



National Air Traffic Controllers Association
1325 Massachusetts Ave NW, Washington, DC 20005
Safety and Technology Department
Office: 202-220-9818
Fax: 202-628-7286

SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending August 7, 2015

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the Article 48 Representative for TAMR. He leads the TAMR Team that has been a very good example of how the Article 48 process and collaboration work to provide NATCA and the FAA with benefits. Below are the last two weeks of reports for the TAMR Team.

- **WEEK ENDING JULY 31, 2015**
- The biggest news yet in the TAMR program. Southern California TRACON transitioned to STARS and continuous operations at approximately 6:30am PDT on Monday, August 3. The majority of this week was dedicated to last minute preparations for Southern California TRACON's 3rd test event and eventual full transition to STARS for SCT and all 26 Remote Towers. Mr. Peterson worked with Terminal Second Level Engineering (TSLE), SCT, SCT OSF and all the other entities to bring SCT up on STARS. SCT STARS transition is an enormous step for the TAMR Program as it represents the largest and most complex site we have transitioned to STARS thus far. There are many, many people that should be recognized as we continue to move towards a single automation platform for the NAS. Major congratulations to the program and all those that made this happen.
- Mr. Herrick continued to work with Don Chapman (PHL) and the Section 804 workgroup on staffing issues that are delaying making recommendations for the CLE and AZO projects. The issues are a result of a difference between what finance and Air Traffic Services say is required to run a facility. NATCA's will not agree to a recommendation based on staffing numbers that are unreasonable and make staffing or operating a facility impossible.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - July 27, 2015, Jim VanZee (GRR) and Richard Thomas (GEG) joined Jimmie While (PHL) at the Tech Center for OT&E testing of the software baseline merge build. This build is important because it merges what is the legacy STARS software, G4 ELITE, and Segment 1 TAMR STARS builds into what will eventually be a single software baseline.
 - July 27, 2015, Bill Spence (BTV) dialed into the out brief of the FAI JSS.
 - July 28, 2015, Jim VanZee (GRR) dialed into the CID JSS.
 - July 29, 2015, Bill Spence (BTV) dialed into the EVV IOC planning telcon.
 - July 30, 2015, Richard Thomas (GEG) dialed into the Wilkes Barre CDRL Review.
 - July 30, 2015, Scott Robillard (K90) dialed into the DLH ASR8 radar coverage assessment out brief. The DLH ASR8 displays serious performance deficiencies.
 - July 30, 2015, Joe Yannone (Region X) and Scott Robillard (K90) dialed into the CTD DR Board. These Discrepancy Reports we generated after the installation of the first Common Terminal Digitizer at OKC for training development.
 - July 31, 2015, Joe Yannone and Frank Stahler (Region X) dialed into telcon with CTD to discuss and review proposed Access Level Control for maintenance of the CTD. This impact NATCA represented Second Level Engineers.
 - July 31, 2015, Mike Wilson (CAK) dialed into the CHA TDX-2000 Optimization Out Brief.

- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
 - Monday 7/27: Travel day for ELITE risk mitigation testing at the WJHTC. TAMR Weekly Staff Meeting. Chris Casey wasn't present to address turning off LFC as a mitigation option, to solve Seattle's MDM concerns.
 - Tuesday 7/28: Filled in for emergency S06R3D8 OT&E for Segment 1. This was a software test to allow SCT to go continuous operations (passed). Also, first day of ELITE risk mitigation testing. One observation, the SMEs present were not well versed in ATPA functionality to find flaws, not fault of their own, just something to cautious of when testing in the future. It's impossible to pin point every situation where SMEs with specific knowledge will be attainable for certain tests, but by coordinating for the test objectives ahead of time, will allow us/NATCA to put our best foot forward.
 - Wednesday 7/29: Second day of ELITE risk mitigation. We were made aware (on a side bar) the software was late being delivered, which did not allow for a proper amount of prep time/dry runs to search out all of the flaws. The positive is that this is risk mitigation, not a run for record/OT&E.
 - Thursday 7/30: Third day of ELITE risk mitigation. Mr. White's final day of testing, the other SMEs remained for testing on Friday. Jim VanZee (GRR) and Richard Thomas (GEG) did an outstanding job representing the Segment 2 team. Going forward, to the extent possible we need SMEs to cover the entire testing event for consistency. Due to travel on Mondays and Fridays, we run the risk of not having SME coverage on those days. Also, there are conversations that get missed or not shared week to week that are relevant to identifying flaws with the test and/or software.
 - Friday 7/31: Travel day. Participated in the Tag-Up meeting with the program managers. Mr. White's report, TSAS event scheduled for the month of August is canceled. Raytheon will not be prepared to deliver the requested functionalities for the playdate. Also, a suggestion was made to get Aaron Rose (NCT and Article 48 WG training rep) involved, now that training has become an item for discussion. Mr. White has an action item to follow up with Eric Owens (NATCA Art 48 rep for TSAS) with regard to adding Aaron to the TSAS before going forward.
- **WEEK ENDING AUGUST 7, 2015**
- All Segments and Phases of the TAMR program continue to move.
 - Segment 1 successfully transitioned SCT to STARS and is turning their attention to M98 and A80.
 - Segment 2 is focused on EVV and working on the Common Terminal Digitizer to make sure it is a success and can be used for ASR-8 facilities to transition to STARS. Phase 1 has Site Surveys and installations coming up at multiple facilities like DAB, F11 and Y90. TAMR has testing going on for the merge software known as S6 R4 which will bring all versions of STARS under the same software configurations. Legacy STARS Facilities with G1/G2 Processors, TAMR Segment 1 facilities, G4 facilities as well as Elite Facilities will all run the same software around this time next year. MDM4 testing and key site for straight digital signals is on the horizon. An amazing amount of work is being done by a fantastic group of NATCA SMEs in all areas. We are lucky to have them.
- **STARS/TAMR Phase 3 Segment 1 Update submitted by Doug Peterson-D10**

- On Saturday August 1st at about 3:00 am Southern California TRACON began its third of four scheduled live operational tests of the new STARS system. This was a nominal 24 hour test with options to extend out to 72 hours and beyond, if the operation proved successful. The primary objective was gather sufficient reports to ensure that when the transition to continuous operations occurred, all significant issues had been corrected through modified software or adaptation. The weekend went so well, that about 52 hours in, on Monday morning the site declared "Continuous Operations" with no intent to ever return to Common ARTS. This transition of the largest TRACON in the world, ahead of schedule, with no delays to air traffic or limitation of ATC services is an enormous achievement and everyone involved from OSF, Tech Ops, facility management, NATCA, PASS and everyone else, deserves accolades for a job well done. Five of the eleven CARTS 3E sites are now complete, with Minneapolis and Atlanta up next.
- **STARS/TAMR Phase 3 Segment 2 Update submitted by Scott Robillard-K90**
 - August 3, 2015, OT&E at the Tech Center on STARS G4 ELITE continued. The NATCA team changed to Bill Spence (BTV), Kyle Ness (M98) and John Kerr (MIA). OT&E will conclude on August 6, 2015.
 - August 3, 2015, Scott Robillard (K90), Joe Yannone and Frank Stahler (Region X) dialed into a discussion with the Common Terminal Digitizer (CTD) Program Office to determine the scope and usage of Track Eligibility coding.
 - August 3, 2015, Joe Yannone and Frank Stahler (Region X) dialed into a discussion with the Common Terminal Digitizer (CTD) Program Office for the by-weekly Program Implementation Meeting.
 - August 4, 2015, Mike Wilson (CAK) dialed into the CRW Joint Site Survey (JSS). The JSS concludes with the ordering of the STARS equipment for the site.
 - August 4, 2015, Richard Thomas (GEG) dialed into the EUG Joint Site Survey (JSS). The JSS concludes with the ordering of the STARS equipment for the site.
 - August 4, 2015, Bill Spence (BTV) dialed into the Site Implementation Review (SIR) telcon.
 - August 4, 2015, Scott Robillard (K90) dialed into the TAMR/S804WG coordination telcon. This telcon is designed to ensure that STARS deployment and facility realignment projects are knowledgeable of each others activities.
 - August 5, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the weekly meeting with Common Terminal Digitizer (CTD) Program Office.
 - August 5, 2015, Joe Yannone (Region X) dialed into the DLH ASR8 planning telcon.
 - August 6, 2015, Scott Robillard (K90) dialed in to the Common Terminal Digitizer (CTD) RIO Management Control Board.
 - August 6, 2015, Mike Wilson (CAK) dialed into the CRW Joint Site Survey (JSS) out brief. The JSS concludes with the ordering of the STARS equipment for the site.
 - August 6, 2015, Richard Thomas (GEG) dialed into the EUG Joint Site Survey (JSS)out brief. The JSS concludes with the ordering of the STARS equipment for the site.
 - August 6, 2015, Bill Spence (BTV) Dialed into the BGR STAMP Comments Review. The STAMP is the final contract for the full equipment order for a site.

- August 6, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the weekly meeting with Common Terminal Digitizer (CTD) Program Office for the ASR-8 Digitizer Service Area Implementation Monthly Teleconference.
- **STARS/TAMR Phase 1 Update submitted by Jimmie White-PHL**
 - Monday 8/3: Did not attend TAMR Staff meeting. OT&E for V2.03 at WJHTC. V2.03 is firmware for the MDM3 to verify luminance fix/start-up fix/FS-ES Switched internally, but most of the effort will be to evaluate the Web interface (ATSS) that makes the MDM3 similar to the MDM4. In other words, all changes made to the MDM3 were accomplished via a keypad. Now all changes will be made from a laptop, like with the MDM4. V2.03 passed OT&E, however, the Segment 2 test team with John Kerr - MIA (alternate NATCA MDM Lead) will monitor the displays during ELITE Risk Mitigation and make a suitability call on Thursday's out-brief. V2.03 gives us an opportunity to test a theory. It is widely speculated between TLSE, QRO, and Esterline, that the anomalies are created because of the analog signal. V2.03 allows the program to run FSL in digital and EFSL in analog, in which the switch will be made with the monitor. This will (in time) pave the way to go all digital at every facility. More details to come.
 - Tuesday 8/4: TAMR MDM meeting: MDM contract ceiling current is 2800 monitors, the recommended is 3100. 1505 MDM3s ordered and delivered, MDM4 (FAA) ordered 509, needs 659, and DOD MDM4 need is 235, brings the MDM total to 2908. NATCA MDM Lead reports V2.03 passed initial OT&E. MDM4 production rate is 40 per month and this requirement will continue to be met as Esterline migrates from Duluth, GA to Everett, WA. Many MDM that had reported problems are sent to Esterline and come back as a "No Fault Found". Esterline doesn't have a STARS system in which to try to recreate the reported issue, this is a significant problem. Minus this capability or STARS equipment, Esterline tries to troubleshoot issues utilizing their existing inspection test. Most of the time the monitor comes back as a "No Fault Found" report. The question that yet remains is, what do we do with these (no fault found) monitors? Are the problems caused by the monitor, damaged during shipment, incorrect install, cables, video cards, grounding (noise), power supply, or STARS interface? Each of these can cause the reported "white vertical lines, blinking, and other anomalies. Lots of testing to be done to find what's causing these issues. Turning off LCD Flicker Control (LFC) was considered as a mitigation option. Not supported by NATCA!
 - Wednesday 8/5: MDM-3 Issues meeting. Posted below are the TLSE highlights.
 - **Highlights**
 - BARCO/Esterline believes that white flash/vertical lines are related to a disruption to the sync causing LFC to cycle to OFF and back ON
 - Issue may be related to the input video signal (or MDM itself)
 - Lines/white flash vs Disable of LFC - NATCA believes disable of LFC is less desirable than occasional screen anomalies – does not support that idea
 - Seattle (11 positions), Denver (4), Dallas (1), TPA (1), NY (1) have recently reported similar white flash/vertical lines issues.
 - **Plan:**
 - ~~Disable of LFC at Seattle~~ Deemed not a viable debug option
 - HDR to track this issue

- Generate Non-Directive STR (System Technical Release) describing issue
 - Determine if DVI/Analog switching in V2.03 is a potential debugging concept
 - Concept - FSL direct connected to DVI, EFSL remains on Analog – Utilize MDM as switch
 - Discuss plan with Seattle
 - Get Materials (tap cables) from Seattle/TPA to test
 - Set up in test bed (string 12) for further testing – need to discuss with OTE
 - Meet again with Esterline after 8/12 (engineers back from break)
 - Discuss possible means to make MDM FW less sensitive to disruptions/overload
 - Overall – make sure Esterline is still trying to address this issue concurrently with our efforts
 - Setup the MDM trap program on a set of ELITE TCWs running DVI – ensure no issues
 - Continue with V2.03 out to the field to all baselines (STARS/ELITE/CARTS) as early as possible.
- As stated above, NATCA does not support turning off LFC. Plenty of time and resources went into getting LFC created and implemented. Turning of LFC is a step backwards, putting controllers in an environment from seeing the occasional (once a week/once a month) MDM issue, to seeing "FLICKER" everyday/all day. S46 (Seattle) will be asked to Key Site V2.03. It is the current site with most of the reported issues with MDM and will allow us to prove/disprove the analog vs digital input argument. Again, the engineers (TSLE, QRO, and Esterline) believe most, if not all MDM anomalies are created by an analog input into digital equipment. If proved successful, this can be the safety test case the MDM WG needs to drive the FAA for funding to upgrade all fielded and future equipment, as this will be very expensive. The Phase 1 Risk Mitigation Event (3 week test) beginning on 9/21 will be a pre-test of running FSL on digital and EFSL on analog. This allows Air Traffic a significant amount of hours in front of the display prior to requesting S46 to be a Key Site.
 - Thursday 8/6: RDO
 - Friday 8/7: RDO V2.03 officially declared suitable for Key Site activity.

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

- **A-SISO**
 - The MOU for automated SISO has been signed.
 - The program is for STARS and ERAM facilities only. Briefly, the program takes your sign on to the operational position and updates the CRU-ART.
 - There are very few times that a drag and drop is necessary.
 - The program is voluntary and implemented based on the FacRep and ATM collaboration.
 - If you are interested in having it at your facility, please contact your FacRep.
 - If you are the FacRep and want to volunteer or need any additional information, please don't hesitate to contact Mr. Santa at rsanta@natca.net.

AIRSPACE: Ed Hulseley (ZFW) is NATCA's National Study Team Lead. The National Airspace Lead, Jim Davis (PCT) is on leave this week so Mr. Hulseley led the effort to get the report below to the membership.

- **Metroplex Study Team**

- Held kickoff for the Las Vegas Metroplex Study Team at McCarran Airport on Tuesday, August 4. Participants from ZLA, L30, Nellis AFB, LVS, LGT, WSC, and industry were in attendance
- Attended the Metroplex Leads Staff Meeting in Seattle, WA on Wednesday, August 5 and Thursday, August 6. Topics of discussion included budget, environmental and community outreach, ERAM, 7100.41, Metroplex post-implementation activities, and Metroplex site updates
- Multiple telcons and meetings with Metroplex Program Manager, NATCA Study Team Leads, and Mitre support to discuss Las Vegas Study Team activities, calendar, and future schedule
- Discussed North Texas Metroplex post-implementation activities

- **Upcoming Activities:**

- Las Vegas Study Team Initial Outreach Meeting – August 11-13, 2015
- Denver Metroplex I-Sim HITLs – August 25-26, 2015
- North Texas Metroplex Meeting – August 27, 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 Hulseley

- **DC Metroplex**

- DC Metroplex attended quarterly Metroplex Leads meeting August 4 – August 7.
- DC Metroplex attended monthly Flight Plan Filers teleconference to support questions in regards to August implementation of MAPEL RNAV Star as well as PRIVO, LEGGO, and SELLINGSGROVE Conventional Stars.
- DC Metroplex continued Post Implementation documentation coordination to ensure appropriate products are created for successful knowledge base for hand-off to facilities.
- DC Metroplex continued coordination with ESC OSG, AeroNav, Tech Ops and Flight Check in regards to satisfying Flight Check requirements to ensure satisfactory Flight checks of PRIVO, DELRO, and SELLINGSGROVE Conventional procedures scheduled for August 20th publication. BRV VORTAC has RTS, but further issues remain concerning the

BRV R-009. Additional information has yielded issues with the SEG R-201, and PSB R177. Information sent to ZOB and ZNY to discuss contingency routes if these radials are flown satisfactory.

- DC Metroplex team continued coordination for Refinement to Procedures Meeting (RPM) scheduling/coordination for April 30th and June 25th implementations. RPM tentatively scheduled for September 8-9 at PCT.
- Continued follow up research, documentation, and coordination on flight plan routing errors, strip processing errors, and CDR issues with appropriate facilities and Industry.
- Prepared documentation for ZDC FAST concerning incorrect airspace causing erroneous Flight Progress Strips being printed.
- Coordinated with ESC and AeroNav concerning procedural slots for March 31, 2016 publication cycle.
- Provided information to Industry personnel regarding aircraft filing bad routes. Some airlines have made the corrections while others are still working on updating the systems.
- Several AIMS tickets were submitted to ZDC ERAM regarding the wrong ADR or ADAR applying based on aircrafts filed route.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **NorCal Metroplex**
 - Quarterly Staff Meeting (Seattle): updated national leadership on status of NorCal Metroplex project; met with WSA PBN Co-Leads Phil Hargarten and Steve Karnes to work through handling simultaneous Metroplex and PBN processes; Program Office and NextGen updates; discussion re: new KSN site and status of the Metroplex Handbook; reviewed upcoming Metroplex Summit date, location and agenda items; briefed teams on ERAM/Metroplx/DataComm meeting re: SIG1587.
 - Weekly NorCal Telcon cancelled due to unavailability of participants (Wed).
 - Weekly National Metroplex Telcon cancelled due to Staff meeting in Seattle (Wed).
 - Received additional information re: recent ATSAP data from WSA Safety Rep Bud Pangan; coordination with POCs (for feedback) will be accomplished next week.
 - SoCal and NorCal Metroplex Teams still need 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:
 - Aug 20th – Stage 5A Implementation
 - Aug 24-27 – ZDV visit for iSim HITLs with the Denver Metroplex Team
 - Aug 31 – Sep 2 (NCT) Lessons Learned Meeting with SMEs and MTRE, followed by Core / POC Meeting; TBD: Meeting with SoCal Metroplex Team
 - Worked 1 Operational shift for staffing.
 - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **National Design and Implementation Rep**
 - Attended Metroplex leads meeting in Seattle
 - Met with the NCT leads and the WOSG co-leads to discuss the 7100.41 process after NCT Metroplex ends in December.

- Received a briefing that the E2 system would probably not be up and running anytime soon and that Metroplex will use Govtrip until 8/31.
- Attended meeting on EA community outreach with the SCT leads ATAC and Mitre, ATAC has a briefing template using google earth overlays that will be used at future outreach meetings. We also discussed and Implementation schedule that would work for the facilities based on when the ROD would be signed.
- Attended a meeting on Las Vegas and the Fonsi ROD that was signed off for OPTI and moving forward with a Metroplex EA and how there are several different ways to move forward. There will be further discussion in the next few weeks.
- Met with PHX leads to discuss upcoming HITL schedule to validate the dual flow and TBFM.
- Metroplex was briefed that the FAA Administrator has hired a consultant to assist with community outreach.
- Met with the Denver leads to discuss the upcoming ISIM modeling for the 8 vs 16 STARS concept that will be happening this month.
- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **Atlanta Metroplex**
 - Updated MS Project file
 - ESC DOO Briefing
 - Pilot Briefings by Wes Googe at ZTL
 - Leads Staff Meeting
 - Completed briefing for the OG
 - Scheduled meeting with Delta prior to NCF – August 26, 2015
 - **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 began full time metering August 2, 2015
 - 06252015 Airspace Implementation
 - **Projected Milestone/Activity Completions and Risks(next 30 days):**
 - n/a
 - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Las Vegas Metroplex Study Team (LASST)**
 - Las Vegas Study Team Kickoff McCarran Airport
 - 56 Attendees
 - Study Team Members conducted Site Visits to
 - L30 (Las Vegas Tracon), LAS (Las Vegas Tower),
 - VGT (North Vegas Tower), and (LSV) Nellis A.F.B.
 - Study Team analyzed the Matrices received from Las Vegas
 - Metroplex facilities and Industry to prepare for First Outreach next week
 - **Upcoming Activities:**
 - 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
- **Central Service Area PBN 08/02/15-08/08/15**
 - KIND Post Implementation Meetings---August 4-6, Indianapolis, IN
 - **Upcoming Activities:**
 - 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)**
 - 7/27-29 Observed Denver EoR HITLs
 - 7/28 Telcon to discuss End of Day Reporting telcon
 - 7/29 End of Day Reporting Telcon
 - 7/30-31 OSG Activities with Co-lead
 - 8/3-7 OSG Activities with Co-lead
 - 8/5 Denver EoR Post Imp Telcon
 - 8/6 Meeting with NorCal Metroplex leads to discuss SJC STAR
 - 8/3-7 Base Analysis Reports submitted and approved for BFI SID, ASE SID, SUU STAR, LAX SID, GPI SID
 - Submitted by Phil Hargarten, WSA PBN Rep

AJV-7 (REQUIREMENTS): James Keith (D10) works in the AJV-7 Office as the NATCA Article 48 Representative to AJV-7. Mr. Keith provided the information below to the membership.

- Attended AJV-72 managers meeting.
- Jeff Woods (PMO Rep), Mel Davis (NextGen Rep), and Mr. Keith met with AJV-7, PMO and ANG. Topic of discussion was path stretch and the necessary steps forward to getting Path stretch to the field sooner.
- Met with Dale Wright (S&T), Mr. Woods, and Mr. Davis to discuss weekly project list.
- Attended via conference call a site visit briefing at Salt Lake City. Matt Tucker was present in Salt Lake.
- Met with AJV-72 to discuss Interval Management (IM).
- Attended AJV-7 Bi-weekly project report.
- Attended the AJV-7 team meeting on IM.
 - Topic of conversation was the con-ops for IM-S and the areas that need to be adjusted or resolved.

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) leads NATCA's CDM Teams as the Article 48 Representative for CDM.

- The only update this week was to the Weather Evaluation Team (WET) and their newish product called CAWS (Collaborative aviation weather statement) and the changes to it.
 - The new automated CCFP has had some growing pains this weather season and so has the CAWS.
 - Mr. Foley forwarded a word document outlining the changes to the department.

DATAComm: Chad Geyer (ZLA) continues his work for the membership as the Article 48 Representative for DataComm. Mr. Geyer sent the information below for this week's update.

- Initial Operating Capability (IOC) was declared this week at Salt Lake City International Airport. SLC is the first of the key sites.
 - This means that the controllers can send revised clearances directly to the flight deck and receive responses for properly equipped aircraft.
 - Mr. Geyer would like to thank Jon Risenmay and Doug Nelson for all of the hard work that they have been doing to help the DataComm program roll-out this new service.
 - Although they declared IOC, it does not mean that the program picks up their bags and leaves. There are several builds to the TDLS platform and ERAM that will be delivered over the coming months to fix issues and improve functionality.
- IAH and HOU are now running version 12 with the TDLS ERAM Direct Connect (TEDC) and will begin testing the Controller Pilot Data Link Communication (CPDLC) service over the next few weeks.

FLIGHT DATA INPUT OUTPUT (FDIO): Pete Slattery (CLT) is the FDIO Article 48 Representative until a replacement can be selected. Due to Mr. Slattery's work with the Airspace Technology Demonstration (ATD-2), a NASA project he is no longer able to provide the time needed for FDIO in the future. Mr. Slattery's report for the week is below.

- New FDIO keyboards will be arriving in facilities soon. They contain the exact same keys and functionality as the outgoing models, though there are some slight variations in the placement of a few keys due to the fact that these keyboards are Commercial Off The Shelf (COTS) products.
 - Since this is considered a Tech Refresh, and not a new piece of equipment, training will be minimal. Controllers will be happy to know that the days of character text wearing off of keys to the point of illegibility, are over.
 - The new keys are manufactured using a process that does not simply 'paint' the characters on top of plastic, but molds the color all the way through the key itself.
 - Therefore, it is impossible for the keys to become unreadable as the keys on the existing system often did. Also, the new keyboards have seven levels of backlighting that is easily adjusted to ensure proper/desired visibility under any lighting condition.

- This effort has been a long time coming, but Mr. Slattery believes that once controllers begin using the new keyboards they will agree that they are superior to the old ones in every regard and the final product was worth the wait.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) is doing a fantastic job in representing NATCA's bargaining units as the Article 48 Representative to the IDS-R program. Mr. Smith's report for the week is below.

- Keysite testing for the emergency release (2) is set for this and next week at PIT and PHL. Meanwhile emergency release 4 is being tested in Atlantic City at the Technical Center. A list of keysites and priority facilities has been negotiated between the IDSR program office and NATCA. The five keysite facilities have not changed: PIT, PHL, PVD, MLI and DAB.
 - These facilities have been chosen to verify various fixes to the software.
 - The next non-keysite facilities will be CID and CLE, followed by JAX and MCO.
- One of the technical issues that was put aside because of the attention needed to be paid to the ERs is the fact that there are two different NIDS operating systems currently in use in the field. One of the reasons that CID, where a work around is in use because of a software flaw, couldn't be a keysite is because they are running the older operating system.
 - At NATCA's urging the PO will be upgrading all the facilities in the NAS to the same operating system as soon as keysite testing is complete and verified.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is the NME Article 48 Representative. Below is an update she provided to the NATCA Government Affairs office this week.

- The UIC has been installed in OKC and does have the feature to control the MALSR (approach lights).
 - The other features such as ALSF, LDIN, ODALS (other types of approach lighting systems in the NAS), PAPI, VASI, REILS and Engine Generators have not been completed at this time.
- DFW, PDX, and HOU have the ILS interlock portion of the UIC.
 - HOU also has the RVR portion of the UIC. It is my understanding that any further installs or upgrades were halted from DC.
- ICMS currently supports several functions that UIC does not. Engineers in Oklahoma City are currently working to develop the other functions mentioned above.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) serves the membership in his Article 48 for NVS position. Mr. Shedden's report for this week is next.

- **Meetings this week:**
 - NVS Human Factors Working Group (HFWG)
 - NVS Waivers (FAA)
- **Other issues worked:**
 - Worked on PCT ECS issue
 - Update on D10 RDVS issues

- Developed/reviewed NVS Air Traffic EUIE requirements
- Multi-destination VoIP functionality in NVS
- NVS Call Queue functionality
- NVS Progressive Conference functionality
- Mr. Shedden will be in Melbourne, FL all week (8/10 - 8/14).

NEXTGEN: Mel Davis (SCT) leads NATCA's efforts as the National NextGen Lead. He works with the NextGen offices to provide controller perspective as ideas are molded into projects. Mr. Davis' update for the membership is below.

- NATCA NextGen was focused primarily on Remote Tower Services.
 - The passive data collection activities kicked off this week with two controllers from the NATCA ATC Bargaining Unit traveling to Leesburg, Virginia.
 - The FAA is performing an advisory role to the Commonwealth of Virginia in the initial test phase of Remote Tower technology. It is encouraging that the FAA, the Commonwealth of Virginia and Saab/Sensis the technology provider requested current CPC's from the NATCA Bargaining Unit.
 - This is a good opportunity for NATCA to participate in the early evaluation of technology that has been deployed elsewhere around the world.
 - The CPC's provided valuable input to all concerned and were fair with their assessment of the technology as it relates to traffic conditions here in the US which vary significantly from the rest of the world.
- Additionally, a delegation from the State of Colorado recently traveled to Leesburg to gain a better understanding of the remote tower activities.
 - Colorado would like to initiate some type of testing of remote tower technology soon. The FAA and the State of Colorado have begun scoping out a work plan, which will drive the activities. NATCA has been invited to participate in the Colorado activities at this early, formative stage.

OFF SHORE AUTOMATION: Jeff Woods (I90 and PMO Representative) is leading NATCA's efforts with Off Shore Automation. Below is a report from Mr. Woods on activities for this project last week.

- Candy Barr (NE-OSF), Jim McAllister (PCT) and Mr. Woods met with the work group last week in ACY.
 - The group finalized the data side of the requirements and as we all expected if showed a large gap between the engineering side and the air traffic side.
 - The entire group agreed that site visits have to happen in order to deliver a complete analysis with recommendations.
- There were a few individuals, not NATCA, that seemed to be under marching orders the group had to give recommendations for the report that is due at the end of August.
 - It was a little bit of a battle and we will make sure that the report has only the appropriate information for this phase of the work group.
- The group put together a smaller work group to write the report.

- This smaller group will be working on this over the next week and it will be circulated amongst the team shortly thereafter. Jim McAllister will be working on this for NATCA.
- The group also worked on a tentative schedule for site visits and here is what we came up with. By no means is this a done deal.
 - Alaska - Sept 21 - 25
 - Hawaii - October 5 - 9
 - Stay over the weekend
 - Guam - October 12 - 16
 - San Juan - October 26 - 30
- We realize this is a very aggressive, but Mr. Woods will be very surprised if the FAA can move this fast. He did speak to Jim Linney (FAA SBS Director) on Friday about where the group is at and what is proposed. Mr. Linney did not seem shocked when Mr. Woods told him where the group was at.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the Article 48 Representative to the PMO. Mr. Woods monitors all the programs the PMO has and is more active in those which do not have an article 48 representative assigned. Mr. Woods' update for the week is below.

- Attended weekly meeting with Jim Linney (AJM-2)
- Participated on a telcon with Scott Pressley (NATCA Wake Recat) and Mickey Vitti (NATCA ATPA)
- Attended a meeting on TBFM Path Stretch with James Keith (NATCA AJV-7), Mel Davis (NATCA NextGen), Rob Hunt (AJV-7), Trish Horan (AJV-7), Wendy O'Connor (AJV-7), Rebecca Guy (AJM-2), and Vaughn Turner (ANG)
- Attended weekly meeting with Dale Wright (NATCA S & T), Mel Davis, James Keith, and Andy Marosvari (NATCA AJV-8)
- Attended a meeting about Interval Management (IM) with Julie A. Flores Kriegsfeld (AJM-2), Dan Hicock (Regulus) and Mel Davis
- Attended a meeting with Steve Reynolds (AJM-2)
- Attended 3 days of meeting on Off-Shore Automation at the Tech Center
- Attended a meeting on TBFM with representatives from AJV-8, PMO, Mitre and NATCA

REMOTE TOWERS – LEESBURG (JYO): Keiron Heflin (IAD) is representing NATCA as the Article 48 Representative for Remote Towers. This week was the first week of having NATCA bargaining unit members on site to provide data collection for the Remote Tower System (RTS). Mr. Heflin's report on this week is below.

- Mr. Heflin spent August 4th and August 5th at Leesburg airport remote tower for the first week of the live passive data collecting.
 - The SME's for this week were Corrie Conrad (PDX) and Dan Mullen (VNY).
 - They were very engaged, open-minded and represented our Union/profession wonderfully.
- There was an exit interview given to the SME's after the first week's testing and the feeling of the SME's was that in its current state, the SME's did not feel that they could provide class D service with the remote tower safely.

- They also expressed to SAAB and myself that several of the survey questions were confusing.
- As an observer, Mr. Heflin thought 85-90% of comments spoke to what they felt the remote tower was lacking and 10%-15% were about some of the positives.
- The Pan-Tilt-Zoom (PTZ) camera broke on Tuesday and is not expected to be up and running for some time.
 - Before it broke, the SME's felt as it was too difficult to maneuver to be of any real value while working traffic.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) focuses on the criteria requirements for RNAV and PBN Initiatives. Below is Mr. Kelly's report to the membership for this week.

- **3rd Party RNAV development** – Industry stakeholders suggested that FAA lacked the resources to develop new PBN procedures in a timely manner and recommended exploring the use of third party vendors to augment agency resources.
 - The FAA did not believe that resources were the primary issue affecting the timeline associated with PBN development and began examining the process used to develop procedural solutions.
 - While FAA was confident that it could effectively and efficiently deliver the planned inventory of RNP AR procedures without third-party assistance, it also recognized the need to evaluate whether, in fact, third parties might add value to the process. For that reason, FAA committed to conduct an evaluation. A 2012 FAA budget appropriation included a \$3 million earmark for third party procedure development and delivery of two public RNP AR procedures at five FAA-selected mid-size airports (10 total procedures). These airports were SYR, MKE, BUF, DAY and ANC. The vendor would design, deploy, and maintain public use RNP AR approaches where aircraft flying RNP arrivals would achieve measurable benefit.
 - This was a \$3 million project on a contract with ITT Excelis and GE Aviation – Naverus. Over a period of the next two years Naverus fulfilled their contractual obligations with the last of the procedures being implemented at Anchorage in January 2015.
 - The median time for development of the two procedures per airport was approximately 13 months from initial coordination to actual publishing of the procedures, the outlier being Anchorage which took almost two years as they encountered software issues and a more robust environmental assessment. PBN Policy and Strategic Planning Team (AJV-142) did a cost comparison and future roles report and it was inconclusive.
 - **Cost Comparisons**
 - TBD – bottom line there simply isn't enough info – to do an apples-to-apples comparison
 - No provision in the contract to provide any numbers
 - FAA doesn't seem to have any credible data either – AJV-5 is investigating
 - **Future Roles**
 - Perhaps expand the scope to include RNAV SIDS / STARS, and Q+T routes

- With scope expansion they would be able to fully augment all PBN development projects on as needed basis – no ramp up time
 - Not limit the scope to airports who really won't realize any operational benefits from a stand-alone PBN-AR approach
 - The bottom line here is they don't know if this is a viable option.
- **DEN RNP AR** – They went over a total of 20,000 RNP AR approaches with the 1st 10,000 taking 14 months to accomplish and the 2nd 10,000 took 8 months.
- **Flight Path Monitoring (FPM) WG** – This group is coming up with recommendations to develop pilot procedures and training/qualification to improve knowledge and skills for successful flight path management. One major thing worked on is how best to manage automated systems while monitoring their flight path. You would think that these would make things easier but, in fact, has made things more complicated. This has no direct impact on how we manage traffic but we should be aware that sometimes they are task saturated on the flight deck then we know. If anyone is interested in the report, it is available.
- **ILS Rationalization** – There are operational factors that will need to be considered like # of ILSs installed, # of runways that qualify for LPV and/or ILS, peak traffic, IFR ops, Wx and minimums analysis impacts rationalization. Investment models will need to be created and updated within a timeframe of several months from now.
 - **Communication Process** - The communication process for the ILS Rationalization program will follow four parallel paths as follows:
 - Preparation, coordination and publishing of a Final Policy Federal Register Notice to establish the formal FAA policy for ILS rationalization, Figure 1 below.
 - Coordination with industry stakeholders through the RTCA, NextGen Advisory Committee (NAC) and the Tactical Oversight Committee (TOC)
 - Outreach with various User group organization such as AOPA, A4A, NBAA, RAA, etc.
 - Coordination with DOD, DHS, and other Public entities
- **NSPP** – Metroplex: DEN sets number of procedures at DEN, BJC, APA and FTG at 34 for 2/1/2018, 10 for 3/29/2018 and 10 for 5/24/2018. The upcoming 8 20 2015 NSPP procedure publication totals 61 total procedures.
 - Metroplexes
 - NoTex 8 RNAV STARS for ADS, AFW, DFW and DAL.
 - DC 3 RNAV STARS for IAD, 10 RNAV SIDs for DCA.
 - NoCal 2 RNAV SIDs for OAK, 1 RNAV SID, 2 RNAV STARS and 2 RNP for SJC, 5 RNAV SIDs and 2 RNAV STARS for SFO.
 - ATL/CLT 2 OPD RNAV STARS and 5 RNAV SIDs for CLT.
 - Single Site
 - RNAV SIDs: RSW 1, SDF 4, SNA 1, SAN 1, DEN 2, HOG 1.
 - RNAV STARS: LAX 2, SAN 2.
 - RNP: GYY 1, AUS 2, RDM 2.
- **Open SID** – This design concept, which had a few examples in use in the NAS and appeared to work were terminated as the proper criteria for them, was not developed yet. This criteria needs to be developed by AFS in order 8260.58A, which is being rewritten and then put out for comment. However, like any rule change this takes time due to FAA processes, coordination,

automation, environmental, etc. In the interim, the Air Traffic Organization is proposing a memo be issued for interim guidance based on the PARC recommendations from Aug. 2014. AFS has concerns based on the fact that two different criteria would be out there that they are responsible for. They are re-engaging on this internally to see if the memo is close enough and/or capable of being absorbed in the order when it comes out.

- **RNP, LPV and LNAV/VNAV** – There are a few major components the mainline aircraft lack, that prevents them from using LPVs, which have lower minimums than LNAV/VNAV. First, most lack a WAAS enabled GPS receiver. This however is only one piece of the puzzle. The OEMs would also have to include a way to store the LPV approaches (like a nav database that needs to be updated every 28 days) and logic in the auto-flight systems (ie, Flight Director and Autopilot) to fly the LPV commands. Airbus may have started to reverse their thinking to the lack of LPV, since it will be offered on the A350 and Boeing may now be studying this as well. In the meantime, you are more likely to find LPV on NBAA, GA, and a select few regional aircraft. Most mainline operators have been focused on LPV's younger brother, GLS. GLS has the capability to do CAT III auto-land approaches and can work worldwide, two things lacking in LPV. Another thing they like about GLS is there is no aircraft database to update. The approach is literally uplinked to the aircraft via the GBAS ground station.
- Mr. Kelly attended meetings/telcons for NSPP, PBN RNAV on D-ATIS 1, ILS Rationalization day leave and 1 day floor.
- Mr. Kelly provided the department with files reference: ACT FPM final recommendations and Mitre ILS Rationalization presentation.
- Next week Mr. Kelly will be in SLC for joint pilot/controller demonstration project on climb via.

RUNWAY SAFETY: Ric Loewen (DFW) is NATCA's Runway Safety Action Team (RSAT) lead. Mr. Loewen provided the information below for the membership report this week.

- **RWSL** provided cadre training at EWR earlier this week working toward an IOC still planned for October. They are working to schedule cadre training at JFK to support IOC for a portion of their system in December. Contracting and planning are on going at BWI, hoping for IOC in May 2017.
 - RWSL, like all systems, requires regular preventative maintenance and inspection. At least one facility has reported difficulty scheduling those tasks due to their impact on air traffic operations. Since it is imperative that pilots never cross red lights, there is an impact when certain intersections or runways are put out of commission, even though for only a few minutes while circuits are tested, facilities should be prudent in their decision making reference that scheduling.
- **Runway Safety** - Still working issues associated with a DCP being circulated that will amend the 7210.3 to clearly delineate when aircraft/vehicles may cross a runway in relation to other aircraft landing or departing that runway. Comments were received this week and circulated among the workgroup.
 - A DCP to the 7210.3 that will require the use of memory aids for most operations affecting surface operations is also out for comment. The DCP is intended to standardize memory aids throughout the NAS as well as provide an avenue for facilities to collaboratively define how those memory aids will be used. In addition to the DCP,

the team has tapped the expertise of the newly formed Human Factors office to provide materials that, when accompanied by the DCP, help to explain how memory works and the importance of not only having a memory aid but leveraging the silent communication among tower team members that can be facilitated by the use of common tools. Finally, we are developing a standard toolbox that will contain a number of memory aids that not only conform to human factors practices, will inter-relate to one another so that as technology comes on line, the action used will replicate the simpler systems which will hasten our ability to assimilate them into our lexicon.

- Regarding the memory aid toolbox, there will be a means for facilities to make additions or changes to the toolbox through a national review process to ensure that human factors, repeatability, program goals, as well as Agency requirements for adding equipment to the NAS are followed.
- In support of PHL surface safety representative, Corey Grafe and FacRep Don Chapman, provided liaison to the RSPO dealing with a portion of the RSA west of RWY 26 along TWY E. PHL will be using the Agency's SMS process to address safety concerns in that area.
- In support of Ruth Stillwell (ZMA and ICAO ANC) and Bill Holtzman (ZDC and IFATCA TOC) Mr. Loewen also spent several hours this week reviewing a number of Annex amendments that will be discussed at the ICAO Aerodrome Design and Operations Panel (ADOP), and IFATCA Tactical Operations Council (TOC) next month in Montreal.
- Next week (8/10-8/14) Mr. Loewen will be in Minnesota supporting Right From The Start. While cell phone access will be spotty, he will be available to assist any runway safety concerns and will be checking email and messages regularly.

SAFETY RISK MANAGEMENT PANELS (SRM-P)

- **Operational Contingency Planning (FAAO 1900.47)**
 - This week Kem Shifflett (ZMA) and Pete Slattery (CLT) participated in a Safety Risk Management (SRM) panel at FAA headquarters in Washington, D.C. The SRM was for the updated Ops Contingency Order (FAA 1900.47F).
 - The order has been extensively rewritten in response to many aspects identified during last years ZAU outage. Many lessons were learned the hard way after ZAU went dark. The rewritten order now better addresses how facilities should prepare for and respond to such outages.
 - There will be a review of the risks the group identified, and action taken on the recommendations for mitigating those risks, before the document is signed and distributed.
 - There is also Ops Contingency follow-up activity scheduled to be held at the Tech Center in Atlantic City during the middle of September. At that time, representatives from all ARTCCs, both Air Traffic and Tech Ops, will meet to further refine their individual plans and to ensure that they are in compliance with the rewritten order.
 - NATCA will have representatives at this event.

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

- **Eric Labardini (ZHU), SBS Article 48 National Representative**
 - Continued support of Fusion training this week at Anchorage Center (ZAN). The staffing shortages were quite apparent slowing the pace of training controllers this week.
 - Despite the challenges, ZAN was able to successfully transition to operational use of Fusion on Thursday. This makes ZAN the first EnRoute and MEARTS site to do so. A tremendous team effort and the culmination of years of effort. Many thanks to NATCA ZAN and many other facility supporters. Congratulations to ZAN!
 - Participated in multiple telcons this week including: Monday's SBS Weekly and TFOS and Wednesday's on SBS Western Service Area telcon.
 - Wednesday, participated in a Reduced Oceanic Separation Systems Engineering Kickoff telcon. The project is intended to leverage Space Based ADS-B into wider use of 30/30 or even lower separation standards. Time lines are many years off.
 - Thursday, participated in a ZMP ADS-B Only telcon on Thursday. The facility was prematurely moved to ADS-B Only this week, but this was quickly remedied. They continue to press forward with Air Traffic refresher briefings and a planned start later this month.
 - Led our weekly NATCA SBS telcon. Traveled from Anchorage to Houston.
 - Friday, participated in an SBS Risk telcon on the lack of consistent indications of ADS-B equipage for controllers. Without this, controllers and users will be unable to predict which aircraft might take advantage of ADS-B for greater efficiency. Each automation system's capabilities were discussed.
- **Craig Bielek (A90)**
 - On leave this week but supported the Fresno ADS-B update telcon, the Billings ADS-B update telcon, and the weekly NATCA SBS telcon.
- **Dan Hamilton (SFO), Airport Surface Surveillance Capabilities (ASSC) Representative**
 - Monday: Travel to BDL
 - Tuesday: Vehicle ADS-B outreach meeting at BDL
 - Wednesday: additional Vehicle ADS-B and ASSC meetings
 - Thursday: Travel home
 - The **Vehicle ADS-B** outreach meeting went well. All Parties involved were very receptive and understood the importance of equipping. There continues to be questioning about who will pay for FAA tech ops vehicles since the agency has stated they will not pay for them to equip. The agency is aware of this issue but continues to offer no assistance.
 - **ASSC:** The decision was made on Tuesday to remote ASDE-3/AMASS system to the new tower at SFO.
 - This was explained as a way to commission the new tower on schedule and not have ASSC delay the opening.
 - On Thursday, the site survey for ANC, (scheduled for next week) was cancelled.
 - Although Surface Movement Radar integration with ASSC continues, there is still no final direction from the program office.
 - The future of ASSC is now seriously in question.
- **Andrew Stachowiak (I90)**
 - Participated in the AUS status update and our NATCA SBS weekly teleconferences.

- Answered questions for TUS ATCT regarding the Fusion Implementation Order and radar failure contingency planning.
- Traveled to Springfield, MO for the SGF ADS-B/Fusion Kickoff meeting.
- **Tom Zarick (ZDV), Interval Management Representative**
 - First successful implementation on Multi-Center Metering using GIM-S took place this week between Denver and Albuquerque Center's. Some Command and Control discussion still needs to be had, but overall it's being called a success.
 - Had a telcon with ZMP to discuss the upcoming visit to MITRE to observe the adaptation work being performed.
 - Still working with ZLC to trying and find a date to schedule a GIM-S Orientation Meeting. Hopeful for mid to late September.

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the newly appointed TFDM Article 48 Representative. Mr. Baugh is designated as the full time representative but it will be mid-September before he is released from the facility. Below is Mr. Baugh's update for this week.

- This position focuses on three initiatives
 - TFDM
 - Advanced Electronic Flight Strips (AEFS)
 - Electronic Flight Strip Transfer System (EFSTS)
- Mr. Baugh participated in numerous telcons this week while trying to catch up and is starting to get a handle on things. Once he is able to get out to PHX and CLE to see the system things will get easier.
- **TFDM:** No changes from Mike Schrempp's last update. Mr. Baugh is still waiting on LR to clear him to submit the NDA/COI.
- **AEFS:**
 - CLE seems to be clear of the issues they ran in to last week causing the outage, and they have run relatively smooth this week. The latest build, 5.3.0.1, should be available within the next two weeks.
 - Mr. Baugh is working with the CLE team to get some testing of the new build in their old tower before switching to the new tower in September.
 - Once this new build is up and running in CLE, it will be installed in PHX.
 - The EWR AEFS team is trying to get out of the facility to PHX for a week in Oct/Nov to get some hands-on training.
 - There is a Boston OER scheduled from 9/21-25 and one for New York the following week.
- **EFSTS:**
 - EFSTS Keypad Replacement EUIE is scheduled for 8/17-21 at the Tech Center.
 - As of Thursday 8/6, one rep from ORD, PHL, ATL, and CLT, have been released to attend this.
 - Mr. Baugh is still working on getting out of my facility to attend. They have tentatively agreed on which facilities to reach out to for keysites for the replacement waterfall. As of now, PHL is most likely, and he is working on getting approval from one or two more FacReps to volunteer as secondary sites.

TEMPORARY OPERATIONAL CONTINGENCY OFFICE (TOCO): Tammy Norman (ZTL) has been assigned to the Eastern Service Center in Atlanta as the Article 48 Representative to TOCO. Ms. Norman's report for this week is next.

- The TOCO will be acquiring a Technical Operations SME.
- **September Meeting Changes:**
 - The Technical Operations division decided it would not be an asset for tech ops and PASS to attend the meetings, and they will be available via teleconference for the meetings, as needed.
 - David Meusel, Senior Enterprise Ops Manager, AJW-B, sent out the information to the service managers via direction of Jeff McCoy, DVP Tech Ops.
- **Kicked off Operational Contingency Field Team July 24th.**
 - The next team meeting is scheduled for August 12th. The team includes an OSG rep from each of the service areas along with a command center rep and 4 TOCO members.
- The OSG members all shared that they typically do not participate in the actual OCP Table Top exercises.
 - They are informed by the Command Center when the exercise is completed.
- The topic of CPSS routes was discussed and the need for air space to be sterilized before CPSS routes could be initiated. Larry Ayers, TOCO's SMS Specialist, stated that sterilizing airspace was left out of the current revision of the 1900.47E. He was attending the SRM panel to finalize the SMS process this week, and he said he would make certain this detail was included.
- This team shall develop recommendations for measuring and verifying OCP performance and compliance. The OSGs mentioned the Best Practices Guide for Conducting ATC Operational Contingency Plan Exercises that is a strategic plan for executing these exercises.
- Discussed determining a standard to use when measuring and ultimately comparing facilities against administrator's efficiency targets.
- Last week's Meeting with the ATO OG was the first since the TOCO's re-scope.
- Discussed the September meetings at the WJHTC. The OG was in complete support of our plans.
- Requested another memo from the OG to go out to the enroute facilities to encourage expeditious compliance in completing the Pre-Work before the September Meetings.
- Reported the 1900.47E SRM panel is currently meeting to complete the SMS process.
- The TOCO team will meet with Command Center Leadership on August 18th. Being first responders to ATC Zero events, we will study the Command Center's role in the contingency plans of each facility and address several OCP issues.
- **Closed 3 deliverables.**
 - Identified Go Teams in the draft 1900.47E
 - Identified facilities that can have go teams in the draft 1900.47E
 - Weather Services completed engineering analysis of potential coverage areas
- **Other discussions:**
 - The continuation of TOCO as an ongoing entity.
 - Consolidation of activities under an office.
 - Managing Expectations: Pre-Work for the field teams.
 - Testing exercises.

- The Unique 4 activity (non-CONUS)

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

- **Human Weather Observer (HWO) program**
 - The HWO transition for the towers that I list in May is on hold for now at the upper management level and we are waiting on a decision to proceed. The articles that have come out about the program and planned changes do not understand that the HWO/CWO observers all take the same LAWRS exam and are over seen by the same office.
- **NextGen surveillance and weather radar capability. (NSWRC)**
 - The NSWRC team visited the facilities this week in the Salt Lake Area. We started at ZLC and talked with staff about the radar sites they use to augment the ERAM display and also what additional radar requirements they may have due to their size and large differences in weather that maybe occurring at any given time.
 - The team also had a discussion with tech ops to learn more about the radar information distribution around the Salt Lake area. They are still using microwave links and a number of Codex modems to send radar information between both the TRACON, center, and Radar sites.
- **Salt Lake City ATCT/S56**
 - The team met with both a number of air traffic and tech ops personnel to discuss the operating condition and use of their current ASR 8/9s and the TDWR.
 - Both groups stated they are mostly satisfied with the way the systems are working.
 - There is concern over the age of the current systems and the maintenance that is required. Air traffic voiced their need for better coverage in the farther reaches of their airspace.
 - They also would like better weather and wind information as they run with a tailwind on final until aircraft are low, then wind shifts to a headwind and cause issues with aircraft descents.
 - Talked with a TMU specialist about his use of weather products. The specialist advised that the training he received on ITWS and how use the information provided. This is a common problem with weather systems and is being addressed in the NWP.
- **Phoenix TRACON weather for NAA**
 - The interim fix is waiting for a new (SD) situation display for the sector from ITWS program office and a bandwidth increase for the NEXRAD. This should all be in place soon, the only issue is that ITWS is in its sunset to be replaced with NWP (NEXTGEN weather processor) and the Sun work stations are hard to come by and replace.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative. Mr. Weidner's report of his activities is below.

- Participated in an SMS panel for the Pathfinder activity for Beyond Visual Line of Site (BVLOS) UAS Operations.
 - This activity is one of the three Pathfinder efforts in which the agency is engaged to attempt to expand UAS access beyond what is currently proposed in the NPRM for sUAS.
 - The panel was conducted over 3 days (Tues-Thurs) and did not complete their work.
 - The panel will tentatively reconvene on August 20th. Mr. Weidner was joined on this panel by ZAB controller, Danny Watson, as a subject matter expert. This BVLOS operation is for BNSF Railroad track inspection that will be conducted in a remote area of New Mexico.
 - The vast majority of the operation will be low level (1000' AGL or less) in Mr. Watson's airspace.
- Spoke with John Walker (Director, The Padina Group, Aerospace Consulting) to discuss the UAS Traffic Management (UTM) conference Mr. Weidner attended last week at NASA Ames.
- Met with Mike MacDonald (NATCA Region X RVP) and Anthony Vilante (NATCA Region X Air Certification, EHQ) to discuss NATCA involvement in UAS air certification efforts
- Reviewed the draft UTM TOR
- Met with Dan Williams (ATO UAS Integration Team Lead) for their weekly meeting
- Met with Gary Norek (AJV11) for their weekly meeting
- Met with Randy Willis (AJV115 Manager) for their weekly meeting
- Spoke with Steve Hansen (NATCA Safety Rep) regarding the BVLOS SMS panel

Dale Wright

Dale Wright
Director
Safety and Technology