SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending September 4, 2015

AIRSPACE: Jim Davis (PCT) leads NATCA's efforts on airspace redesign and implementation as the National Airspace Lead. Mr. Davis' and other Airspace Team leads have provided the reports below for this week's update.

- **Atlanta Metroplex**
  - Reviewed and Updated MS Project
  - Scheduled times to review FIGs in OKC with AJV5 – week of 10/5
  - Adjacent facility Telcon for 12102015 implementation
  - Telcon regarding LOA issues between ZTL and BHM, possible solution being worked
  - Telcon with ESC FPT about publishing stand-alone waypoint for BHM departures
  - Meeting with A80 about 12102015 airspace changes
  - Meeting with ZTL530 about upcoming SID automation
  - **Issues:**
    - A80 STARs (Platform) Training & Implementation (Summer 2015) – Postponed to Fall 2015
  - **Milestone/Activity—Completions:**
    - 06252015 Airspace Implementation
    - ZTL began full time ATL metering August 2, 2015
  - **Projected Milestone/Activity Completions and Risks**
    - 9/9/15 – NCF Briefing
    - 9/18/15 – ATL City Airport Manager Briefing
    - 9/28/15 – Meeting with ATL City Airport Mngr
  - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **NorCal Metroplex**
  - Implementation and Post Implementation Lessons Learned meeting at NCT with MITRE and SMEs (Mon-Tue): MITRE distributed a survey to all SMEs present, then collected the data to compile in a presentation for Tue discussion; SMEs and POCs reviewed and updated the status of all outstanding amendment requests and the rationale for each; SRM / HAW discussion re: pre-arranged coordination procedure test in use for the SERFR and SILCN STARs; reviewed lessons learned feedback with MITRE on Tue and highlighted bullets for coordination with the Program Office for future teams.
  - Core / POC Meeting at NCT (Wed): reviewed latest ATSAP reports received from the Western Service Center Safety Rep, Bud Pangan; reviewed and updated each section of the Implementation Tracker; discussed possible support team needs for Oct and Dec chart amendments (ongoing); discussed possible plans/ logistics for facility briefings at closeout of project (ongoing); discussed the possible cancellation of legacy procedures and tracked the status of each.
  - Weekly National Metroplex Telcon cancelled due to unavailability of participants (Wed).

- o Participated in the FAA's Monthly Flight Plan Filer's Telcon (Wed): no new presentation; available to answer questions from the users.
- o Provided ATSAP feedback to the WSC for dissemination to the ERC; provided the data to facility leadership at ZOA and NCT.
- o Outstanding: 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.
- o Upcoming: Sep 21 – 25 Metroplex Summit (DC); Oct 15 and Dec 10 Chart Amendments; TBD: Meeting with SoCal Metroplex Team; NorCal closeout meeting(s)
- o Worked 1 Operational shift for currency and staffing.
- o Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **SoCal Metroplex**
  - o The POCs did not travel, Rob Henry (FAA Co-Lead) and Mr. Gonzalez met at the Regional Office.
  - o Mr. Henry, Ryan Weller, FAA Environmental Specialist and Mr. Gonzalez conducted a government outreach to local elected officials as specified by the Manatt Consultants. There were 16 attendees at the Regional Office and 25 via WebEx, with several others who were not able to log-on to the briefing. ATAC provided a live demonstration of the NIRS output model. They briefed on Metroplex 101, an update on the website and responded to general questions. We received numerous requests to further extend the comment period due to the amount of technical data, and "late" availability of the data. The data has always been available. It is only the new way the data is being presented that is different.
  - o SCT POCs met with the SMEs to provide them with an update on the project, provide them with the training plan outline and to answer Flight Procedure team questions.
  - o SCT participated in a telcon with the ZLA Automation team to discuss fix pair postings, automation events and schedule future meetings.
  - o SCT SMEs from DEL, LAA and BUR areas worked with the Flight Procedures Team to finalize SMO approaches and missed approach procedures.
  - o ZLA POCs and SMEs met with the ZLA Airspace office and the FAST Team to accumulate data for each area to develop new AARs and PDRs.
  - o ZLA POCs worked with the ZLA Airspace office building SCT Airspace files.
  - o ZLA coordinated with SBA to discuss possible LOA amendments.
  - o ZLA is coordinating with Area A and TMU to determine new Metroplex SMEs.
  - o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **DC Metroplex**
  - o DC Metroplex continued coordination on new BFOT estimate and actual form template with appropriate facilities.
  - o DC Metroplex continued coordination and QA checks with Flight Procedures team, AeroNav and ESC for future refined procedure implementations.
  - o Continued follow up research, documentation, and coordination on flight plan routing errors, strip processing errors, and CDR issues with appropriate facilities and Industry.

- o DC Metroplex continued automation process for October 15 implementation, verifying preferred routing adaptation and identifying PCT "scratch pad" labeling.
- o 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.
- o DC Metroplex sent out various LOA's for review and concurrence regarding changes occurring on October 15th.
- o DC Metroplex continued Post Implementation documentation coordination to ensure appropriate products are created for successful knowledge base in preparation for hand-off to facilities.
- o 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.
- o DC Metroplex coordinated with Industry concerning bad routes being filed and the correct routes have been distributed to the appropriate dispatchers.
- o DC Metroplex coordinated with the PCT Training and Airspace/ Procedures Managers concerning training regarding future implementations.
- o Coordinated with Tetra Tech regarding runway transition language on the MIIDY TWO RNAV STAR.
- o Coordinated with ZDC FAST concerning erroneous strips being printed.
- o Coordinated with PBN Specialist to ensure appropriate files were transferred to new KSN site.
- o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Denver Metroplex Design & Implementation**
  - o August 31 – September 3, 2015 – 8 vs. 16 Decision Week at D01
  - o The Denver Metroplex Team met this week at the TOC building near Denver TRACON. This was our decision week and was our major decision meeting to determine if the Denver Metroplex will proceed with an 8 STAR or 16 STAR designs.
    - This meeting was well attended for this decision including, D01, DEN, ZDV, and the following Industry reps, United, Southwest, Frontier, Alaska and American.
    - Also in attendance were facility management representatives and NATCA FacReps from each facility, as well as representatives from the Western Service Center.
    - The Metroplex Program Office (George Peurifoy, Mark McKelligan, and Jeff Davis) was in attendance Wednesday afternoon (9-2) and for the meeting on Thursday (9-3).
    - After two days of discussing the Pros and Cons and Mitigations we held a vote. The group reached consensus the best way to move forward in Denver would be to proceed with the 8 STAR designs.
      - Only Southwest dissented and voted to stay with the current 16 STAR design. They reiterated that Metroplex should not make any changes to the current Denver system. Gary McMullin was also asked to participate with the Denver Design Team as we move forward with the

> 8 STAR designs, however, he would not commit to assisting us with the new direction.
> - Mr. McMullin stated that he had to confer with his company prior to agreeing to further his work with Denver.

- o **Upcoming Schedule**
    - September 7 – 11 – No meetings scheduled
    - September 14 – 18 – Core Team will meet with facility POCs to prepare for Project Validation meeting at the end of the month.
- o Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- Phoenix OAPM Design and Implementation
    - o MITRE in McLean, Virginia
    - o TBFM HITL
    - o Validation HITL expectations and traffic settings
    - o Telcon with ZLA on Q-Routes
    - o Telcon with Chuck McAleavy, Metroplex Implementation Support TBFM Team on ZAB TBFM adaptation work
    - o Further review of environmental documentation
    - o Discussion on PHX north satellite SID adaptation implications
    - o Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Las Vegas Metroplex Study Team (LASST)**
    - o LASST met at McCarran Aviation Building Las Vegas this week.
    - o Four NBAA team members attended throughout the week. First interaction or input with industry partners since first outreach. NBAA pilots are only able to attend meetings held in the LAS area.
    - o Team reviewed the initial Study Team designs for LAS. The NBAA members were very enthusiastic on proposed procedures. Team adjusted agenda to ensure the maximum participation by NBAA on satellite airport issues.
    - o LASST completed conceptual SID and STAR designs for both HND and VGT
    - o with assistance from appropriate NBAA members. HND and VGT are both extremely close in proximity to LAS.
    - o Next week LASST will meet at McCarron Aviation Building Las Vegas.
    - o **Upcoming Activities:**
        - Las Vegas Study Team Design – September 8-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
    - o Submitted by Las Vegas Metroplex Study Team Lead Art. 48 Ron Myers
- **CLE/DTW Metroplex**
    - o Continued work on D21 airspace for the final design.
    - o D21 and DTW Tower worked on an agreement on Tower airspace. There were also discussions on non-routine event handling.

- o Addressed Delta concerns on pilot responsibly on Runway 3L with data showing a heavy on a 90 degree day, 10kts tailwind not being able to make SID climb restrictions. It was determined that a heavy would not depart from the shortest runway at the airport in these conditions.
- o The above mentioned conclusion also addressed other concerns dealing with tail winds on hot days and an agreement at the airport on runway in use current in place for runway assignment.
- o Delta will be running additional sim tests on the SIDs and some of the STARs. This along with some equipment in OKC both using the GE database provided by MITRE.
- o Telcon with CLE on task list issues.
- o Reviewed and forwarded agenda for upcoming SMS panel
- o Working some issues with the CSA on a briefing for public release with environmental office.
- o Updated the calendar and attendees for the upcoming meeting till the end of October
- o Week's ahead: 9/8-11 ZAU, 9/14-15 ZOB Airspace SMS, 9/16 CLE Airspace SMS, 9/17 D21/DTW Airspace SMS, 9/21-24 Metroplex Summit.
- o Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex

- **Florida Metroplex**
  - o Activities this week (ORL airport conference room)
  - o Week 1 for Florida Metroplex in central (ZJX, ZMA, TPA, F11, DAB) Teams discussed and designed the following SIDS, STARS, holding patterns and procedures all in support of the Florida Metroplex project. NO Industry Present
  - o DAB APCH
    - DAB SHRKS STAR
  - o F11 APCH
    - MCO RIDES STAR
    - MCO WAALT STAR
    - MCO GRNCH STAR
    - MCO JAFAR STAR
    - MCO FSHUN SID
    - MCO JEEMY SID
    - MCO EPCOT SID
    - MCO ALINA STAR
    - MCO/ISM SNFLD STAR
    - MCO LEWRD SID
    - ORL GOHOM SID
    - ORL NYTES SID
    - ORL SNAPY SID
    - SFB SHREK STAR
    - SFB TTHOR STAR
  - o TPA APCH
    - TPA BLYMY STAR
    - TPA HNING STAR
    - TPA BLFRG STAR

- - - TPA MAATY STAR
      - TPA RAYZZ STAR
      - SRQ LUBBR STAR
      - SRQ LOKKR STR
      - PIE TROPP STAR
  - MIA APCH
    - MIA DORAL STAR   (enroute only)
    - MIA KARTR STAR   (enroute only)
    - MIA CSTAL STAR   (enroute only)
    - MIA LARGO STAR   (enroute only)
    - MIA HERON STAR   (enroute only)
    - FLL KEYZZ SID   (enroute only)
    - FLL CUUDA STAR   (enroute only)
    - FLL BAHIA STAR   (enroute onyx)
    - FLL TEEKY STAR   (enroute only)
  - JAX APCH
    - JAX QUBEN STAR (enroute only)
  - PBI APCH
    - PBI TBIRD SID   (enroute only)
    - PBI CLMNT STAR (enroute only)
    - PBI CAPTN STAR (enroute only)
  - FMY APCH
    - APF TIDAL STAR   (enroute only)
    - APF CTRUS STAR   (enroute only)
    - SRQ SRKUS SID   (enroute only)
    - RSW SHFTY STAR (enroute only)
    - RSW CRABB STAR (enroute only)
  - Other actions:
    - HITL briefing and prep for central Florida
    - Airspace discussion/changes: ZJX, ZMA, TPA
    - Open SIDS
    - Holding pattern development
  - Lead was on leave this week
  - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Central Service Area PBN**
  - .41 Process Meetings with Columbus (KCMH) TRACON and ZID. Meetings covered Intro to PBN Development and explanation of available PBN solutions. Facility needs were discussed and preliminary scope is being worked over the next 6-8 weeks as facilities determine their preferences.
  - Continued Q39/Q67/Q71 Research and coordination for ZID requests
  - **Upcoming Activities:**
    - AJV-12 Visit to CSA---September 14-18, Fort Worth, TX schedule TBD
    - New TetraTech Lead meetings with Central OSG---September 15-17, Fort Worth, TX schedule TBD

- ▪ Metroplex Summit---September 23-24, @MITRE, Washington, DC
- ▪ Chart Date---October 15, 2015 Central facilities publishing include KSAT, KMDW, KORD, KMSY, and KAUS
  - o Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Eastern Service Area PBN**
  - o Attended Telcon on simulation data from Lead Carrier for BOS procedures. There were issues with the simulation data, so most of it will need to be rerun.
  - o Waiting on Lead Carrier to provide simulation data on SDF STARs so the team can finalize the design.
  - o Attended meeting in OKC for rewrite of the 8260.43.
  - o **Upcoming Activities**
    - ▪ Work with the BOS .41 WG staring in late September to finalize training plans, SMS, LOA/SOP, environmental and automation.
    - ▪ Telcon scheduled for September 30 to review BOS simulation data.
    - ▪ 8260.43 Rewrite meetings in FTW October 20-22 and November 16-20.
  - o **Projects being worked in ESA**
    - ▪ RDU-RNPs and RDU-BLOGS STAR
    - ▪ BVT-RNP
    - ▪ PLB decommissioning-T route
    - ▪ Working with CSA on Q69/Q39 amendments in ZID.
    - ▪ Metroplex Summit at Mitre week of September 21.
  - o Submitted by Bill Wise, ESA PBN Rep
- **Western Service Area PBN and Established on RNP (EoR)**
  - o 8/25-28 Observed Denver Metroplex STAR HITL
  - o 8/31-9/2 Attended NORCAL Metroplex Lessons Learned meetings
  - o 9/1 Weekly Service Center Telcon
  - o 9/2-9/4 Participated in Denver Metroplex STAR "Decision Week"
  - o 9/2 Greener Skies user/PMO telcon
  - o PBN Activities: LAX SID PBN Processing, ASE SID PBN Scheduling Activities, NORCAL T-Route Scheduling Activities, Seattle EoR Coordination Activities.
  - o Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
  - o Participated in weekly Metroplex Program Office Staff telcon
  - o Participated in weekly OSG telcon
  - o Attended meetings on September 1 thru 3, 2015 at the Clark County Aviation Administration building in LAs Vegas for Las Vegas Metroplex Study Team meetings
  - 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 Met with Las Vegas Metroplex NATCA Study Team Lead, Ron Myers, to discuss team dynamics, program office support, and project progress
  - o Participated in telcon regarding community outreach and other Metroplex related activities
  - o Participated in telcon to discuss PBN Dashboard

- o **Upcoming Activities:**
  - 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 on Metroplex weekly telcon discussion was on ERAM SIG1587, the amendments on Phoenix SIDS being pushed back to March, community outreach for the Metroplex teams.
  - o Participated on weekly OSG telcon, Discussion revolved around the PBN dashboard and how difficult it was to get information from it or get around on the site. Mr. McKelligan will talk to Robert Novia (FAA) about setting up a meeting with the PBN configuration group to get these issues addressed.
  - o Participated on a telcon with Steve Hansen (NATCA Safety Lead) and the CLT D&I Leads about the upcoming implementation on 10/15/15 and who from safety will cover the 3 main sites.
  - o Attended 2 days of lesson learned meetings in NCT. We also discussed after the team's final amendments go in December they will transition to 7100.41 and how that process works. The plan today is Metroplex will handoff to the facilities the week of 12/14/15.
  - o Attended 2 days of meetings with the Denver D&I team where they decided to go with the 8 Stars design, all core team members agreed to this as well as the United, Frontier, and American Tech reps. The only dissenting opinion was from SWA airlines. Chris Thomas (Art 48 co-lead) did an outstanding job keeping the discussion on point.
  - o Attended a "catch up" telcon with Jim Davis and Ed Hulsey.
  - o Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
  - o Participated in the weekly Telcon with Frank Black, Deputy Director of Airspace Services
  - o Participated in the weekly NATCA Safety and Tech Telcon
  - o Participated in the weekly Telcon with John Brandt, Mitre Airspace Lead
  - o Participated in the Community Outreach Telcon
  - o Discussed Ntexas next steps
  - o Participated on the weekly OSG Telcon
  - o Participated on multiple Telcons concerning Metroplex
  - o Submitted by Jim Davis (PCT) NATCA National Airspace Rep

DATACOMM: Chad Geyer (ZLA) is the DataComm Article 48 Representative for NATCA. His update for this week is below.

- IAH has declared IOC. This means that CPDLC operations are being conducted by controllers. Thanks to Will Hutson (NATCA) and Miles Magnuson (Management), the local 48 team, for all of their hard work. The group worked together in a very collaborative manner.
- HOU is conducting their DFV formal event this week. This means that controllers are sending CPDLC clearances to aircraft and validating message content with voice read backs.
- SLC and BOI will be receiving the new TDLS build this week and validating PTR fixes and enhancements.
- The TDLS Application Specialist Operational Try-out was completed this week thanks to the help of Brian Lapidus (JFK), Daniel Smith (CVG), and Mike Warfel (SAN). There were comments that came out for improving the course instruction and those will be incorporated into the First Course Conduct training.
- **Attended the following**
  - Daily SIB Meetings
  - Site Triage Meetings
  - DataComm 8/31 build exit briefing
  - IAH discussion
  - DataComm Implementation Coordination meeting
  - Weekly Key site meeting prep
  - Small Tech Working Group Meeting
  - ZLC/ZHU/SLC/BOI/IAH/HOU Weekly meeting
  - DataComm Implementation Meeting
  - TAS Operational Try-out in OKC

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) serves as the IDS-R Article 48 Representative. Mr. Smith has done an excellent job of keeping the membership and the National Office staff constantly updated with the rapidly changing IDS-R implementation issues. The report for this week is below.

- Emergency Release 4 keysite testing began last week at PVD and PHL.
  - Early, unofficial, news is that everything went well at PVD and no bad news has come out of the PHL testing.
  - The FAA and NATCA seem to have a slightly different view of information dissemination in regard to the keysite test results.
  - The FAA gets its report on Monday morning, reads through it and then distributes it accordingly. That would mean that Article 48 representative Richie Smith would get the test results on Tuesday and you would not be reading the results here until a week later.
  - NATCA is asking for Friday afternoon reports as to keep the membership up to date. It is funny how an agency that operates seven days a week and twenty four hours a day seems to think that closing up shop on Friday afternoon and doing nothing until Monday morning is an acceptable way to operate when important test results are sitting idle.
- Mr. Smith attended a meeting last week in Washington DC to discuss the IDSR program.

- o The purpose of the meeting was either misunderstood, misrepresented or miscommunicated.
  - o NATCA was led to believe that decisions were going to be made about how to run the NIDS program with a 54% budget cut in FY16, particularly in relation to the waterfall. Instead the meeting discussed various possibilities that the program could encounter based on financial and logistical scenarios.
  - o While this meeting was productive, it was not what NATCA expected it to be. Other offices and divisions were upset at not having been invited to this meeting, thinking that concrete decisions were being made about the future of the program.
  - o No decisions were made nor will they be made until all the appropriate stakeholders are represented.
- Some data needs to be clarified about the IDS Replacement program.
  - o IDS-Replacement is a program of which there are currently two "products": NIDS and EIDS.
  - o EIDS is not yet funded and probably won't be seen until 2021 at the earliest. When it was reported that the Program was facing a 27% funding reduction it was compiled as 27% per project and distributed incorrectly as a 54% cut. Apologies for the bad information sent out last week.
  - o So now NATCA is told that the 27% funding cut will be shared between the two products. But EIDS is not "funded"... We will just have to wait and see what funding is available for FYs 16 and 17, then we can negotiate waterfall changes.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is the NME Article 48 Representative. This program is working to develop and deploy equipment that will monitor equipment such as ILS, RVR and approach lighting. It is basically taking two current projects, Integrated Control Monitoring System (ICMS) and Universal Interlock Controller (UIC) that are available and working to go to one system. Ms. Conrad's report for this week is below.

- **UIC Update:**
  - o Working on setting up a telcon with the SFO Rep to coordinate dates for UIC training that we can both attend to validate the content and quality of training and ensure controllers can easily adapt to the new procedures.
  - o Also, to find out if SFO is wanting the system installed in the old tower to become familiar with the equipment before moving to the new tower. If they do want it installed in the current tower as well, we will then work to coordinate dates for the deployment to take place.
- **NME Update:**
  - o Mr. Wiggins from the PMO made a recommendation that the NME go through two investment decisions vs the four that programs normally go through.
  - o This basically will decrease the timeline for the process.
  - o On September 24, 2015, Mr. Wiggins will present his recommendation to the Acquisition Executive Board for a decision.
  - o If the recommendation is approved we will then have a list of documents that need to be developed or further developed, such as, the Requirements Document.

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

- On Wednesday, Mr. Shedden participated in facility visits to PCT and ZDC for Harris Corporation executives and the NVS program office. The primary focus was demonstrating the features of our existing voice switches.
- **Meetings this week:**
    - NVS Program Tracking Report (PTR) Review
    - NVS Air Traffic Early User Involvement Event (EUIE) planning
- **Other issues worked:**
    - Provided update on the upcoming headset splitter (ATSAP CAR 2012-001)
    - Update on ATSAP CAR 2013-007 ETVS Routing Anomaly (SSM still on track for January 2016 release)
    - Dual TED Call Queue functionality on NVS
    - Update on Access Restrictions for ATC Voice Node (AVN) resources
    - NVS Diversity Algorithm functionality

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

- The main activity for NATCA NextGen this week was a visit to the Next-Generation Embry-Riddle Aeronautics University (ERAU) Advanced Research Lab (NEAR Lab).
    - The lab is located on the main campus of the university and is partially funded by the FAA.
    - The lab has many current versions of FAA automation systems such as ERAM, STARS and TFMS. The lab differs from the FAA Technical Center in New Jersey in that it exists outside the FAA "firewall". It offers manufacturers the opportunity to display and test advanced versions of software in conjunction with FAA systems without the concern about interaction with the NAS.
    - During this visit both Boeing and Thales presented and demonstrated prototype versions of their subsystems.
- The Boeing demonstration focused on simulated four dimensional trajectory based operations (4-DT) using advanced aircraft flight management systems (FMS) connected via the FAA System Wide Information Management (SWIM) protocol. One of the aircraft involved was a UAS and the demonstration took place in simulated Class A airspace.
    - Although the demonstration used a simple three aircraft scenario, the engineering architecture for ensuring proper connectivity was very impressive.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the NATCA Article 48 Representative to the PMO. Mr. Woods' responsibilities include assisting other NATCA Representatives who have their projects in the PMO and he represents NATCA on PMO initiatives where no NATCA Representative has been assigned. Mr. Woods' report for this week is below.

- Attended a meeting with Robert Utley (NATCA S & T) about new Article 48 representatives indoctrination
- Attended weekly meeting with Dale Wright, James Keith, Jim Davis, Robert Utley, and Mel Davis
- Attended a meeting with Kelly Richardson (NATCA) to talk about videos for upcoming conferences
- Attended weekly meeting with Jim Linney (PMO) and talked about:
  - SBS
  - ASSC
  - Off Shore Automation
- Participated on a telcon with Mike O'Neil (IFATCA) and Franca Pavlicevic (EURO Control) to talk about PBN process
- Participated on a telcon with Phil Hargarten (NATCA Western OSG PBN Rep), Gary Beck (Alaska Airlines), Lynae Craig (Alaska Airlines), and Oscar Vela (Alaska Airlines) to talk about Seattle and the reopening of the third runway
- Attended a meeting with Mark Minik (AJT), Lori Farrel (AJT), Kathy Heet (AJT), and Jim McAllister (NATCA PCT) to work on a tentative schedule for Off Shore site visits
- Attended a meeting with Mitre, AJV-8, AJT, and the PMO to talk about the kick-off of TBFM support in NY/PHL September 10, 2015

REMOTE TOWER: Kieron Heflin (IAD) is the Remote Tower Article 48 Representative for the Leesburg (JYO) Demonstration. Mr. Heflin's work with different teams each week has been very informative and is providing the controller perspective for the Agency and SAAB. Below is Mr. Heflin's report for this week.

- September 1st, 2nd and 3rd made up the fifth week of passive data collection for the Remote Tower at Leesburg airport (JYO).
- The SME's this week were Byron Maxwell (JAN) and Cynthia Lowther (ILG). The weather and traffic cooperated in order to extract some good feedback and data collection.
- The SME's were professional and objective in their assessment of the R-Twr and all of its equipment.
- The next week we will be transitioning to a weekend schedule and hope the increase in traffic will help the passive data collection process even more.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) represents the NATCA Bargaining Units on RNAV and PBN criteria. This week's report is below.

- **Climb Via -** The PCPSI group has recently revisited this phraseology and has made a recommendation: The PCPSI request the PARC to engage with the appropriate FAA leadership to change their interpretation of Top Altitude as a requirement for issuing Climb Via clearances, and should reference it as the initial published ATC clearance limit altitude, or initial altitude to maintain.
  - Climb Via would then be applied only to procedures containing actual published altitude constraints, and when ATC expects the pilot to comply with them.

- o We agree with this and have also sent out a survey recently to gather data on compliance but need more response in order to have enough to go to the FAA and press for change. If you haven't already answered please do so or contact myself or Steve Hansen with any information.

- **NSPP -** NEW Metroplex Procedures: SoCal adds 15 post implementation slots each for 7/21 and 9/15/206, 1/5 and 3/2/2017 publication cycles.
  - o They also add 2 RNAV STARs, 1 RNAV SID at SNA, 3 RNAV SIDs at SBA and 1 RNAV STAR at BUR for 11/10/2016 publication cycle.
- **PBN Approach Initiative -** This project will begin soon where the following facilities: BOS, PHL, RIC, ACY, PNE and ILG will start advertising RNAV approaches on the ATIS with ILSs and then eventually as the primary approach as a means to increase PBN use. Here is the schedule:
  - o Conduct Project Kick-Off Meeting – Sept. 16
  - o Baseline Data Collection Period – Sept. 16, 2015 thru Sept. 30, 2015
  - o Demonstration Kick Off – Oct. 19, 2015
  - o Demonstration Data Collection Period (90 days) – Oct. 19, 2015 thru Jan. 19, 20 Conduct Demonstration Facility Site Visits – Oct. 19, 2015 thru Jan. 19, 2016
  - o Issue Demonstration Data Collection Final Report – Mar. 19, 2016
- **PBN Strategy –** A meeting in Seattle brought about action teams to work on some key items for the plan. GBAS - Tie in GBAS to the PBN strategy and further define the cost-benefit business case. Defining PBN - PBN discussion to address end state capabilities and transition strategy. Circling Minima - Circling minima removal and strategic implications. Guided Visual Approach Procedures - Visual approach procedures allowing for ATC clearance, while requiring aircraft adherence to an instrument based procedure. Resiliency - Further clarification of DME backup strategy. Mixed Equipage - Industry support of the concepts associated with equipage requirements.
- **Training Template -** PBN procedures that should be included in ATC curricula ASAP and are part of the PBN NAS Navigation Strategy include: RNP-AR approaches, RNAV STAR (OPD) and RNAV SID, open SIDs and DVAs, Q, T, Y,& Z ATS routes, RNAV (GPS) approaches (WAAS is not part of the program, but is integral to the navigation strategy) LNAV, LNAV/VNAV and LPVs included. Established on RNP, ELSO and other hybrid PBN procedures as they are developed
  - o PBN criteria that should be considered for curricula: RNAV-1 and RNAV-2, RNP x.x (routes and procedures).
  - o Conventional procedures that will be retained: ILS Cat I, II, and III, V ATS routes, VOR approaches only at VOR MON safe landing airports where no ILS exists (all others will be decommissioned)
  - o Procedures to be phased out 2021-2030 (mid to far term PBN Strategy): J ATS routes, NDB approaches and Conventional STAR/SID.
- Attended Training Template, NSPP, PBN Strategy, Weekly Service Center telcons, D-ATIS, 1 day floor, 1 day LSC, 1 day leave.

RUNWAY SAFETY: Ric Loewen (DFW) is NATCA's lead on Runway Safety. He serves as the Article 113 Runway Safety Action Team (RSAT) Representative and is also the Article 48 Representative for the Runway Safety Lights (RWSL). Below is Mr. Loewen's report for this week.

- **RWSL:**
    - Mr. Loewen will brief RWSL to the BWI RSAT on September 9th.
    - Site stati hasn't changed since last update:
        - MSP completed Joint Acceptance Inspection (JAI), Operational Readiness Decision (ORD), and commissioned 8/13
        - ORD system checkout is in process. Installation is being completed in 3 phases, the first of which is scheduled for Initial Operating Capability (IOC) early February 2016.
        - DTW IOC 7/8, Operation System Development (OSD) is on going. JAI and ORD planned for mid September.
        - LAX OSD is ongoing, JAI and ORD planned for late September.
        - EWR controller training scheduled for mid to late September, IOC January 2016.
        - BWI is briefing RWSL at their RSAT on September 9, Site Acceptance Testing (SAT) planned for late 2016, IOC mid 2017.
        - JFK is being installed in three phases, phase 1 shadow ops and IOC scheduled for lat October 2015. Phases 2 and 3 should reach IOC next summer.
- **Runway Safety:**
    - DFW airport continues to work through issues raised by the Surface Safety Initiative Team (SSIT) and its Comprehensive Airport Review and Assessment (CARA).
        - Airports division identified a number of issues with the airport's geometry that it is hoping to bring into compliance with the AC, most notably at this time the large concrete areas abutting the runways, also known as hold pads.
        - To date the proposals would require the installation of no-taxi islands between the triple parallel taxiways that intersect the approach ends of the runways.
        - The effort is being shepherded by DFW's LSC Chair, Bridget Gee and FacRep Heather Gerbitz with my support as needed.
    - A telcon was held on Thursday 9/3 by members of the runway safety program office, Steve Hansen (NATCA Safety Representative) and Mr. Loewen to work on matrices that will be used to identify focus airports for the runway safety office next year and going forward. Up to this point, each region was left to fend for itself, in a manner of speaking, which may have put more energy where it wasn't effective and less energy where it was needed. Therefore to better leverage the resources within the runway safety program office to support areas of risk, a data driven approach will be applied to identify airports in the NAS that have a greater risk of runway safety issues (incursions, excursions, etc). It is important to note that the list of focus airports will not be a list of airports identified as unsafe, but rather those that face greater challenges than others.
    - The regular **Airport Construction Advisory Committee (ACAC)** telcon was canceled due to scheduling conflicts with the council Chair.

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) leads the NATCA effort with the SBS Office. Mr. Labardini and the ADS-B Article 48 Team members have forwarded their reports for the week.

- **Eric Labardini (ZHU), National SBS Article 48 Rep**
  - Participated in multiple telcons this week including: SBS Implementation, SBS Weekly, TSLE telcon, Fusion Pre-Op, and Aireon Technical Interchange. Also led our weekly NATCA SBS telcon.
  - SBS has achieved an ADS-B IOC at all EnRoute sites and 66 Terminal sites. Most of these Terminal sites are operating in Fusion. ADS-B configuration changes continue to expand the use of ADS-B in non-radar airspace with all but one EnRoute site and multiple Terminal sites complete.
  - Alerted this week to issues with Fusion at SCT and STARS R27 sites. According to the Tech Center, as a target drops below surveillance the tracker continues to aggressively seek out the target. This leads to misidentification of primary targets nearby and causes the track to jump away at unrealistic supersonic speeds. The ultimate fix would be a software change, but that cannot occur without the usual pre-deployment checks and testing. Adaptation may be helpful in the meantime and sites are encouraged to provide data for analysis.
- **Craig Bielek (A90)**
  - Monday participated in the SBS Implementation, SBS Weekly, and TSLE telcons. Worked on upcoming travel.
  - Tuesday traveled to Fresno, CA.
  - Wednesday participated in the Fresno ADS-B flight inspection, then traveled to San Diego.
  - Thursday worked at SCT on some lingering fusion problems. SCT is continuing to work through the transition to STARS, and working with the Tech Center and OSF to resolve the problems they are having.
- **Dan Hamilton (SFO), National Airport Surface Surveillance Capability (ASSC) Rep**
  - **ASSC:** Still waiting for direction from the agency. Hopeful to have further guidance after the start of the new fiscal year
  - **Vehicle ADS-B:** Problems continue with the FAA Spectrum office. They continue to be non-cooperative and the tone of their emails is increasingly abrasive. The team is collaborating with the agency on an approach to mitigate this issue.
  - **ASDE-X Refresh:** Continues to move along with minimal issues.
- **Andrew Stachowiak (I90)**
  - Participated in the NATCA SBS weekly teleconference.
  - Traveled to Midland, TX for Fusion support, the evaluation went very well.
    - The two CTV's that make up the non-contiguous airspace of MAF and SJT creates a unique challenge.
    - Documented some false target issues around MAF and passed on the information to the OSF for further analysis.
    - The MAF radar failure contingency plan was modified in their SOP to reflect Fuse Mode operations and fallback procedures.
    - The facility is still waiting on 5-mile MVA maps to be delivered; this may delay MAF from going operational on Fusion.

- o Participated in email exchanges regarding R27 issues at DAB and ICT. Like I90, MIA, and Eglin AFB they are a Keysite for R27. DAB and ICT has seen high speed false targets like the ones seen at other facilities. The FAA Tech Center will be doing further analysis.
- **Tom Zarick (ZDV), National Interval Management (IM) Rep**
  - o Limited IM activity this week. Worked with program office and MITRE representatives on ZMP and ZHU adaptation examples in use at MITRE.

TEMPORARY OPERATIONAL CONTINGENCY OFFICE (TOCO): Tammy Norman (ZTL) is the TOCO Article 48 Representative. This is a one year detail at the Eastern Service Center to work on this project. Ms. Norman's report for this week is below.

- The TOCO manager, Tony Jenkins met with Deputy COO Randy Parks and directors concerning the progress and expectations of our office.
  - o They were briefed on the upcoming Tech Center meetings with the field contingency teams that are developing new Operational Contingency Plans (OPCs) to meet requirements of the 1900.47E.
  - o The new order includes the divestment of airspace to surrounding ARTCCs in ATC Zero events. In this meeting, it was decided to bring in San Juan to work with ZNY and ZMA.
  - o Mr. Jenkins briefed on the current status of the ACT2, the database that holds all contingency plans. This system has been a high risk for use due to the system being down and its instability for holding the amount of data that is required for contingency use.
  - o The office that handles the ACT2 has been ordered to find a fix, or find a new one.
- The field contingency teams for the CONUS ARTCCs continue to work on OPCs to bring to the Tech Center meetings. The POFMs have a deadline of September 11th to submit the Tech Center Pre-Work into a KSN site to be accessed by Tech Center tech ops to begin their ground work for the meetings.
- The TOCO welcomed Jimmy Black into our office as our Tech Ops rep.
  - o We spent several days catching Mr. Black up to speed with the goals of the TOCO and what his role will be in helping us with requirements.
  - o He will be a great asset to the team.
- NATCA has given the Article 48 representatives with new email addresses.
  - o You may contact Ms. Norman at TOCO@natca.net

TERMIINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) leads the NATCA TAMR Teams as the Article 48 Representative for this project. His update and the reports from TAMR Team leads are below.

- This week Mr. Herrick was on annual leave and attended a Southern Region Leadership meeting with NATCA Leadership including the new NSO RVP Jim Marinitti and his regional leadership team.
- There were a number of telcons and issues that arose during the week. Mostly related to Southern California TRACON and some problems with false targets and automation system performance.

- o NATCA made it very known to all involved (Program Office, Facility Management, Deployment Team, Second Level Engineering at the Tech Center, Regional etc.) that *"we don't care how many resources it takes and we are not interested in excuses or solutions that take weeks to produce. The team made it very clear that what was being reported by the controllers was unacceptable and the number one priority of everyone needs to be the safety of the NAS and the confidence the controllers at SCT have in their system. Nothing else matters and we need results immediately."*
  - o This message was well received and experts in several areas were dispatched to the SCT immediately to work on the issues. The results of those efforts were immediate and tangible.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
  - o Monday 8/31: (RDO) TAMR Weekly Staff meeting. Phase 1 rep, no report.
  - o Tuesday 9/1: Tucson, AZ (TUS) ATCT Joint Site Survey (first day). It was brought to the Phase 1 TAMR team's attention, the storage facility for receiving and shipping of equipment, is not a controlled environment space. This is a common practice, however there are concerns that at locations like Phoenix, temperatures can reach triple digits and may have an impact on the MDMs in storage. This may be something to watch.
  - o Wednesday 9/2: Day two of TUS JSS, concern is raised for overlapping Metroplex Project. Meeting to follow.
    - TSAS meeting with the program office, Raytheon, NATCA, and AJT. NATCA raises concerns that lack of play dates makes it impossible to reach an agreement on changes to TSAS and narrow the requirements down, TSLE not present. Other concerns with requirements are a confusion of the 24 scenario limit (24 operational, 1 test mode, and 1 PeVer). The question is, will TSAS change this requirement and if so, what is the proper track to make these changes.
    - Since this is a national agreement with NATCA, Eric Owens (TBFM Art 48 rep) will take an action to coordinate with NATCA national before giving our position. Weekly meetings will be on Wednesdays between 1 and 2p EST. NATCAs Art 48 Work Group training rep Aaron Rose will be invited to attend these meetings.
  - o Thursday 9/3: Day three of TUS JSS, meeting with Mark Ostonic (NATCA Metroplex Lead). The conclusion was, STARS installation and commissioning will not adversely affect the Metroplex project. The two groups will work jointly and have telcons as necessary to keep both projects from interfering with each other.
  - o Friday 9/4: (RDO) NATCA/Program Office weekly Tag Up meeting. Phase 1 rep updated the group on the TSAS requirements issue. Attended a NATCA only meeting for program related issues. Phase 1 rep concern is having proper coverage for TSAS meetings to make sure we don't' lose site of the potential challenges, TSAS may impose on the existing AT Coach.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - o It was a very interesting week in Segment 1.
  - o Friday afternoon before last weekend we had a telcon with the site discussing transition status at SCT.

- SCT had been operating in STARS for 4 weeks.
- There were open trouble reports, but much progress had been made and the mood was good.
- Things drastically changed over the weekend. Frustration with tracking anomalies spiked and in the course of just a couple of days, SCT had regressed to the point that falling back to CARTS was being proposed.
- The Technical Center, Raytheon and the Program Management office responded by allocating all available resources to collect, investigate and resolve the issues being reported at SCT.
- The most troubling issues were tracking problems, "XXX" altitudes, slew failures and frozen 7777 data blocks.
- The support organizations began having daily meetings with the site and within a few days significant progress was made in all areas and several adaptation changes had been loaded. By the end of the week enough progress had been made that falling back to CARTS was no longer being discussed as a likely outcome. Support resources remain on-site and we will continue to work with the site to correct reported problems.
  - o Representatives of Air Traffic, Tech Ops and the Program Office met at the Potomac TRACON for a transition kickoff meeting. The general format of the transition was discussed at length and a first draft schedule and plan was prepared for PCT. The transition is expected to begin in February 2016.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
  - o August 31, 2015, Scott Robillard (K90) dialed into the weekly TAMR staff meeting.
  - o August 31, 2015, The entire Segment 2 team dialed into the weekly NATCA SME telcon.
  - o August 31, 2015, Scott Robillard (K90), Joe Yannone and Frank Stahler (Region X) dialed into the Digitizer Implementation Meeting.
  - o September 1, 2015, Scott Robillard (K90), Time Poer (ABI) Joe Yannone and Frank Stahler (Region X) dialed into the TLH SR-8/Mode S Prep for System Performance Verification for Mode S and ASR-8, in preparation for TDX-2000 installation.
  - o September, 1, 2015, Jim VanZee (GRR) dialed into the FWA STAMP Review and hardware checklist telcon. Once the STAMP is complete, FWA's STARS G4 ELITE will be ordered and scheduled for delivery.
  - o September 1, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the CTD In Service Decision (ISD) Pre Meeting. ISD will occur after Key sitting at both a Mode-S and ATC-BI5 sites.
  - o September 2, 2015, Jim VanZee (GRR) and Dan Stefko (Region X) attended the TOL Initial Site Survey (ISS) for their STARS G4 ELITE system.
  - o September 2, 2015, Scott Robillard (K90), Joe Yannone and Frank Stahler (Region X) dialed into the CAM Access Review telcon. NATCA had made a very strong point of the tool and access level requirements for the new CTD system. It is NATCA position that the technicians at different levels service need the appropriate access level to ensure proper maintenance. AJV-147 initially attempted set all significant tools at level NATCA deemed unacceptable.

- o September 2, 2015, Richard Thomas (GEG) dialed into the FSW Adaptation Kick Off meeting. this is the start of the building of the adaptation that will allow for air traffic use of the STARS G4 ELITE as FSW.
- o September 2, 2015, tim Poer (ABI) dialed into the GPT Site Implemtation review telcon.
- o September 2, 2015, Bill Spence (BTV) dialed into the EVV IOC planning telcon. EVV is the next ARTS IIE site to transition from ARTS IIE to STARS. They are scheduled for September 18, 2015.
- o September 3, 2015, Jim VanZee (GRR) and Dan Stefko (Region X) attended the TOL Initial Site Survey (ISS) out brief for their STARS G4 ELITE system.
- o September 3, 2015, Scott Robillard (K90) dialed into the STARS Strategic Planning Meeting.
- o September 3, 2015, Scott Robillard (K90), Time Poer (ABI) Joe Yannone and Frank Stahler (Region X) dialed into the TAMRp3s2 (ARTS IIE to STARS G4 ELITE) - Common Terminal Digitizer (CTD) & STARS G4 ELITE Schedule Updates.
- o September 3, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the Dialed into the AVL ASR-8/BI-5 Radar Coverage Assessment (RCA) I Checkpoint 1 Telecon.
- o September 3, 2015, Scott Robillard (K90), Joe Yannone and Frank Stahler (Region X) dialed into the ASR-8 Digitizer Service Area Implementation Monthly Teleconference.

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the Article 48 Representative for TFDM. This project also includes the Advanced Electronic Flight Strips (AEFS) and the Electronic Flight Strip Transfer System (EFSTS). Mr. Baugh's report is next.

- This week was slow due to the concentration on the CLE AEFS system upgrade and testing and the holiday next week.

- **TFDM:** No changes from last week's report.
- **AEFS:** Regression testing took place on the mid shifts all week in CLE's new tower. The testing went well enough and the systems stability issue seems to have been fixed. However, there are still issues to be fixed in the next build reference strip marking and progression that we need to work on before we are able to go IOC in the new tower.
- **EFSTS:** The EFSTS keypad replacement keysite choices were narrowed down and the team is looking at making the final decision shortly.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is the Article 48 Representative for TBFM. Below is Mr. Owens' report for this week.

- Last week the TBFM Ops Team participated in two activities.
  - o A group of us went to SCT and SAN to provide Integrated Departure and Arrival Capability (IDAC) Training to the controllers, TMCs and STMCs. This activity went very well and IDAC should be up and running at SCT and SAN within the next few weeks. This week we will complete the training at SCT and SAN. In addition, we have a couple of members going to SNA to train their controllers.

    o   The second activity the Ops Team participated in was OAPM HITLs at MITRE. The adaptation being used at this event appeared to be different than the one agreed to by the facilities. This issue is being addressed so the appropriate adaptation should be available for future activities.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the Article 48 Representative and NATCA Lead on UAS. Mr. Weidner's report for this week is below.

- Participated in the UAS Weekly Hot Topics Meeting hosted by Peggy Gilligan (Associate FAA Administrator for Aviation Safety)
- Participated in weekly meeting with Dan Williams (ATO UAS Integration Team Lead)
- Participated in weekly meeting with Gary Norek (AJV-11)
- Participated in the weekly NATCA Article 48 meeting where he and Mel Davis (NATCA NextGen Rep) briefed on the NASA UTM initiative and the FAA position/response
- Reviewed Advisory Circular 91.57A - Model Aircraft Operating Standards
- Reviewed and commented on the AFS80 position paper - Acceptable Use of DAA Functions by UAS
- Participated in a telcon hosted by Paul Campbell (AFS80) to discuss replacing the term "Self-Separation" in the RTCA SC228 Detect and Avoid (DAA) MOPS. The term "Self Separation" has specific connotations within the air traffic world. The call participants agreed to replace the term with "Detect and Avoid (DAA)".
- Participated in the Section 333 blanket COA SMS panel. This panel was convened to identify safety issues with raising the maximum altitude on the blanket COA from 200' AGL to 400' AGL. This proposed increase in altitude would not change the requirement to remain 5 miles from towered airports, 3 miles from non-towered airports with instrument approach procedures, and two miles from all other airports, heliport, seaports and spaceports
- Participated in a telcon with NATCA Safety Chair, Steve Hansen, NATCA Director of Safety & Technology, Dale Wright and NATCA ZAB UAS SME, Danny Watson to discuss NATCA's dissenting opinion on the recently conducted Beyond Visual Line of Site SMS panel. Mr. Weidner and Mr. Watson represented NATCA on that panel.
- Mr. Weidner, NATCA Director of Outreach and Special Event, Kelly Richardson and NATCA Outreach and Special Events Coordinator, Jacqui Smith met with Mike Ball and Rob Hughes from Northrup Grumman to discuss their potential participation in CFS2016.
- Reviewed the AJV7 UAS Concept Maturation Document
- Reviewed the Pathfinder #1 (UAS Over Populated Areas) ConOps
- Reviewed the composite of AJV8 and AJV115 comments for the AFS80 Whitepaper on Authority of UAS PIC to Maneuver using DAA>

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

- The week of September 31st was spent traveling to Denver to observe operations in the tower. Denver is unique for several reasons, problems caused by density altitude being a major one.
    - o   How does that affect RECAT operations?

- Aircraft stay on the runway longer (both on departure and landing) so there are fewer opportunities to use 2.5 miles on final or 6000 feet and airborne on takeoff.
        - Add that to constant wind changes and runways that seem to be whole counties apart, and you can see how the Denver area has its own unique issues.
    o The TRACON and Tower work hard to overcome the issues they have and we will be able to help them.
    o This will be the first RECAT Phase II site and being able to customize the categories to their traffic is what will make RECAT successful there.
- Most of Thursday and Friday was spent on the phone (the majority of it waiting for someone to answer) with E2 trying to fix travel issues

WEATHER: Matt Tucker (ZTL) is the Weather Article 48 Representative for NATCA. Below is Mr. Tucker's update to the membership for this week.

- **CDM Weather Evaluation Team (WET)**
    o The team met at MIT/LL last week to review the Automated version of the CCFP (CDM Convective Forecast Planning Guidance) and the CAWS (Collaborative aviation weather statement). The first order of business was a preliminary briefing on the Suitability Assessment being conducted by the Tech Center. Some of the comments on where improvements need to be made are:
        - More focused of areas based on NAS impact
        - More quality control and consistency
        - Better lead times
        - Amending instead of canceling and issuing a new CAWS (shows trending)
        - Needs to be incorporated into the TSD
    o Impact can be subjective so many of the forecasters are still learning the true meaning of impact to the NAS
    o The Automated CCFP is using the operational HRRR (high resolution rapid refresh) convention model which is at least two iterations behind the experimental HRRR which many users have access to and can see the difference. The reason for using the operational HRRR in the CCFP is that the experimental HRRR is unreliable in its availability since it is not on the operation system. For more information see the website http://ruc.noaa.gov/hrrr/ The CCFP has a number of experimental versions running at the Aviation Weather Center to see if including some of the other available models will give a better resolution and reliability.
    o Much discussion was held on how to proceed for next convective season as CAWS production will stop the end of October and restart March 1st. The team agreed to refocus the CAWS into its original concept of being a supplement to the CCFP. This means that it will focus on areas that are more impactful on the NAS and look for areas either building or decaying more rapidly or slowly than forecasted by automation. This will also cover areas the automation may not picked up due to rules in the automation for coverage and intensity.

- The **TFM Weather Portal** which resides on the AWC website was discussed due to an upcoming re-hosting of the website and lockdown of configuration prior to the transition.
    - o Right now a number of the products linked or residing on the site are labeled or grouped incorrectly.
    - o The WET will discuss with the CSG(CDM steering group) the idea of assisting the AWC with configuration management of the TFM weather portal.

DaleWright

Dale Wright
Director
Safety and Technology