



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 21, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) works as the Article 48 Representative for Administrative Software initiatives. Mr. Santa sent the information below for this week's update.

- **WMT**
 - Starting next week you will see a different look to some of the windows due to migration over to Explorer 11.
 - Then agency is also going to mandate that management attributes overtime usage to the correct code. CIC and BUE required to participate.
- **A-SISO**
 - We are in ZHU this week to install.
- **Falcon**
 - A new version of Falcon is in the centers this week. It works much better than the legacy version. If you need any help with it, let Mr. Santa know.
 - The link for it is available in Cedar.

AIRSPACE: Jim Davis (PCT) is the National Airspace Lead for NATCA. Mr. Davis and the leads of various airspace projects have provided the reports below for this week.

- **Denver Metroplex Design & Implementation**
 - Denver Core Team Meeting with POCs
 - This week the Denver Core Team met with the facility POCs at ZDV.
 - On Tuesday (8-18) they met just as a Core Team, no POCs, and discussed the previous weeks ISIMs. The team made recommendations to ATAC on things they saw during the previous runs that needed improvement and also went through some of the previous weeks controller surveys.
 - On Wednesday (8-19) the Core Team met with facility POCs and FacReps from D01 and ZDV to begin discussions on how to get a decision and then how to move forward after the 8 vs. 16.
 - On Thursday (8-20) the Core Team met with facility POCs and worked on the schedule for the rest of 2015. They also continued our discussion from Wednesday about how to move forward after the 8 vs. 16 and also had open discussion about how we get to a consensus decision on the 8 or 16. Thursday's discussion was much more productive than Wednesdays. Both facilities still have major issues with either the 8 or 16 but Mr. Thomas is hopeful the team can get to an agreement between the two facilities.
 - **Upcoming Schedule**
 - August 24 - 27 – The Denver Design Team will meet at ZDV to complete ISIMs with the Northeast and Southeast corner SMEs.
 - August 31 – September 3 – 8 vs 16 Decision Week at D01.

- Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **DC Metroplex**
 - DC Metroplex attended multiple teleconferences to support questions and concerns while reaching consensus with affected stakeholders to conduct initial testing phase for KIAD arrivals from ZNY (MAPEL/HYPER STARS) in effort to facilitate the environmental review process.
 - DC Metroplex continued Post Implementation documentation coordination to ensure appropriate products are created for successful knowledge base in preparation for hand-off to facilities.
 - DC Metroplex completed coordination with affected shareholders in regards to satisfying Flight Check requirements to ensure satisfactory Flight checks of PRIVO, DELRO, and SEG conventional procedures. Coordination completed and NOTAMs issued for FDK radials being UNSAT and for pilots to expect radar vectors after FDK.
 - DC Metroplex team completed coordination for Refinement to Procedures Meeting (RPM) for April 30th and June 25th implementations, which is scheduled for September 8th and 9th 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.
 - DC Metroplex continued automation process for October 15 implementation, verifying preferred routing adaptation and identifying PCT "scratch pad" labeling.
 - DC Metroplex team members are finalizing the training packages for the October 15th implementation.
 - DC Metroplex prepared documentation for ZDC FAST concerning incorrect airspace causing erroneous Flight Progress Strips being printed.
 - DC Metroplex coordinated with Jet Blue Airlines regarding filing bad RNAV values for aircraft departing KDCA and this issue should be resolved.
 - DC Metroplex 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.
 - DC Metroplex coordinated with Industry concerning bad routes being filed and the correct routes have been distributed to the appropriate dispatchers.
 - DC Metroplex coordinated with the PCT Training and Airspace/ Procedures Managers concerning training regarding future implementations.
 - Attended Metroplex weekly teleconference.
 - Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Phoenix OAPM Design and Implementation**
 - Attended meeting at MITRE in McLean, Virginia
 - TBFM HITL scrub
 - Validation HITL expectations
 - Over-Time budgeting for FY16
 - Telcon with ZDV Metroplex team on PHX SID's
 - TMC usage for Validation HITL
 - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Charlotte Metroplex**

- Leads met with ZID on Tuesday and then spent the rest of the week at ZTL and ESC
- Coordinated with CLT, ZID and ZTL for validation flights on 8/29/15 and 9/5/15
- Prepared briefing for Industry Day
- Coordinated with ZTL training and NATCA for CLT CADREs to view training of NW corner (TBFM validation)
- August 18, 2015 briefed ZID on 8/20 publications and 10/15 Implementation
- August 19, 2015 briefed ZTL Facility Management Team
- August 20, 2015 briefed ZTL NATCA Leadership
- Updated MS Project and Task Tracker
- Worked with CLT POCs on several training issues
- Worked with ZTL POCs on Implementation issues
- **Issues:**
 - Need to remove the Satellite Airports from the FILPZ and PARQR STARs.
Coordinating with Environmental Specialist to ensure we do not impact the EA
- **Upcoming:**
 - 8/24/15 – At CLT – Industry Outreach
 - 8/31/15 – LEADS on leave
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **NorCal Metroplex**
 - Stage 5A Implementation: 8/20/15- implemented the DYAMD2 and ALWYS1 STARs into SFO and the SILCN2 STAR into SJC. Also updated: RAZZR3 STAR (SJC); WESLA3, SSTIK3, CIITY3, NIITE3 and SAHEY3 SIDs (SFO); TECKY2 SID (SJC); CNDEL3 and KATFH2 SIDs (OAK- unavailable until 9/17/15- see bullet below). Most reported issues are automation / adaptation based. One disconnect on the DYAMD2 exists with the GBA and FMS approaches into SFO- NCT is working the issue and ZOA is advising pilots that information will be provided by NCT (ongoing). Some a/c are still filing the conventional MOD5 STAR; these are being handled on an individual basis. Operations at ZOA and NCT continue to be monitored, with issues being triaged as appropriate.
 - 2 up numbered OAK SIDs (CNDEL & KATFH) scheduled for Aug 20th publication were not successfully distributed to all users. OAKT, NCT and ZOA are utilizing the conventional SKLY SID until mid-Sept.
 - Conducted Weekly NorCal Telcon: updated the Implementation Tracker for Stage 5A; discussed any outstanding items for Stage 5A Implementation. (Wed).
 - Advised the DCC of planned Stage 5A TMIs, via emailed PowerPoint.
 - Participated in the Weekly National Metroplex Telcon (Wed); provided update on status of NorCal Metroplex and Stage 5A Implementation.
 - 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 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; Sep 21 – 25 Metroplex Summit (DC); TBD: Meeting with SoCal Metroplex Team
 - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex

- **SoCal Metroplex**

- The core team, with the exception of the ZLA POCs met at SoCal Tracon.
- The team provided the revised Publication Schedule to the Program office and WSC Flight Procedures Team to update the Nssp site.
- The leads participated in a telcon with the SMO Airport consultant about the proposed RWY 21 departure procedure. Explained the challenges faced with criteria, airspace limitations and procedure design. Discussed political environment with surrounding communities. Provided waiver example for reduced separation between LAX and SMO and the required analysis.
- Conducted a public outreach for SAN Airport. The briefing included Metroplex 101 and the NIRS output information over Google Earth, that was added to the SoCal website.
- Met with the new Executive Director for LAWA, Deborah Flint, and her staff. Discussed the comment period extension. Discussed the possibility of an additional extension due to the delay in providing noise data and TARGET files. LAWA will provide the team with a list of communities concerned with airport noise and with the possible effects from the SoCal Metroplex procedures. LAWA would like to be a partner included in the design process. LAWA expressed their concern when having to answer noise complaints and how to explain Metroplex procedures to those concerned. Discussed the importance of a united message from LAWA and the SoCal project.
- Team provided the Program Office with a travel budget.
- Email was sent again requesting the approval to amend LAS procedures for continuity with SoCal procedures.
- SCT researching DATA COMM and effects it may have on procedures and local ATCTs.
- SCT POCs drafting a respond to LA Rountable noise concern letter.
- SCT and ZLA continue to work on procedures for 2nd and 3rd chart cycles.
- ZLA POCs continues to work on training plan.
- ZLA POCs met with the Airspace Dept to address airspace and automation issues.
- ZLA POCs discussed the current state of procedure TARGET files with Sandy Lugo, National Adaptation Lead, who is providing test NASD files for ERAM implementation and TTL development.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

- **CLE/DTW Metroplex**

- Worked end of year budget and meeting issues.
- Telcon with environmental on CLE airport meeting and Chapter 1 & 2 of the purpose and need statement
- Talking to CSA on airway removal process and how Cleveland center can move in the process and it impacts on other aspects of Metroplex and the environmental portion.
- Meet with Nav Canada in Toronto Center to start work on the establishment, modification and removal of fixes for the Metroplex procedures. Also met with their AIM folks (AeroNav type) to talk timelines and cut offs to submit work for our various timelines. There are several fixes in ZOB that overlay Canada and need to be published in Canadian procedures process to make it to publication.
- Telcon with Akron Canton Approach to finalize details on procedures impacting their airspace.

- Updated the calendar and attendees for the upcoming meeting into October
- Week's ahead: 8/24-27 & 8/31-9/3 D21 airspace, 9/8-11 clean up, 9/14-17 ZOB
- Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Atlanta Metroplex**
 - Scheduled meeting with AJV5 for QA and Figure Review of SIDs
 - Received signature from Spectrum that all Metroplex work is complete
 - Meeting with HIS, TMU and FAST for TBFM adaptation
 - Met with FL Metroplex regarding Q and T Route connectivity
 - Southern Regional Administrator Briefing - TBD
 - **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 ATL metering August 2, 2015
 - 06252015 Airspace Implementation
 - **Projected Milestone/Activity Completions and Risks:**
 - 8/26/15 – Meeting with Delta regarding OPDs and Block Times
 - 9/9/15 – NCF Briefing
 - 9/28/15 – Meeting with ATL City Airport Mngr
 - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Las Vegas Metroplex Study Team (LASST)**
 - Study Team meetings at MITRE, McLean, Virginia
 - Team began work in the Northeast Quadrant (busiest quadrant) and proceeded clockwise around L30's airspace to ensure that all conceptual procedures intermesh appropriately. Team accomplished initial designs NE, SE, and SW quadrants.
 - Designs for RNAV SIDS and STARs are currently rudimentary. Following initial development of LAS and Satellite airports procedures team will refine as necessary.
 - National Analysis Team briefed team on modeling baseline process for evaluating Study Team procedures.
 - ZAB POC's were at MITRE this week for the PHX Metroplex, LASST was able to discuss tie in points with the PHX proposed procedures for study team to consider on procedures that impact ZAB.
 - **Upcoming Activities:**
 - Las Vegas Study Team Design – August 24-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
- **Western Service Area PBN and Established on RNP (EoR)**
 - 8/10-12 OSG PBN Processing with Co-lead

- 8/11 Weekly service center telcon
- 8/12 SEA/BFI SID Design kick-off meeting at Seattle TRACON
- 8/13-15 Attended EoR Stakeholder's meeting
- 8/17 OSG PBN Processing with Co-lead
- 8/18-19 Attended PBN Strategy meetings
- 8/20 Attended Puget Sound Regional Council NEXTGEN technical meeting
- 8/21 OSG PBN Processing with Co-lead
- Submitted by Phil Hargarten, WSA PBN Rep
- **CSA PBN**
 - North Texas Metroplex Meetings at D10. Finalize May 2016 Publication Submission and provide final documents for Project File History. Also discuss .41 process for outstanding design ideas.
 - TetraTech Weekly Coordination Meeting...Discussed upcoming project work assignments, new employee assignments and tasking, upcoming Port Columbus (KCMH) Agendas and other topics.
 - Finalization of Meeting Minutes and Tracking Spreadsheet with the KIND Project Meeting attendees. SWA requested Distribution Packages to go with NAV Database supplied by MITRE
 - Coordination/Discussion with AJV-14 re: Upcoming KCMH Preliminary Design Meetings
 - LUCIT ONE RNAV STAR Kick-Off Telcon
 - Q39/Q67/Q71 Research and coordination for ZID requests
 - Coordination with ZFW/D10 regarding May 2016 procedures that they still need published. All design packages have RNAVpro completed and have been delivered to FPT
 - Preliminary coordination with North Texas Facilities and KAUS facilities regarding upcoming procedures publishing August 20th. End of Day Implementation Reports provided to AJV-14.
 - **August 20, 2015 Chart Date:**
 - Austin-Bergstrom Intl (KAUS) Published RNAV (RNP) Z RWY 17L ORIG and RNAV (RNP) Z RWY 17R ORIG. Procedures successfully flown and Radar Maps for Controllers being corrected
 - **Upcoming Activities:**
 - Final North Texas Metroplex Meeting with Industry to transfer remaining portions of project over to 7100.41 and the Central OSG PBN Co-Leads (Karol Archer and Brent Luna)---August 27th at AAL
 - Columbus, OH (KCMH) BAR Development---September 1-2, 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
- **Metroplex Study Team**
 - Held meetings at D10 on August 18-20, 2015 to close out documentation for North Texas Metroplex and to go over the charting cycle matrices for next February 2016, March 2016, and May 2016 chart cycles to determine which procedures would continue

- o to be processed as Metroplex procedures under the Metroplex process and which procedures would require additional work under the 7100.41 order process
- o Participated in multiple telcons regarding the Metroplex post-implementation process for project closeouts and facility handoffs
- o Participated in Metroplex Program Office Weekly Staff Telcon
- o Participated in the weekly Metroplex Leads telcon
- o 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
- o Participated in multiple telcons regarding North Texas Metroplex post-implementation activities
- o Participated in Metroplex telcon regarding the Metroplex Summit agenda
- o **Upcoming Activities:**
 - 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
- o Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Rep**
 - o Participated in Metroplex weekly staff meeting. Discussion was on final steps to finish NTexas Metroplex, status on Las Vegas Study team and Metroplex agenda for the Summit at the end of September.
 - o Participated on a telcon with Jim Davis (PCT/National Lead) and Ed Hulsey (ZFW/Study Team Lead) to get updated on the Metroplex/ERAM SIG1587 discussion
 - o Traveled to ZMA to discuss Q-route development with the Florida Metroplex leads Gregg Harris (NATCA D&I Co-lead) Vickie Turner (Management Co-lead), the Atlantic Coast Route Plan (ACRP) Leads Ray Spickler (AJV-14) and Jorge Rivera (NATCA Co-lead) and Robert Novia (PBN Coordinator) on how the process will work.
 - o Florida Metroplex will design all Q-routes for the Florida Metroplex including those Q-routes that are needed with San Juan.
 - o The ACRP team will work under the 7100.41 OSG leads to connect the lines of Q-routes that are left when Metroplex is done designing., in essence “connect the dots” that remain.

- The ACRP team will attend Florida Metroplex meetings to understand the process and understand why and where the Q-routes were developed. They are not to try work out routes with facilities covered by the Metroplex team.
- When the Florida D&I team is complete the ACRP will start to connect the lines up the east coast.
- Participated on several telcons on developing a closing team for after a Metroplex process or PBN project ends.
- Attended a Florida D&I Validation meeting.
- Discussed FY 16 funding and potential impacts with the Metroplex program office.
- Received briefing on EA concerns on the Metroplex and mitigations.
- Annual Leave Thursday and Friday.
- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Representative**
 - Participated in the weekly Telcon with Frank Black, Deputy Director of Airspace Services
 - Participated in 3-Day meeting with the PARC concerning the NAS NAV Strategy
 - Participated on several Telcons concerning closing out all PBN projects
 - Participated on a couple Metroplex/ERAM SIG 1587 Telcons
 - Participated in the weekly Metroplex staff Telcon
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

AIRSPACE TECHNOLOGY DEMONSTRATION (ATD-2): Pete Slattery is the NATCA Article 48 Representative assigned to the ATD-2 project. Mr. Slattery forwarded the information below for this update.

- A Stakeholder Summit was held at the American Airlines training facility in Charlotte, NC last week. NASA and the FAA introduced the stakeholder community to the concept of ATD-2 and how it will benefit them and the NAS overall. Representatives of the various ARTCCs that will be affected by ATD-2 (ZTL, ZDC, & ZJX) were also invited, but were unable to attend.
- The second day of the summit was a facility overview and monitoring session at CLT tower/TRACON. NASA engineers had a very good academic understanding of how traffic flows on airport surfaces and into and out of TRACON airspace before they arrived, however nothing compares to spending several hours observing headset wearing controllers as they separate, manage, and expedite traffic in real time.
 - At the conclusion of a very long day, several engineers and scientists told Mr. Slattery how eye-opening the visit had been and how they will use it to help them design their algorithms and systems.
- The next step will be getting CLT controllers to NASA's laboratory to help them further refine their simulations and models to accurately reflect the control environment so they can begin to find more efficient ways to integrate Arrivals, Departures, and Surface operations with existing overhead streams. We already do this on a daily basis, however, the goal of ATD-2 is to do it more efficiently and sooner through algorithms that are able to see into the future more clearly than is currently possible.

- The ATD-2 project, with full integration of Arrivals, Departures, & Surface into the en-route environment, is scheduled to last through 2020. The first deliverable is simple surface metering. That is to be demonstrated by the end of FY 2017.

AJV-7 (REQUIREMENTS): James Keith (D10) represents the bargaining unit in the ATO Requirements office. Mr. Keith's update for the week is below.

- Attended weekly S&T meeting.
- Attended AJV-7 managers meeting.
- Completed review of the IM-S con ops
- Phone conversation with Tom Zarick (Interval Management Article 48 Rep) to prepare for IM meetings
 - AJV-7 meeting to continue the review of the IM concept of operations.
 - Attended IM workgroup meeting.

ATO PROCEDURES (AJV-8): Andy Marosvari (BOI) is NATCA's Article 48 Representative to the AJV-8 office. This week Mr. Marosvari worked on Professional Standards and his update is below.

- Attended the National Professional Standards Workgroup semi-annual meeting held at NATCA, Monday August 17. In attendance were Garth Koleszar (ZLA), Jeff Richards (ZAU) and Mr. Marosvari from NATCA. Stephen Bouchard, Thomas Boland and Ernesto Lasen attended for the FAA.
 - Also attending were Doug Dunham and Chris Willbanks from Supcom. Mr. Willbanks and Dunham are working on the Supervisor version of Professional Standards and were there to ask questions and gather information in hopes of creating a similar program to our Professional Standards program.
 - NATCA and the FAA discussed the status of the Professional Standards program, reviewed the budget requested for FY 16 and started initial planning for FY 16 training classes. In FY 15, the National Committee held 5 training classes, attended by approximately 100 BUEs from Air Traffic, FSS, and Region X.
 - The program has successfully resolved 90% of all issues submitted and has been instrumental in maintaining and promoting Professionalism throughout our workforce.
- The National Committee held a Professional Standards training class at Potomac Consolidated TRACON August 18-20. It was the largest class thus far with 27 attendees from all over the country. The three day course changes the way we think about our profession and teaches committee members how to administer the Professional Standards Program in their facility. Class participants leave with the tools to promote professionalism and recognize the importance of maintaining that professionalism in everything we do as controllers.
 - The next training class will be held in Minneapolis September 1-3 with additional class planned for FY 16.

COMMON AUTOMATION (CARTS): Mickey Vitti (N90) is the CARTS Article 48 Representative. This week Mr. Vitti traveled to the Chicago TRACON (C90) for the FMA Course Conduct 2 & 3. All training materials are in place for controller training at C90.

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

- This week representatives from EWR, SDF, AUS and MSY traveled to the Tech Center to receive the DataComm Local 48 Briefing. This briefing is intended to educate the Local 48 Teams on what is coming in regards to Version 12 of the TDLS system. The participants are briefed on new CHI, responsibilities, training, testing and implementation. They are also briefed on what is expected of them once their facility declares IOC.
- DataComm SME's also spent time in IAH and HOU training controllers on the new CPDLC service and working with the local 48 teams on DCL Functional Verification (DFV). DFV is a local process of sending CPDLC messages to prearranged aircraft that have Tech Pilots receiving messages and responding as well as sending messages back and forth with Tech Center avionics to validate the system is working as designed.
- SME's also helped validate additional fixes that were tested at the Tech Center. The team also worked on a listing of current field PTR's and their mitigations.

FLIGHT DATA INPUT OUTPUT (FDIO): Pete Slattery (CLT) is the Article 48 Representative for FDIO. There is presently a request out to the membership to replace Mr. Slattery due to his increased workload with the ATD-2 project. Mr. Slattery's work on FDIO this week was coordinating with NATCA's Training Representative Tom Adcock about what training on FDIO would be acceptable for the new "recall" functionality which will be a gain for controllers with the new FDIO COTS keyboards.

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

- While Emergency Release 4 continues to go through thorough testing at both the vendor's lab and at the technical center ER2 was installed and tested at PHL. Unfortunately as of late Friday afternoon no results were available or at least none were shared with NATCA.
- On Friday the program office sent out an email stating
 - "Effective immediately, all planned site surveys beyond 8/20/15 have been halted until further notice. The PO is currently in the process of evaluating the IDS-R waterfall impacts by FY16 and FY17 budget cuts. When then the schedule impacts have been identified and a future plan has been approved, the PO will contact facilities to begin coordination efforts."
 - It is believed that the IDS Replacement project will have its funding cut by 54% in FY16. How we can have a waterfall seems incomprehensible given that fact.
- There will be more discussions this week as to which specific facilities will be impacted and how. Mr. Smith, will be attending meetings in Washington DC on September 1st and 2nd to further discuss the future of the program.

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

- On Monday Mr. Shedden observed Potomac TRACON's SRM panel regarding the decommissioning of their existing voice switch bypass (RAP). The panel worked through two hazards, and will reconvene on August 26th and 27th to address the remaining hazards.
- **Meetings this week:**
 - NVS Systems Engineering Working Group (SEWG)
 - Other issues worked:
 - NVS CONR functionality
 - Coordination on how existing terminal voice switches answer and place on hold external calls
 - NVS System Requirements Allocation Document (SRAD) comment write up
 - NVS Position Confidence Test functionality
 - Follow up with LAX and program office on new radio (Segment 2) installation
 - Update on available headset models and the Headset Guide
 - NVS Feature Description Document (FDD) review and comments
 - NVS Call forwarding of voice (shout) calls
 - NVS Dual TED (touch screen) Call Queue operation
 - NVS Incoming call indications

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

- Traveled to Seattle to support the PBN Navigation Strategy development.
 - This strategy will map out a plan for the next 15 years for Performance Based Navigation in the NAS.
 - The implications of this strategy will include some traditional NavAid decommissioning as well as installation of new high power DME's as a fallback in the event of an interruption of GPS services.
- Time Based Flow Management (TBFM) and DataComm will be essential capabilities in the NAS if and when this strategy is employed.
- The NextGen Office at FAA will play a vital role in ensuring the transition from the legacy navigation system to the PBN system is properly phased

REMOTE TOWERS: Kieron Heflin (IAD) is the Article 48 Representative for the Remote Tower Demonstration project at Leesburg, VA (JYO). Mr. Heflin forwarded the report below for this week's activities at JYO.

- August 18, 19th and 20th constituted the third week of passive data collecting at Leesburg airport. The subject matter experts this week were Tyler Wilke (MCI) and Christopher Perdue (BNA) who did a very nice job of testing the R-Tower equipment and representing NATCA.
- A lot of good feedback was received as the SME's were put through the training, airport layout, failure scenarios, forms and the remote tower systems.
- The process is helped greatly by the knowledge, professionalism and open mindedness of the NATCA SME's who have been in attendance.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) represents the union on RNAV and PBN Criteria. Mr. Kelly's report for this week is below.

- **NSPP** - Metroplex Procedures: DC cancels 5 RNAV SID Amendment slots for 2/4/16 but adds 10 slots for 3/31/2016 pub cycle
- **PARC VNAV** – The group is in the 26th month of working on these recommendations. There are two issues: the descent angle criteria that would include a waiver clause and open or closed SIDs.
 - As far as SIDs are concerned, there are some questions that need to be addressed: When are you on or off the procedure? When is it pilot NAV and when is it ATC responsibility? There needs to be a delineation of when we can't vector off a procedure on certain legs where pilots have requirements to meet. What is the difference between a vector SID and RNAV SID? The first 1000' is confusing as to who is responsible for obstacle clearance when a vector is given that is in conflict with the pilot requirement to climb to a certain altitude prior to being allowed to turn for obstacle clearance. We have rules in the .65 that allow vectors below the MVA as long as other things are met. The pilots have an 8260 requirement to meet, reference climb gradients, climb to altitudes, engine out (they build that in) that confuse the situation for them. There are many variables, TERPs, design criteria, ATC criteria (.65) that are fighting over what you can or can't do. There are over 130 criteria that don't mesh amongst all the orders and rulebooks.
- **PBN Strategy** – This was a three day meeting in Seattle to mostly get industry input to a document that has been in progress for 6 months to develop a comprehensive outline to work from. We are entering the far-term period of the original 2006 PBN roadmap. Of significance is that 98% of public airports have PBN procedures and 25% only have PBN IAPs. There may be a need to have different focus areas because certain things don't work everywhere (NE corridor). There are no mandates and none specifically dealing with mixed equipage. ATC will deal with what is out there as the FAA is not pursuing a best-equipped best-served policy. Other subjects considered: Expanded use of EoR and ELSO, Industry requesting GLS being part of strategy, reduction in RNP AR approaches, GNSS backup, plans for NRS and enroute structure, guided visual approaches, decision support tools such as TBFM, TSAS and RTA and FAA approval and efficiency process. We will be meeting monthly until December to try to reach the new PBN roadmap out to 2030.
- Attended CNS Taskforce, PARC VNAV, PBN Strategy Ad Hoc meetings, Weekly Service Center telcon.

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

- **Eric Labardini (ZHU)**, National SBS Article 48 Rep
 - Sunday, traveled to Honolulu

- Monday, met with MEARTS Second Level Engineering and Ops Support team to get a sense of readiness for the week's upcoming Operational Evaluation. Discussed scenarios to be presented and worked on briefing material.
- Tuesday thru Thursday, supported the MEARTS 3nm Fusion Operational Evaluation. SMEs from ITO, OGG, ZSU, ZUA, and HCF participated. Many thanks to Miguel Olivo (ZSU), Alyson Church (ZUA), Jonah Chang (HCF EnRoute), Bryce Aubrey (HCF Terminal), Tom Peck (OGG), and David Peralta (ITO) for their efforts to support all events. Automation changes identified in the January Operational Assessment were reviewed and accepted. Scenarios demonstrated 3nm Fusion symbology, update rate, operational constraints, and contingencies. All in all, SMEs found the automation system acceptable and appeared eager for an operational start. A significant amount of work behind the scenes is still needed, and operational start at the HCF key site is targeted for September 2016.
- Friday, participated in the first of a two day Safety Risk Management Panel with the same SMEs. A robust discussion was had and risks from previous SRMDs were reviewed. MEARTS blend of EnRoute and Terminal airspace presents unique challenges, particularly since Fusion is an "all or nothing" display mode for the entire facility and all sites receiving a feed. Contingency plans need to have very specific check lists to ensure proper coordination takes place between the host facility and all surrounding facilities before moving to a contingency display mode.
- **Craig Bielek (A90)**
 - Monday traveled to South Bend.
 - Tuesday participated in the South Bend (SBN) ADS-B Fusion Kickoff meeting. In anticipation of Fusion, SBN is adding another radar to their feed and should be complete prior to implementing Fusion.
 - Wednesday traveled to Detroit.
 - Thursday participated in the Re-kickoff for ADS-B and Fusion at D21 (Detroit Approach). Detroit has been waiting on the safety case for integrating Multilateration into the fusion tracker. The safety case is now complete, but the facility will hold off on training until the document supporting the safety case has been signed.
- **Dan Hamilton (SFO), National Airport Surface Surveillance Capability (ASSC) Rep**
 - **ASSC:** The agency continues to stay tight lipped about everything regarding this program. There is no indication as to when we will receive further guidance. NATCA has made it clear that we are extremely unhappy with their lack of collaboration and will continue to push for answers.
 - **Vehicle ADS-B:** The team seems to be running into problems with the spectrum office regarding their approval of our transmit maps. The spectrum office is very particular as to where they will allow vehicles to transmit. They do not seem to care about "Areas of interest to air traffic," as stated in the rules and regulations. The team is working with the agency in hopes we can initiate a rule change so vehicle transmit areas can be expanded.
 - **ASDE-X Refresh:** Continues to move forward without any issues.
- **Andrew Stachowiak (I90)**

- Participated in the following teleconferences: Implementation Team Meeting, SBS weekly, TSLE Coordination, and Fusion Pre Operation.
- Contacted the FacRep of BHM and discussed the upcoming changes regarding the use of ADS-B only airspace.
- Participated in email exchanges regarding CLE additional radar feeds, AUS radar failure contingency planning, and with the S46 FacRep involving the addition of the Victoria, BC. Canadian radar feed.
- **Tom Zarick (ZDV)**, National Interval Management Rep
 - Traveled to ZSE to support the facility's GIM-S Kickoff meeting.
 - No issues to report.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the TAMR Article 48 Representative. Mr. Herrick and other TAMR Team Leads forwarded the reports below for this update.

- **TAMR Lead Mitch Herrick report**
 - This week Mr. Herrick travelled to Washington, DC to attend the Joint Resources Committee (JRC). FAA programs are all tracked via three categories; Budget, Schedule and Scope.
 - The TAMR program is the largest program within the Agency right now and for 4 years has been on target for all three. Because of some software issues encountered in Segment 1 for the largest TRACONS in the world, Segment 1 is currently 12% over budget. Segment 2 is currently 9.4% over budget. Any Capitol Investment Project that is more than 10% over budget must be reported to Congress with a justification and a recommendation as to whether the Agency believes it should continue.
 - All parties agree that given TAMR's huge scope and record of accomplishment thus far, the program should be finished. The JRC agrees with this assessment and authorized approximately \$90 million additional for completion of the program.
 - The TAMR Team (FAA and NATCA) believe that this additional funding will provide for completion of the final 4 Segment 1 facilities next year and Segment 1 will be completed when STARS is turned on at N90 in June of next year.
- **TAMR Phase 1 update submitted by Jimmie White (PHL)**
 - Monday 8/17: Joint TAMR Staff Meeting. No report for Phase 1.
 - Tuesday 8/18: TAMR MDM Meeting. Phase 1 rep not present. X2000 (RAIDS) needs a key site. Tentatively PHL was targeted because of R4 key site. R4 is required to key site X2000. Nothing has been finalized.
 - Wednesday 8/19: D21 STARS Tech Refresh In-Brief Telcon. AT had questions about FSL/EFSL, which was explained in small detail. Training material for FSL/EFSL will be provided for the site, with follow up from the phase 1 rep. Communicated with AZO FacRep Ryan Ray for MDM 4 key site.
 - Thursday 8/20: RDO
 - Friday 8/21: RDO. Tag up. No report for Phase 1.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**

- Segment 1 lead Doug Peterson attended the Program Readout and Joint Resources Committee (JRC) meetings with Mr. Herrick in Headquarters this week in support of a program re-baseline request. Three JRC requests were made two of these were specific to segment 1, including a post-ORD enhancement budget line that will permit us to "catch-up" pending software enhancements that have effectively been on hold since the CARTS baseline was frozen four years ago. In a testament to the success of the program to date, all requests were approved with very little questioning from the JRC.
- Aaron Rose (NCT), TAMR Training Lead, attended a TAMR training delta work group meeting with several Air Traffic and OSF SME and produced and reviewed training material that will cover the differences in DSA and ESL, all of the new TAMR capabilities that will be available at the software merge, a tower-specific training package, and an OSF training package. The Tower training course will be key-sited in STL this fall. All these materials contribute to a much stronger training program than we have had in the early part of the TAMR rollout. Thanks to Aaron and his team.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - Aug 17-21, 2015, Bill Spence (BTV) travel to El Segundo, CA to attend weeks worth of meetings at the Raytheon facility with the agenda of creating a shorter tower specific training course to be used across the entire STARS program with the goal of developing a product that will reduce cost and resources allocation by the Agency by reducing CADRE course time for tower-only facilities making the transition to STARS. The group also paid much needed attention the development of OSF training and training for sites transitioning from G1/2 to G4 STARS. As the S804 workgroup progresses and more realignments are sent to Congress, the creation of a tower only conduct becomes more and more imperative to resource strapped facilities trying to transition from ARTS IIE to STARS.
 - Aug 18-24, 2015, Scott Robillard (K90) Prime Time Annual Leave
 - Aug 17, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the Bi-weekly Digitizer Program Implementation Meeting. Digitization of all ASR-8's in the NAS is required to complete the STARS replacement of ARTS IIE.
 - Aug 18, 2015, Tim Poer (ABI) and Dan Stefko (Region X) attended the Initial Site Survey at AGS.
 - Aug 18, 2015, Richard Thomas (GEG) dialed into the BIS Joint Site Survey (JSS).
 - Aug 19, Mike Wilson (CAK) and Joe Yannone (Region X) dialed into the DLH ASR-8 follow-up telcon on the poor radar system provided to the controllers of DLH. The issues with this system need to be corrected prior to deployment of the Common Terminal Digitizer (CTD) and STARS.
 - Aug 20, 2015, Jim VanZee (GRR) and Richard Thomas (GEG) dialed into the OSF Adaptation Kick-Off meeting for PBI. PBI is transitioning from ARTS IIE to STARS and into a new TRACON simultaneously.
- **STARS/TAMR OSF update submitted by Candy Barr-Multi Unit OSF**
 - Monday – Friday:
 - Michael Tate, Keith Duffy and Ms. Barr travel to Raytheon El Segundo CA for a training meeting to determine what training the OSF's need for the TAMR merg

build. The group also determined the strategy for our long term training and identified our requirements.

- Monday: Mr. Barr attended the TAMR Weekly Staff meeting
- Tuesday – Thursday: Matt Thomas conducted an MSAW refresher training course for the NEOSF specialists. Rachel Lamont from Pacific OSF joined them.
- Wednesday: Mr. Barr attended the monthly NATCA management Telecom with Joan Somogy and Mike Carnicom. Mr. Barr also attended the SMS Telecom
- Thursday: OSF specialist attended the weekly Technical Telecom
- Friday: Mr. Barr attended the TAMR TAGUP Telecom

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is NATCA's TBFM Article 48 Representative. Mr. Owens' update to the membership is below.

- Kevin Bell (TBFM NATCA SME) was at ZID helping with TBFM adaption and IDAC.
 - ZID will begin scheduling departures to CLT in October.
 - ZID is also scheduled for IDAC beginning early October.
- Scott Hansen (TBFM NATCA SME) was at ZSE for a GIM-s kickoff meeting.
 - GIM-s should be installed at ZSE in four to six months.

TOWER FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the TFDM Article 48 Representative. Below is Mr. Baugh's report for this week.

- **TFDM:** There were no changes or meetings on this project during the week.
- **Advanced Electronic Flight Strips (AEFS):** Build 5.3.0.1 should be completed sometime this week. Testing was done this week before the regression and on-site testing in the new tower for CLE during the week of 8/30-9/4. The tests seemed to be going well and we are optimistic that we will be able to test the build with live traffic in the new tower during a few mid shifts in the following weeks leading up to the official transition on 9/19.
- **Electronic Flight Strip Transfer System (EFSTS):** The EFSTS Replacement Keypad EUIE this week went better than expected.
 - NATCA was representative at this event by the following:
 - Kevin Gnagney (ORD)
 - Tim Harper (ATL)
 - Nate Hendrickson (PHL)
 - Brian Sparks (CLT)
 - The NATCA team was vital in keeping the agenda for the week moving efficiently.
 - They spotted multiple areas of improvement for the keypads for both their individual facilities, as well as the other sites that will receive the new equipment.
 - Without their knowledge, the week would have been far less productive.

TRAFFIC FLOW MANAGEMENT SYSTEM (TFMS): Cliff Keirce (DCC) is the TFMS Article 48 Representative. Mr. Keirce forwarded the report below on the TFM-DT August meeting.

- The TFM DT (Traffic Flow Management Deployment Team) met August 11-13, 2015 at the Tech Center in Atlantic City, NJ. During the meeting the team worked on the following:
 - The bulk of the time was spent preparing for the upcoming TFMS Release 12 Operational Testing sessions.
 - The first session is scheduled for September 1-3 and the second one is September 22-24.
 - NATCA will have representatives from Terminal, En Route, and the Command Center at both sessions.
 - 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.
 - Another new tool for Release 12 is the Thin Client FSM (Flight Schedule Monitor) and NTML (National Traffic Management Log). This capability will provide access to these two tools through a web browser. Currently, FSM and NTML requires a connection to the TFMS system.
 - It will be helpful for smaller facilities that don't have access to TFMS and for special events.
 - The two Operational Testing sessions will also include the PDRR (Predeparture Reroute) and ABRR (Airborne Reroute) functions. Although both of these TFMS functions have already been released, they will not be turned on until the connection to the ERAM system can be completed.
 - This is the first time the TFMS and ERAM systems have worked together instead of independently. The current expectation is that PDRR/ABRR will be activated in March.
- Specific activities during the week included:
 - Several sessions of Dry run testing of Release 12 as well as ABRR. Enhancements made to the system in the past few months have eliminated many of the route merge issues reported previously.
 - Met with ERAM representatives to review their status in preparation for the operational release of PDRR/ABRR. The problem reported last month with the TFMS system issuing a FRD (fix radial distance) point at the time a reroute sent has been corrected. The TFMS system will now use this FRD for internal processing only and will not issue it as a point on the route of flight to ERAM.
 - Reviewed the Release 12 Operational Testing participants entrance briefing and the Release 12 CBI.
 - TFMS change request prioritization. This was a new issue the team was asked to review and may become a part of our regular tasking.
 - Numerous requests for changes and corrections to the current functionalities of the TFMS system are received from users and field facilities.
 - The prioritization of these requests is currently done by non-operational staff personnel. There has been some concern that the prioritization that is currently being done is not the most beneficial for the TFMS users.
 - Since the group consists of numerous operational personnel they were asked to review the outstanding issues and to rank them in priority.

- CSC (Computer Science Corporation) personnel are also in attendance at the meeting. They are the current contractor for the TFMS system. They will review our recommended prioritization and provide us with cost estimates to make the changes.
- Reviewed some change requests to the PDRR/ABRR Route Amendment Dialog box that are being considered for Release 13.
- The next meeting is scheduled for September 15-17 at the Tech Center.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative. Below is a report of his activities for the week.

- Reviewed and commented on the RTCA SC228 DAA (Detect and Avoid) Draft MOPS (Minimum Operational Performance Standards)
- Reviewed FAA Order 8900.313 and recommended that NATCA did not need a briefing on this order
- Reviewed the July GAO Audit on FAA UAS Integration
- Reviewed and commented on the Draft UAS Class D SRMD
- Attended weekly meeting with Randy Willis (AJV115 Emerging Technologies Manager)
- Visited SYR and received a briefing on UAS operations current and proposed at SYR. The meeting was arranged by SYR facrep Andy Flynn. There were representatives from air traffic, the SYR Air National Guard unit, and from NUAIR (the consortium that runs the New York UAS test site)
- Participated in the continuation of the Beyond Visual Line (BVLOS) of Site SMS panel. Mr. Weidner was joined on this panel by Danny Watson (NATCA ZAB SME)
- Participated in the ATO UAS Integration Team meeting
- Met with Randy Willis to discuss the progress of code 7400 for lost link
- Participated in a meeting with Google. David Vos and Travis Martin (both from Google) briefed on the Google Wing project.


WAKE TURBULENCE: Scott Pressley (BHM) represents the bargaining unit on Wake Turbulence issues as the Article 48 Representative. Mr. Pressley forwarded the report below for this week.

- The first part of the week of August 17th was spent meeting with NCT and working on the impending RECAT implementation there.
 - The union has been working on pushing the date of the implementation to next year because of time critical training that needs to be accomplished this fall.
 - While we made some headway on a direction to go, moving this will allow us to have an appropriate amount of time to train the facilities after the Super Bowl has been completed.
 - The decision to delay Wake ReCat implementation at NCT was made late Friday. ReCat will be implemented next spring with training taking place in April and May of 2016.
- The last part of the week was spent in Denver meeting with D01 and DEN.
 - They will be the next facilities to go RECAT.

- The team was able to identify most of the road bumps that they will encounter during implementation and most are issues already addressed at other facilities.
- Mr. Pressley will be going back in a couple of weeks to continue the process with these two facilities.
- Training at Denver is scheduled to begin in October.

WEATHER: Matt Tucker (ZTL) serves as the Article 48 Representative for Weather issues and initiatives. Below is Mr. Tucker's update for this week.

- Mr. Tucker met with Tom Skiles (FAA, Director of ATC Operations) to discuss the CWO/HWO program and the LR issues that were on going. This issues have been resolved after our telcon.
 - Mr. Tucker also discussed that a needs or requirement document from AJT needed to be written to require automated PIREP entry from controllers automation as it is really the only way the PIREP entry issue that AOPA and NTSB will ever been answered.
- **WARP ECP 1**
 - Traveled to the tech center to observe some of the Meteorology testing for the upgrade and had discussions with the test team about the last software drop and the fact that it was removing some actual weather. We also talked about schedule issues that Harris Corp is having with both hardware and software. It currently looks like deployment would start July 2016 as long as it passes the meteorology evaluation.
- **Weather Evaluation Team CDM**
 - While at the tech center Mr. Tucker participated in the Aviation Weather Centers summer test which was being mirrored in the weather lab at the tech center.
 - The team in Atlantic City acted as airline meteorology department or a like CWSU working with AWC in developing collaborative aviation weather statements (CAWS).
- **Weather enterprise NAS Initiative.**
 - This team has been meeting since February 2014 and has two sub teams working on Big Weather Data and a National Weather Council based on the safety councils in the facilities.
 - The team is also participating the summer Friends and Partners of Aviation Weather meeting at the NTSB on Aug 25-26.
 - Mr. Tucker did ask the question where this group is heading and was is their goal. Hopefully they will provide answer in the coming weeks.


Dale Wright
Director
Safety and Technology