Group was brought by Administrator Huerta to assist in identifying further areas of public outreach. The group proposed the team reach out to the Mayor of LA, the County Board of Supervisors of LA, the LA City Council, several City Representatives, Mayors of surrounding cities in Los Angeles and San Diego. They also suggested we reach out to airport officials again at LBG, BUR, SMO and LAWA. They also suggested doing public outreach meetings targeted at multilingual neighborhoods. The core team is reviewing the recommendations.
- Core team, with the WSA Flight Procedures Team discussed the decision by the WSA to move forward with the MAGVAR changes at LAX and the required changes to the SoCal procedures to conform with those changes. There are other airports that will have MAGVAR changes processed; the dates have yet to be determined. Those could affect SoCal procedures.
- The RSA project at LAX has impact on SoCal procedures along with the flight check schedule, but until the procedure publication cycle dates have been confirmed the flight check schedule can not be confirmed.
- The facility POCs met at SCT to discuss a slip in the proposed publication cycle and to determine if the proposed publication list can still be implemented with new publication dates due to prime time leave at both facilities and thunder storm season at ZLA.
- Review of procedure list groups 2 and 3 were sent to the POCs and local towers for review of accuracy.
- The team is still waiting for direction on whether or not to provide TARGETS files to airports, elected officials and or their contractors that have requested them.
- Mr. Henry and Mr. Gonzalez briefed Congresswoman Susan Davis', 53<sup>rd</sup> Districts Staff on the SoCal Metroplex procedures and Metroplex process.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Las Vegas Metroplex Study Team**
  - **Activities this week:**
    - Ed Hulseley (NATCA Art. 48 National Study Team Lead) and Jeff Davis (MITRE Metroplex Lead) met with Study Team Leads and SME's to discuss the
    - Importance of complete and in-depth documentation. The Study Teams Final Report sets the scope for Design and Implementation Team.
    - Site visit to ZLA. Martin Ramirez (ZLA NATCA VP/Las Vegas Study Team POC), Jeff Plendl (ZLA NATCA Airspace Rep Area F), Scott Beale (ZLA NATCA Airspace Rep Area D), and Kevin Pool (ZLA Airspace and Procedures Manager/Las Vegas Study Team POC) provided comprehensive overview of upcoming SOCAL Metroplex procedures and airspace changes that could affect the Study Teams evaluation of the Las Vegas Metroplex.
    - Study Team Members monitored Sectors in ZLA Areas D and F.
    - ZLA Areas D and F have the greatest interaction with Las Vegas Metroplex Area.

- Telcon with Keith Gordon (NBAA Tech Pilot Member/Study Team Industry Rep Designee), Patty Daniel (Las Vegas Study Team Management Lead), Jim Hughes (MITRE Lead) over the importance of Industry's participation in the Study Team process. Also discussed Industry's anticipated interaction and availability for attending Study Team meetings.
- **Upcoming Activities:**
  - 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 Facilities Outreach Meeting – October 27-29, 2015
  - Las Vegas Study Team Final Industry Outreach Meeting – Nov 2, 2015
  - Las Vegas Study Team Documentation Development – November 3-19, 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 And Phoenix TRACON
  - Continued design of Phoenix TRACON airspace to accommodate new Phoenix Metroplex procedures
  - Modified some Phoenix Metroplex procedures
  - Coordinated with Phil Hargarten, NATCA WSA PBN Rep and P50 on interim fixes for Post Implementation SID's
  - Meet with representatives from Luke RAPCON, DVT Tower, and P50 to discuss proposed procedures and LOA changes
  - Began formulating estimates for next years travel and overtime budget for Phoenix Metroplex
  - National Metroplex Telcon
  - Updated calendar with timeline for design administration activities
  - Telcon with Mike Barnhart to discuss program offices expectations for Phoenix Metroplex timeline
  - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Atlanta Metroplex**
  - **Week's Activities and Meeting Outcomes:**
    - Updated MS Project file
    - Rereviewed A80 STAR Design Packages
    - Reviewed MEAs on STARS to ensure no issues
    - Discussed Delta's request for data supporting OPDs and TBFM implementation impact to operations
  - **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
  - ZTL increased TBFM usage 7/21/15 to 0730-1600 local
  - 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 (ZJX conference room)
  - Week1 for Florida Metroplex in central (ZJX, ZMA, F11, DAB, JAX, MCO) Teams discussed and designed the following SIDS, STARs and procedures all in support of the Florida Metroplex project. Only One Industry Present (American Airlines for 2 days)
    - **MCO APCH**
      - MCO RIDES STAR
      - MCO WAALT STAR
      - MCO JOEYY STAR
      - MCO FATHE SID
      - MCO LEWRD SID
      - MCO EPCOT SID
      - MCO FSHUN SID
      - MCO ALINA STAR
      - SFB SHREK STAR
    - **TPA APCH**
      - TPA RUFFF STAR
      - TPA BLYMY STAR
      - SRQ LOKKR STR
      - PIE TROPP (new) STAR
    - **MIA APCH**
      - MIA DORAL STAR (enroute only)
    - **JAX APCH**
      - JAX QUBEN STAR
  - **Other actions:**
    - HITL briefing and prep for central Florida
    - Airspace discussion: ZJX, ZMA, F11, JAX, DAB
    - Holding pattern development for TPA (TPA BLRG, BLYMY AND SRQ LUBBR SIDS)
  - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Denver Metroplex Design & Implementation**
  - July 22 - 24, 2015 – Core Team and POCs visit Houston
  - Last week, July 13 - 16, the Denver D&I Core Team, POCs, and SMEs met at D01 with ATAC to begin scrub of the upcoming ISIM HITLs.
  - This week Mark Phipps and Mr. Thomas took 2 POCs from ZDV and a POC and Representative from D01 to Houston to simulate the 8 and 16 STAR design.

- The group met Wednesday, July 22 and got a tour of Houston TRACON (I90). They met with members of their Metroplex team and discussed lessons learned as well as what's been good and bad for their project.
- The next morning the group visited Houston ARTCC (ZHU). Again we were able to observe their operation and discuss lessons learned with the ZHU Metroplex Team.
- Thursday, July 23 the group got an opportunity to meet with Express Jet. We discussed how the Regional Jet fleet handles OPDs and also got an opportunity to watch a simulation of them flying some of the new Houston procedures.
- Thursday afternoon, July 23 and Friday morning, July 24 the Denver Team met with Ron Renk and Mike Cipriano from United Airlines at their training facility. This was a very informative visit with United. The United Team was able to simulate the current design the Denver Team has been working on. Mr. Renk believes the 8 STAR version is workable for industry but D01 still has concerns about the amount of additional workload, their ability to runway balance, and overall safety of the new design.
- D01 should be able to get a different perspective and an opportunity to see how Southwest flies the new designs next week when the Team visits SWA simulators on Friday, July 31.
- **Upcoming Schedule**
  - July 27 – 30 – The Design Team will meet at ZDV with ATAC to begin the scrub on the glass.
  - July 30 – 31 – Mr. Phipps will travel to Dallas with the POCs to sim the 8 STAR design with Gary McMullen (SWA Airlines) in the SWA simulators. Mr. Thomas will stay in Denver to finish the ATAC Scrubs with the rest of the SMEs.
  - August 3 – 6 – The Design Team will meet at ZDV with ATAC to complete the scrub on the glass
  - August 5 – 6 – Mr. Phipps and Mr. Thomas will attend the Leads Meeting in Seattle
- Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **CSA PBN 07/19/15-07/25/15**
  - **Activities this week:**
    - Annual Leave 7/12-7/18
    - CSA Internal Meeting Re: KAUS Post Implementation Notional Concepts
    - NSPP Weekly Telcon
    - KABQ Telcon Re: ILS/LOC RWY8 adjustments
    - Weekly NATCA PBN and Service Centers Telcon
    - Weekly PBN Lead/TetraTech Planning Meeting
    - Weekly AJV-14 Project Control Telcon
    - CSA TetraTech/PBN Lead Tracking & Record Keeping Discussion/Implementation
    - Coordination of KAUS RNP for RWYs 17L/R and 35L/R and associated NOTAMS
    - Discussion with AJV-14 Re: Future Project Lead for KMSP Post Implementation
    - Future planning for KCMH, KCRP, KIND, KMSP, KAUS, KPWK upcoming RNAV requests and projects.
  - **Upcoming Activities:**
    - KIND Post Implementation Meetings---August 4-6, Indianapolis, IN

- Next Chart Date-August 20, 2015
  - Columbus, OH (KCMH) BAR Development---September 1-3, at Columbus, OH
  - AJV-12 Visit to CSA---September 14-18, Fort Worth, TX schedule TBD
  - Metroplex Summit---September 23-24, @MITRE, Washington, DC
- Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Western Service Area PBN and Established on RNP (EoR)**
  - 7/20-24 Participated in SRM panels for 7-4-4 and 5-9-11
  - 7/22 Coordination for NorCal STAR telcon
  - 7/23 Coordination for PHX SID issues
  - 7/23 Coordination for NCT/ZOA STAR request
  - Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
  - Met with Las Vegas Metroplex Study Team members Ron Myers (NATCA Las Vegas Study Team Lead), Troy Bigelow (NATCA Las Vegas Study Team SME), Jeff Davis (Mitre Study Team Lead), and Jay Thomas (FAA Las Vegas Study Team SME) at the Western Pacific Regional Office in Los Angeles to discuss study team documentation and process. Other team members were able to dial in to participate during portions of the day.
  - Participated in weekly Metroplex Staff telcon
  - Met with NATCA reps from D10 and ZFW to follow up on North Texas Metroplex post-implementation activities
  - 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 multiple telcons and discussions 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:**
    - Las Vegas Study Team Kickoff – August 4, 2015
    - Metroplex Leads Meeting – Seattle – August 5-6, 2015
    - Las Vegas Study Team Administrative Week – July 27-31, 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 Analysis – September 29-October 23, 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
    - Las Vegas Study Team Final Industry Outreach Meeting – Nov 2, 2015

- Las Vegas Study Team Documentation Development – November 3-19, 2015
- NATCA Art. 48 Tech Rep Meeting – New Orleans – November 17-19, 2015
- Las Vegas Study Team Report Due – November 20, 2015
- Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **NATCA National Airspace Rep**
  - Participated in the weekly telcon with Frank Black, Deputy Director of Airspace Services
  - Traded text messages, emails and talked with Jodi McCarthy, Director of Airspace Services, about Ntexas
  - Participated on a PBN Dashboard telcon
  - Participated on the weekly telcon with John Brandt, Mitre Airspace Lead
  - Participated on the weekly Article 48 telcon
  - Participated on a community outreach telcon
  - Participated on a couple of telcons with various NATCA members concerning Ntexas
  - Participated on the weekly OSG telcon
  - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

**DATAComm:** NATCA's efforts on the DataComm program are led by Chad Geyer (ZLA). Mr. Geyer's report for the membership is next.

- Attended the IOC+30 PTR Scrub meeting
- Attended PTR Triage Meeting
- Attended Data Comm Tiger Team caucus.
- Attended Data Comm Program Ops Sync
- Attended TDLS build discussion
- Attended Implementation telecom
- Attended Routes work level set meeting
- Attended Weekly Key site briefing meeting
- Attended the small tech working group meeting with various members of the National User Team and JFK
- Attended Weekly Key Site meeting for ZLC/ZHU/SLC/BOI/IAH/HOU
- Attended Data Comm Implementation telecom
- Attended Tiger Team caucus
- Attended ZLC/SLC DFV flight plan discussion
- Attended Digital ATIS Limitation meeting
- Attended IOC CPDLC exit brief
- Attended 120 day initial draft discussion

**ENROUTE AUTOMATION MODERNIZATION (ERAM):** Julio Henriques (ZNY) heads up the NATCA ERAM Team from his ERAM Implementation position. The ERAM report for this week is below.

- All 20 sites have achieved ORD, of which:

- 19 have powered off the HOST
- 20 have initiated Decommissioning
- 17 have removed hardware
- 14 have removed cables
- The current release EAD30100 has been delivered to the field and most sites will be stepping up to this version in August. The next scheduled software build EAD400 is on track for mid November, and a request for sites to participate in field-testing of this release will be sent out in the next week.
- A joint meeting with participants from ERAM, OAPM, and DataComm programs, is scheduled for the week of July 27<sup>th</sup> to discuss the Procedure Altitude Use Case (S1587). The National Packaging Team will also be meeting that week in DC. The NATCA ERAM PFRs will participate in DataComm demonstration activities that have been scheduled for late August. An ABRR/PDDR testing activity is also being planned for August.
- The following is a synopsis of the National User Team meeting held 7/24:
  - **Procedure Altitude:**
    - SLE briefed the team on material that will be discussed next week during the Procedure Altitude meeting. The material covers what the proposed change will do as well as an alternate engineering proposal.
  - **ER 133412 CAATS In-Out-In:**
    - The team had a final discussion and reached consensus on the problem statement, its desired behavior is to provide a notification when specific flight plans penetrating a non-US facility are on the incorrect leg. The document will be sent to SLE once all team members concur.
  - **ER 142976 CID Display on Route Line:**
    - The team had a final discussion and reached consensus on the problem statement, its desired behavior is to display the relevant leg CID adjacent to the route line shown via a QU message. The document will be sent to SLE once all team members concur.
  - **ER 143186 IERR Equipment Qualifier Override:**
    - The task team discussed the current problem statement, they will be updating the language describing APR behavior; a new version will be discussed during the next telcon. Additionally SRM will review the current language of the problem statement to determine if any hazards exist with the current design.
  - **ER 148146 Rejecting Incorrectly Filed Flight Plans:**
    - The task team discussed the problem statement, the desired behavior is to reject improperly filed flight plans. There will be an update to the problem statement that will be discussed during the next telcon.
  - **ER 135633 Amending APRs:**
    - The team had a final discussion and reached consensus on the use case, its desired behavior is to create a method of amending APRs prior to being submitted as amendments to the flight plan. The document will be sent to SLE once all team members concur.



**INDUSTRY:**

- **RTCA:**
  - NATCA attended the RTCA General Membership Meeting.
  - Paul Rinaldi was voted onto the RTCA Policy Board
- **RTCA ACTIVITY REPORT** – Bill Geoghagan (S&T) has been working with several RTCA Special Committees (SC) and filed the following report.
  - Mr. Geoghagan has been working extensively with RTCA for the past few weeks.
  - The **RTCA Eastern Region Task Group** completed its work and delivered its recommendations to the RTCA TOC. Mr. Geoghagan assisted Greg Harris of ZMA and Woody Camp of ZSU on this group. The recommendations include additional surveillance and frequencies for the Caribbean area, Automated Data Exchange with adjacent foreign facilities, and a look at some possible airspace/sector redesigns.
  - **SC-206** is working with the MET/DataLink Service. This is not DataComm. It is a contracted service to provide the aircraft/controller with updated weather, flight information, and non-control information. There are three aspects of this service: air to ground information, ground to air information, and aircraft to aircraft information. Air to ground information can be things such as winds aloft, ride reports, outside air temperature, etc. This information can also be part of the ground to air information by relaying this information to other aircraft. Additional ground to air information can be NOTAMs and ATIS information. Aircraft to aircraft information can be turbulence information for aircraft within the route or stratum of the reporting aircraft. This may allow pilots to request altitude or route changes to avoid turbulence reported by an aircraft ahead of them or to give a quicker warning to passengers and crew of rough air ahead.
  - **SC-213** is working with Enhanced Vision Systems and Synthetic Vision Systems. They are particularly focused on approach, landing, and rollout in low RVR conditions. The goal is to produce standards for industry and for showing how the equipment will augment the out-the-window view allowing pilots to make landings at airports in below (normal) minimum conditions. Several Special Authorization Category 1 approaches already exist. Aircraft with this equipment can fly a Cat 1 approach at these airports to 150 foot minimums instead of the customary 200 foot minimums. It is hoped that better equipment/systems will allow aircraft to go even lower with no additional equipment on the ground.
    - An offshoot of this, but not connected to RTCA, is a plan to test EVS equipment for taxi operations in conditions down to zero (0) visibility/RVR. A group from the FAA is seeking to run test operations at SEA to obtain actual experience in taxiing with this equipment in these conditions. Jeff Woods, PMO Article 48 Representative and Mr. Geoghagan have met with the FAA group planning these operations. While in Seattle for a recent SC-213 meeting, Mr. Geoghagan met with Samantha Navarro, SEA FacRep, and Jeff Leonard, SEA controller representative for EVS testing, to discuss the upcoming test runs.
  - In additional group/committee work, Mr. Geoghagan has met with the RTCA Task Group on **GPS Adjacent Band technology**. This group was looking at the effects of having a

ground based data system operating in the frequency spectrum just adjacent to the GPS band. Its paper will be released soon. Mr. Geoghagan worked with the SC-217 committee on Aerodrome Mapping and Databases. They have just completed their work and the standards have been published.

- Mr. Geoghagan would like to thank RTCA and the many industry and FAA people involved in these groups. NATCA's participation at this juncture allows us to be involved with shaping the technology that will be available for future controllers and pilots.
- RTCA's webpage is [www.rtca.org](http://www.rtca.org).

**INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R):** N90's Richie Smith is the Article 48 Representative to the IDS-R program. Mr. Smith's update for this week is below.

- The IDS replacement project has been plagued with poor communication and last week was no different than the past.
  - The proposed emergency release test schedule of visiting PIT on the week of August 4th and PHL the following week had to be altered because it seems that no one coordinated with all the concerned parties at PIT.
  - NATCA had to bring this oversight to the attention of the program office. So, the new and improved, and we assume coordinated, key site schedule for emergency release 2 is now to visit PIT during the week of August 10th and PHL the week of the 17th.
- The NIDS vendor and the program office have also altered the plan for testing the next software build.
  - Last week it was reported that there would be a build called emergency release 3 (a combination of builds 1 and 2) tested during the week of July 27.
  - The new plan is to merge the two ER builds and several fixes into what is being dubbed Emergency Release 4 and run two weeks of testing at the Technical Center in Atlantic City the weeks of August 3rd and 10th.
- NATCA shares the hopes and expectations of all the parties involved these builds will operate as designed and the testing will pass leading to more key site installations and of the project moving forward. The program office is debating a list of five facilities to key site ER 4 and the local NATCA representatives will be contacted when the decisions are agreed upon.
- As far as the waterfall and hardware installations, NATCA is expecting a firmer time estimate this week after last week's national weekly telcon was cancelled due to a "Leadership meeting conflict".

**NAS VOICE SWITCH (NVS):** Jon Shedden (ZFW) is the union's Article 48 Representative for NVS. Mr. Shedden forwarded a list of his activities below.

- **Meetings this week:**
  - NVS PTR Review
  - NVS Demo CCB (Configuration Control Board)
- **Other issues worked:**

- NVS A/G - G/G position equipment configuration
- Communicated with several en route facilities regarding their use of "split positions"
- Provided update on changes to the Headset Guide
- Worked with LAX and NEXCOM Program Office to try to resolve radio issues
- Began review of multiple NVS ICD's (Interface Control Document)
- Worked with D10 on Air Traffic voice switch requirements
- Developed a plan for a readability demonstration for the NVS TED at the upcoming Air Traffic Early User Involvement Event (EUIE)

**NEXTGEN:** Mel Davis (SCT) is the NATCA National NextGen Representative in accordance with Article 114 of the NATCA/FAA Agreement. Mr. Davis forwarded the information below for this update.

- The primary activity for the NATCA NextGen representative this week was outreach and coordination with NASA. NASA has several projects that will affect NATCA over the next 3 to 5 years. These projects focus on several areas such as surface operations, arrival metering in TRACON airspace, unmanned aerial systems and applied traffic management.
- The applied traffic management project is slated to take up to 5 years and will attempt to achieve enhanced efficiency by improving traffic flow management operations. They will separately evaluate both domestic and oceanic operations. One area of focus will be on improving shared situational awareness in the collaborative decision making environment. Some of the key enabling capabilities are dynamic re-routing during adverse weather situations, common information exchange between flight-deck and ground-based tools and enhanced utilization of electronic data communications.
- NATCA will be working with NASA during the formulation phase of this project to ensure that the proposed changes resolve or enhance working conditions for the NATCA bargaining units.

**PROGRAM MANAGEMENT OFFICE (PMO):** Jeff Woods (I90) serves the union as the PMO Article 48 Representative. Mr. Woods provided a list of his activities for the week.

- Participated on a weekly telcon with Jim Linney (PMO)
- Attended a meeting with Eric Owens (NATCA TBFM), PMO, AJV-8, AJT, and Mitre about support for TBFM in the New York area
- Attended a weekly NATCA meeting with Dale Wright (S&T), Mel Davis (NextGen), James Keith (AJV-7), Jim Davis (Airspace), Andy Marosvari (AJV-8) and Robert Utley (S&T)
- Attended meetings at the Tech Center in Atlantic City on Tuesday, Wednesday and Thursday about off shore automation
- Attended a meeting with Dale Wright, Mel Davis and NASA to talk about ATD-3

**RNAV and PERFORMANCE BASED NAVIGATION (PBN):** NATCA's work on the RNAV and PBN criteria continues to increase due to development of more procedures. Dennis Kelly (PHL) leads this effort as the Article 48 Representative. Mr. Kelly provided the information below for this report.

- **ILS Rationalization** – This is a program to rid the system of unnecessary land based navigational aids. Much like the VOR MON project this portion of the PBN Strategy should not to be viewed

as a reduction of service but more of a transition to space based navigation. This will be a long term plan lasting until approximately 2030 and ILSs will probably never be eliminated because much like the VOR MON project, we will always need a backup in case of GPS failure. In addition, RNP and RNAV approaches do not have minimums as low as ILSs because the ILS signals emanate from the ground and the GPS systems can be enhanced by ground based sensors to lower minimums. Statistically, the need for minimums as low as ILSs provide or even to the ground is not needed very much. Some highlights: 1 goal of the program is to maintain vertical guidance at all airports that have vertical guidance today, but to maintain equivalent vertical guidance may be unrealistic; meaning if the ILS approach has 200' minimums and the LPV approach has 250' minimums; the difference in minimums must consider the rationalization of the ILS based on percentage of time in meteorological conditions with less than 250' minimum.

- Provide vertically guided instrument approach services to the lowest practical minima
- Provide approach guidance within a reasonable distance during a GPS Outage
- Minimize impact to airport acceptance rate in instrument meteorological conditions, including at lowest visibility conditions for high volume airports
- Provide approach guidance for military and public operators
- Provide lateral guidance to the lowest practical minima if vertically guided approach is not available
- Reduce recurring operating cost related to operation of redundant vertically guided approaches
- Transition to a PBN centric NAS, consistent with the PBN Strategy
- **NSPP** – SIDs/STARs/RNP: JFK RWY extension project affects 5 Conventional SIDs and 1 RNAV SID for 10/15/2015 publication cycle. LP/LPV production for 2015 is at its lowest level ever at 157.
- **PBN Dashboard** – This program which includes a website with information on Airport and NAS equipage, procedures available and procedure usage which has been online since April 2014 is still under review. We met with the FAA and Mitre, who runs the website to discuss the accuracy of the data, which has been a problem since day 1. We discovered the discrepancies while running the Procedures review, remove and revise team (PRRRT), which removed approximately 230 procedures (some of these were from metroplex efforts). PRRRT experienced a 6 to 9 month lag in data which made it hard to compare to current operational experience or data available at facilities
  - The PRRRT effort only analyzed RNAV SIDs and STARs and was to move onto IAPs but this effort is being combined with and renamed National Procedures Assessment (NPA). The former NPA reviewed and removed NDB approaches. We are now reviewing how to improve the accuracy of the data so we don't have to use a cumbersome, time consuming, manual type process to determine which procedures are needed or not.
- **PBN NAV Strategy** – This document is in it's final stages and will be reviewed for comment by Industry and others in SEA the 3<sup>rd</sup> week of August. This will replace the PBN roadmap of 2006.
- Attended meetings/telcons for NSPP, Weekly Service Center, ILS Rationalization, 2 day PARC NAV WG, PBN Dashboard, discussion for NPA 1 day leave and 1 day floor.
- **FILES PROVIDED:**
  - ILS Rationalization Draft plan
  - ATO Community Involvement Plan
  - New BAR template

- Initial review form

**REQUIREMENTS (AJV-7):** James Keith (D10) is the NATCA AJV-7 Article 48 Representative. This is the FAA office working air traffic requirements. Mr. Keith's report to the membership is below.

- Attended the weekly Safety and Technology meeting with Dale Wright (S&T), Robert Utley (S&T), Jeff Woods (PMO), Mel Davis (NextGen), and Jim Davis (Airspace).
- Attended Strategic flow management (SFMA) mini demo at MITRE.
- Met internally with AJV-7 to discuss path stretch.
- Met with AJV-72 managers to discuss the time allotted for NATCA SME participated in terminal work package 1.
- Met with AJV-72 managers to discuss ATPA into Micro E Arts. Discussed with Jeff Woods the involvement of AJV-72 in the process.
- Talked to Salt Lake Center FacRep to schedule a site visit in August for AJV-72. Purpose of visit is to gather information on weather displays and weather radar.
- Scheduled a conference call FacReps at Salt Lake Tower, TRACON, and Center. Purpose of call is to go over site visit schedule.
- Talked to Jim Ullman to get information on the new ERAM MOU. They scheduled a face to face the week of [July 27th](#).
- Attended a conference call with Mickey Vitti (N90 and ATPA) and Jeff Woods to discuss ATPA.
- On annual leave 7/23-24.
- Attended AJV-7 bi-weekly project report.

**SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE:** Eric Labardini (ZHU) leads the NATCA effort in the SBS Office as the Article 48 Representative. Below is Mr. Labardini's report for the week.

- The **NATCA SBS Team** traveled to Charlotte this week for the quarterly face-to-face SBS Article 48 work group meeting. The team consists of **Eric Labardini (ZHU)**, National SBS Article 48 Rep, **Craig Bielek (A90)**, **Dan Hamilton (SFO)**, National Airport Surface Surveillance Capability (ASSC) Rep, **Randy Ezell (ORD)**, outgoing ASSC Rep, **Andrew Stachowiak (I90)**, and **Tom Zarick (ZDV)**, National Interval Management Rep. Numerous topics were discussed in addition to the normal SBS program overview; ADS-B aircraft equipage has risen to almost 15,000 aircraft.
- **Outages:** Several outages of late have peaked interest in exactly how much system redundancy exists. While the ADS-B Radio Stations themselves are typically fully redundant, the outages of late have more to do with the network configuration. Past outage experience led SBS to move away from a shared network to a new Private Network (PN) configuration. Until the PN deployment is complete, there are apparent holes in the redundancy expected. Key components have shown to be subject to failure with the most dramatic examples causing a loss of ADS-B in the ZHU Gulf of Mexico airspace. PN deployment is expected to be complete by Nov 20, 2015, and the key vulnerable points eliminated after that date. However questions remain in other areas and the provider, Harris, has provided few answers to date. SBS management is as dissatisfied as NATCA with the lack of investigative results and questions continue to be asked.

- **ASSC:** The Agency appears close to moving from behind closed doors to an open discussion of alternatives to move forward. How open the dialogue will be remains to be seen and no decision has been made yet leaving the program in somewhat of a limbo.
- **Expanded analysis of non Mode C tracks versus ISR:** NATCA prompted an expansion of the original separation standards analysis included in the Terminal Fusion SRMDs. Expanded speed and altitude ranges have been analyzed but not quality checked against existing ISR functionality. This analysis has taken longer than expected due to key personnel absences. Final results are expected in the next few weeks and a briefing for SBS and TAMR stakeholders has been requested by NATCA.
- **Fusion and FMA:** An issue of serious concern at several Terminal facilities is the lack of any safety analysis to allow the combined use of Fusion and FMA. NATCA has requested that SBS undertake this analysis as quickly as possible. SBS is working to create the framework of the analysis and initial estimates are that timelines could run as much as 1.5 years with a cost of \$1.8 to \$2 million. The scope of work and framing of the issue is also to be included in the same briefing for SBS and NATCA stakeholders.
- **MEARTS:** Discussed the recent successful ADS-B flight inspection at HCF. Discussed the upcoming operational use of 5NM Fusion at ZAN. Outlined the challenges ahead to implement 3NM Fusion within MEARTS at HCF and other sites. HCF is somewhat unique since it has an underlying Hilo Approach Control (ITO) that takes a direct feed off of the automation system at HCF. Since MEARTS is an all-or-nothing Fusion configuration, meaning Hilo would have to go into Fused display mode when HCF and other Hawaiian sites do, the challenges at Hilo are the driver. ITO lacks robust radar coverage and Fusion is expected to be quite challenging in their slice of airspace. The options seem to be: modify the HCF automation system, provide an independent automation system at ITO, or halt Fusion deployment at HCF. Since high level discussion are ongoing as to the future of MEARTS at all, some are reluctant to invest in MEARTS changes at this time. Leaving the MEARTS systems static awaiting an unknown timeframe for a decision and possible deployment of another automation system seems unrealistic.
- **Interval Management, Merging and Spacing:** SBS would like to investigate more involvement on the part of ZBW ATC in the procedure. Problems exist on the avionics side with a lack of spare parts and failure rates in the 4 month frequency. NATCA SBS position is that the avionics issue must be resolved before any in depth procedural changes can be considered, but high level discussions are acceptable.
- **Interval Management, Terminal Concepts:** An IARD decision was reached recently paving the way forward for further exploration of IM Terminal application, AA&C, development. NATCA SBS stated that we are open to the discussion but significant challenges are ahead. GIM-S development is already realizing some of this challenge with EnRoute facilities sometimes reluctant to explore metering solutions outside their boundaries. Terminal IM applications would meet this same challenge but at the EnRoute/Terminal boundary.
- **ICAO Flight Plan Risks:** Two risks have been developed prompted by NATCA SBS. Both risks surround the loss of efficiency and service to ADS-B aircraft but for slightly different reasons. One, without proper display in automation systems ATC may not be able to predict ADS-B equipage. Two, if standardized use of the ICAO flight plan format is not used then ATC may not be able to predict. The second issue is a much larger, multi-department Agency issue.

- **ADS-B Alerts:** Status of the development of procedures and phraseology was discussed. Explanation of the four types of alerts: Call Sign Mismatch, Duplicate ICAO, ICAO Mismatch, Beacon Code Mismatch. Only the first two are deemed relevant as the others have little if any utility today.
- **CLT WAM:** CLT NATCA and management representatives attended our meeting for an update. Configuration and advantages were discussed. Also discussed the time line which has some challenges. The facility is very supportive and everyone anticipates a tremendous improvement in Fusion at CLT with this high update, highly accurate surveillance source in place. Targeted date for operations is currently the end of March 2016.
- **Randy Ezell (ORD)** retires next month in August and this was his last SBS Article 48 work group meeting. Randy has volunteered for the last 15 years on behalf of the NATCA memberships on projects ranging from ASDE-3, AMAS, ASDE-X to his current work on ASSC, ASDE-X Tech Refresh, and Vehicle ADS-B. His experience has been invaluable and greatly appreciated. NATCA National Tech Reps always hope to leave an impression on their career field, to leave things better than they found them. Randy has truly been successful in doing so. The entire NATCA SBS team wishes Randy the very best in retirement.

**TEMPORARY OPERATIONAL CONTINGENCY OFFICE (TOCO):** Tammy Norman (ZTL) represents the NATCA bargaining units in accordance with Article 48 with the TOCO project. Ms. Norman's report for this week is below.

- Temporary Operational Contingency Office (TOCO) established to corporately manage the implementation of cross organizational mitigation actions from Corrective Action Plans resulting from significant interruptions at Los Angeles Air Route Traffic Control Center (ZLA ARTCC) and Chicago Terminal Radar Approach Control (C90 TRACON). It was subsequently tasked with managing and tracking the development of airspace divestment plans and procedures for the En Route domain following the September 2014 ATC-Zero declaration from Chicago ARTCC (ZAU).
- **Significant TOCO Tasks and Deliverables:**
  - Manage the development of En Route airspace domain divestment plans and procedures
  - Develop recommendations for measuring and verifying facility Operational Contingency Plans (OCP) performance and compliance in accordance with the Administrator's efficiency targets (The ability to safely return Core 30 Airports to 90% operating capacity within 24 hours; The ability to return affected ARTCC or TRACON airspace to 90% of normal operating capacity within 96 hours)
  - Assess the effectiveness of current and revised En Route OCPs against the Administrator's efficiency targets
  - Manage the development of technical requirement packages and revised OCPs
  - Develop exercise methodologies for simulated OCP scenarios to include but not limited to frequency, documentation, and upward reporting requirements
  - Develop governance to ensure contingency plans are updated to reflect approved changes to system/service baselines and the introduction of new technologies and capabilities



- Assess the effectiveness of current Tier 1 terminal domain OCPs against the Administrator's efficiency targets
- **Significant Current Activities:**
  - Determine the standard to use when measuring and ultimately comparing facilities against administrators efficiency targets
  - Development of contingency exercise criteria what would also yield the measure to compare against the targets (frame the gap analysis)
  - Determine strategy for addressing the unique 4; Guam (ZUA), Anchorage (ZAN), San Juan (ZSU), and Honolulu (ZHN)
  - Conduct series of overlapping meetings at WHJTC with En Route SMEs to pre-determine airspace divestment and develop associated agreements (September 14-25, 2015)
  - Due to the cost of the planned meetings (over \$100, 000), we've been asked to restructure the meetings to reduce the costs. TOCO has the funds, but cannot get it approved.
- **Current Risk and Issues:**
  - Updating the ACT-2 Database : The TOCO questions its reliability for storing Operational Contingency Plans, and we will continue to find options to upgrade the system.
  - Getting the 1900.47E through the SMS (Safety Management System) process before the September meetings.

**TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR):** Mitch Herrick (MIA) is the TAMR Article 48 Representative. Below is Mr. Herrick and other TAMR Team Leads report for the week.

- This week Mr. Herrick traveled to Fairbanks, Alaska (FAI) for a Joint Site Survey (JSS) with Raytheon and the FAA as we begin to finalize the equipment locations and types for their transition to STARS. Many thanks to FAI STARS Rep Brett Lystad for his efforts on this project. Mr. Lystad has a good grasp on the things that need to transpire and along with our NATCA TAMR Reps will ensure another smooth transition. FAI is a very nice facility and they have a great workforce that are eager for the new system. The JSS happens at all sites after the Agency and NATCA have already conducted an Initial Site Survey (ISS) and start to formulate the official Agency position and calculations for each facility. The idea is that when the Vendor (Raytheon) arrives at the site the FAA has their stuff together and presents exactly what the facility's needs and desires are. This avoids costly reworking of designs and material orders.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - NATCA SME from Dallas/Ft Worth TRACON and Minneapolis TRACON participated in risk mitigation software testing at Atlantic City this week. This is the last formal build (R3d8) for segment 1 until the R4 build which begins to merge all three baselines, Segment 1, Phase 1 legacy STARS, and G4 Elite, into one shared baseline. Any other software activity in the Segment 1 baseline will only be for critical changes that are discovered during deployments. Several such critical software change requirements have been discovered during the first two operational tests at SoCal TRACON. The third and most critical test is scheduled this weekend and if it goes well, by the first week of August, SCT will become the fifth large Common ARTS TRACON to transition to continuous operations on STARS.



- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
  - July 20, 2015, Richard Thomas (GEG) dialed into the BIS System Performance Verification telcon on the BIS ASR8. Digitization of the ASR8 is required for transition to STARS.
  - July 21, 2015, Bill Spence (BTV) and Dan Stefko (Region X) attended the FAY Initial Site Survey (ISS) for their STARS system.
  - July 21, 2015, Scott Robillard (K90), Richard Thomas (GEG) and Joe Yannone (Region X) dialed into the GFT Radar Coverage Assessment on the GFT ASR8. Digitization of the ASR8 is required for transition to STARS.
  - July 21, 2015, Tim Poer (ABI) dialed into the Site Implementation Review for the TYS STARS system.
  - July 21, 2015, Mitch Herrick (MIA) attended the FAI Joint Site Survey (JSS) for their STARS system.
  - July 22, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the CTD bi-weekly meeting.
  - July 22, 2015, Scott Robillard (K90) dialed into a briefing by the Program Office on RMLS. RMLS will introduce remote monitoring to Tier 3 sites that do not have round the clock tech ops support.
  - July 22, 2015, Mike Wilson (CAK) dialed into the CHA ASR8 site readiness Review.
  - July 23, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the CTD testing telcon. Testing of the CTD is critical to ensure a deployable system.
  - July 23, 2015, Mike Wilson (CAK) dialed into the HSV Joint Site Survey (JSS) out brief.
  - July 23, 2015, Joe Yannone (Region X) dialed into the CTD RIO board.
  - July 23, 2015, Mike Wilson dialed in the CRW TDX-2000 Site Survey Review telcon. The TDX-2000 is used to digitize an ASR8. Digitization of the ASR8 is required prior to transition from ARTS IIE to STARS.
  - July 24, 2015, Bill Spence (BTV) dialed into the FAI JSS out brief.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
  - Monday 7/20: (RDO) TAMR Weekly Staff Meeting. Milestones: Salt Lake City G4 tech refresh underway, should conclude 1st week in September. NATCA Phase 1 rep has been engaged with the facility to address the training for Air Traffic. The TAMR program is ramping up more deployments. Daytona Beach (DAB) kickoff meeting 7/30, Raleigh-Durham Joint site survey Aug 4-6, Covington (CVG) kickoff meeting Aug 7, Phoenix (P50) kick off meeting 8/11, Orlando (3 sites total) received G4 equipment delivery beginning 8/11. Bradley/Winsor Locks kickoff meeting 8/19, Detroit (D21) Joint Site Survey Aug 19-25, Boston (A90) Equipment Delivery 7/25, and Phoenix Joint Site Survey beginning on Aug 24. This is just the month of August.
  - Tuesday 7/21: PMR with Esterline (formerly Barco). NATCA not present for meeting. In the minute from the meeting, it appears turning off LFC (for MDM flicker) is suggested due the some software problems that may arise from solving other operational defects. NATCA does not support this position barring an absolute solution that makes total since to all stakeholders not the least of which, Seattle TRACON.
  - Wednesday 7/22: MDM Transition Meeting: Kalamazoo (AZO) will be the MDM 4 Key Site under the G4 platform. AZO has a great track record with the MDM 3, citing only a

very rare screen flash, when switching between SYS 1 (FSL) to SYS 2 (EFSL). 7 total displays needed for Key Site. 3 operational, 3 training/maintenance, and 1 spare. AZO was selected as Key Site for the ability to replace all monitors in a 24hr period. Each replacement takes roughly an hour, more than likely overnight as AZO shuts down ops at 11p. All displays have to be replaced due to adaptation differences between the MDM3 and 4. The differences effect color disparity that we wanted eliminated from the controller workforce. Work begins the night of 9/15, on 9/16 there will be a final walk through to make sure AT is 100% satisfied. D01 will receive 2 MDM4s prior to AZO due to the Denver OSF does the adaptation work for AZO. 2 MDM4s will be sent to Chicago, and North Texas OSFs. It is determined, the OSFs can do their own install.

- **TAMR OSF Report – Candy Barr (NE-OSF)**

- Monday
  - Troy Barr (NE-OSF) attended The Leads Telecom
  - Mon – Friday: Paul Shireman, OT&E OSF NATCA Lead and Sean Mcgrail traveled to WJHTC for OT&E testing
  - Ms. Barr attended the TFOS Coordination Telecom
- Tuesday
  - Mr. Barr attended the MDM Telecom
  - Ms. Barr attended the SCT pre-IOC Telecom
- Tuesday - Thursday
  - Ms. Barr attended the PMO Off-shore Telecom. This group is tasked with identifying the requirements to replace the Micro EARTS systems.
- Wednesday
  - Mr. Barr attended the SMS Telecom
- Thursday
  - OSF Specialist attended the OSF Technical Telecom
- Friday
  - Ms. Barr attended the TAMR TAGUP Telecom
  - Ms. Barr attended the PHL ADS-B Ground Station failure vs. offline state Telecom. PHL experiences numerous short term alerts on numerous ground stations. PHL has started taking them offline. There are numerous issues here and lack of training for Tech Ops and OSF's cause issues. More to follow on this issue.

**TIME BASED FLOW MANAGEMENT (TBFM):** Eric Owens (I90) is the Article 48 Representative for TBFM. Mr. Owens provided the information below for this update.

- **Strategic Flow Management Application (SFMA)** - Mr. Owens attended an SFMA/TBFM HITL at MITRE last week. SFMA is an application that will enhance TBFM decision support capabilities. SFMA is currently funded for research and development. It is expected to Go through a Financial Investment Decision (FID) in December 2018 and begin deployment in 2021. SFMA appears to be the potential vehicle to tie TBFM, TFDM and TFMS together. The benefits TBFM may gain from SFMA are continued metering during severe weather events,

planning/modeling mode and re routes with continued meter times. Another SFMA activity will take place at MITRE in August.

- **Extended Metering (XM)** - TBFM Ops Team members were at ZAB and ZDV. ZAB installed TBFM 4.3.3 with success. In addition, training was being conducted at ZDV for XM and GIM-s from ZDV to ZAB. ZDV is scheduled to begin XM August 10, 2015.
- **Coupled Scheduling (CS)** - ZLA and ZOA are continuing to work together on CS. Everything is still going well.
- **Integrated Departure and Arrival Capability (IDAC)** - ZLA, LAX and BUR will begin the use of IDAC again on July 27. A patch was installed lasted week to fix a problem that caused the system to inadvertently shutoff.
- **Upcoming Meetings** - A GIM-s kickoff meeting will take place at ZSE on August 18, 2015 and at ZNY on September 10, 2015. In addition, the team is exploring the possibility of a GIM-s meeting in September at ZLC.
- There will be a TBFM kickoff meeting at N90 on September 10, 2015. In attendance will be PHL, N90 and ZNY.

**TRAFFIC FLOW MANAGEMENT (TFM) DEPLOYMENT TEAM:** Cliff Kierce (DCC) attended a meeting of the TFM Deployment Team. Below are his notes from the meeting.

- The TFM DT (Traffic Flow Management Deployment Team) met July 14-16 at the Tech Center.
- During the meeting the following issues were addressed:
  - Operational testing of issuing reroutes through CTOPs (Collaborative Trajectory Options Programs) and interaction with ERAM to ensure routes were properly processing. No issues were noted.
  - Reviewed the Operational Testing scenarios to be used for the upcoming OT&E sessions on Sept 1-3 and Sept 15-17. Requests for NATCA SMEs went out a few weeks ago to participate in these sessions. The OT&E will consist of ABRR (Airborne Reroutes) that was released with TFM Release 11 (but not activated until all ERAM/TFMS interaction testing is completed) as well as TFMS Release 12.
  - Release 12 consists of new Report request capabilities from the TFMS system. It will essentially mimic most of the reports that can be requested through the semi-colon prompt on the TSD. It also has some more robust report features that will be useable for QA purposes and historical comparisons.
  - While this initiative had the connection with ERAM, additional testing of the interaction between ERAM and the TFMS ABRR tool was completed.
    - The tool worked as expected, however a problem was noted that is now being looked at to correct. When the ABRR tool creates a route for the TMC to forward to ERAM for the controller to issue, it issues an FRD (fix radial distance) point several minutes ahead of the current location on the aircraft's route of flight. The rest of the new route then follows.
    - If a controller issues the reroute sooner than this time, the aircraft will no longer be pointed towards that FRD, but to the issued route. There is a potential that if there is a turn in the route, the route the aircraft is flying and the route the

ERAM system is probing could be different, giving a false picture of where the aircraft is heading.

- Similar to this, the ABRR tool has a feature that allows a reroute to be "held" for a different sector further downstream in the ARTCC. The aircraft could progress many miles past the inserted FRD that was created. When the aircraft reaches the held sector and the route is issued, the controller's scope could show the flight going backwards to the FRD, then forwards to the cleared route. This is a situation we do not want to occur.
  - Mr. Kierce has made the request that the ABRR generated FRD only be used for processing the route, but NOT issued to the controller's screen.
- We reviewed the Release 12 CBI that will be sent out for training. The team recommended a few changes that are being worked on. When it is completed, Mr. Kierce will send the proposed CBI to Tom Adcock (NATCA Training) for review.
- Reviewed several CTOP enhancements proposed for Release 13.
- Did testing with the NTML (National Traffic Management Log) and recommended some fixes to current problems. The biggest one being that NTML resets itself daily at midnight and you cannot process a restriction for the following day before midnight of the previous day. This has become an issue the past few months with JFK construction. At 0200z (10pm local), N90 needs to issue restrictions for 0700-0900z the next morning. Because the NTML does not have the capability to put the next day's date in the restriction, it assumes the restriction was for 0700-0900z the previous day. Therefore, the restriction will not carry over to the next day's log and will be removed after midnight local time. My recommendation was for NTML to operate solely on the ZULU clock and a day/date field be added to the restriction tab of the NTML.
- Reviewed possible content for the PMO (Program Management Office) Roadshow. The plan is to conduct traffic management tool familiarization at the 20 domestic ARTCC's. The target audience for the training are TMC's and STMC's. Members of this team will travel to the facilities to conduct the lessons. All of the computer workstations will also be brought out. We are currently discussing the length of the class and what items will be reviewed. We are considering the following: ABRR, PDRR (pre-departure reroutes), CTOP, Diverted Flight List, local reroutes.
- The TFM Deployment Team's next meeting is scheduled for August 11-13 at the FAA Technical Center in Atlantic City, NJ.

**WEATHER:** Matt Tucker (ZTL) is NATCA's Article 48 Representative for Weather. This includes equipment, procedures and development of weather products. Mr. Tucker's report for this week follows:

- Mr. Tucker participated in the events at Oshkosh last week.
- Attended a Weather Evaluation Team (WET) telcon about evaluation of the (CAWS) and changes that the Weather service is planning to implement.
  - Mr. Tucker voiced his concern about some of the changes and that the field is not using the product due to inconsistencies in the products. He knows after discussions with some of the CWSU meteorologists that the industry participation is not what was hoped or asked for.

- **Oshkosh 2015**

- Participated in two weather and GA panels to educate pilots on what the different controllers have available to them weather radar wise and discussed the future enhancements that will be available when ADSB-in is fully implemented and Nextgen Weather is deployed.
- Talked to a number of weather in the cockpit vendors to get a better understanding of their products and how the date/time stamp them. Mr. Tucker found that there are inconsistencies and voiced his concern on how the date/time stamp may lead pilots to thinking their weather is a lot more current than it really is.
- While at Oshkosh Mr. Tucker also demonstrated the prototype website of the NextGen weather processor. The couple of days that weather was in the area Mr. Tucker was able to show a number of the products that will be available to both pilots and controllers to create a common situational awareness. Answered a number of questions about the weather products now and what will be coming, including the WARP upgrade currently running in the TTL's at ZHU and ZSE.
- Fielded a lot of questions about UAS's and our ability to see and detect them and discussed with a number of vendors about how they are looking to be able to equip their products with an ADSB out.
  - The NextGen Weather and Surveillance Radar has a UAS detection requirement and after talking to both pilots and vendors there is a very large safety concern on how UAS's will be detected and any requirement to provide traffic information on them.

*Dale Wright*

Dale Wright  
Director, Safety and Technology