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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending September 11, 2015

WEATHER: Matt Tucker (ZTL) represents NATCA's membership on Weather products and procedures. Mr. Tucker's update for this week is below.

- Worked currency Sunday and Monday
- Offshore Precipitation Capability (OPC)
    - Traveled to ZHU to conduct a site visit for the Offshore Precipitation Capability (OPC), we briefed the facility on what OPC was and that AJV7 is putting together a business case and needed information on how the facility's Ocean sectors worked and what weather products were available to them.
    - The team demonstrated the MIT/LL website and what the process was to move forward. The group visited the Lake Charles Specialty to actually see how the sectors operate. ZHU has a large non-radar area that they work that borders Mexican airspace. The controllers stated that during weather events it was hard or near impossible to reroute aircraft coming out of Mexico due to their route structure and the fact they are placing aircraft onto non-radar routes. The other sector they have that also lacks adequate radar coverage is the sector that works the oil rig traffic.
    - There are rigs out to 300 miles or more and have no weather radar coverage due to altitude and range from the radar sites.
    - In addition with plans to make the Gulf just like domestic airspace once ADS-B is fully functional there will be a requirement for weather on the controller's displays.
    - This product still needs to go through testing and a legal determination on its use.

VOR MINIMUM OPERATIONS NETWORK (MON): John Vogelsang (P31) serves as NATCA's Article 48 Representative for the VOR MON project.

- The group has not been that active lately. Mr. Vogelsang participated in a telcon this week, the first one in six weeks for the group.
- It appears the FY17 budget has been reduced from $10M to $2M and this will make the initial goal of decommissioning 101 VOR's a dream. This number has been cut back to 70 VORs.
- Meeting now in planning stages for late October or November to come up with a new waterfall using the amended budget amount.
- The program is scheduled to submit its Final Investment Decision (FID) on September 30.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is NATCA's Article 48 Representative for UAS. This week Jeff Richards (ZAU) was designated to assist Mr. Weidner with the increasing amount of meetings and conferences associated with UAS activity. Mr. Weidner's report for this week is below.

- Reviewed a document prepared by AJV11, comparing the exemption process vs. the waiver process for FAR 91.113 (See and Avoid).
  - o This document was prepared as a position paper for the Beyond Visual Line of Sight (BVLOS) Pathfinder activity.
- Met with Randy Willis (AJV115 manager), John Page (AJV115), Eric Lautenschlager (AJV115) and Wendy O'Connor (AJV7) to discuss code 7400 as a designator for UAS Lost Link situations.
- Met with Scott Gardner (AJV115) to discuss instrument approach issues with the Customs and Border Protect at CRP.
- Participated in a Pathfinder #3 - BVLOS SMS Hazard Analysis Worksheet telcon.
- Participated in a Pathfinder #3 - BVLOS update meeting
- Met with James Sizemore (AJV73) to discuss UAS. Mr. Sizemore formerly worked in the UAS Integration office.
- Met with Michelle Duquette (MITRE) to discuss UAS support at MITRE
- Briefed Jeff Richards (NATCA) on UAS activities.
- Traveled to CRP and met with Customs and Border Protection at CRP and received a briefing on their UAS operations.
- Met with the Lone Star UAS Test Site.
  - o Mr. Weidner sends his thanks to Evan White (CRP Facrep) and CW Baker (CRP Staff Support Specialist) for arranging these meetings.
- Toured CRP ATCT to discuss UAS in their operation.
- Reviewed a draft of the national Global Hawk COA.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) is NATCA's Article 48 Representative for TBFM. Mr. Owens' update for this week is below.

- Last week Mr. Owens was in New York to attend a TBFM kickoff meeting with ZNY, N90 and PHL.
  - o The three mentioned facilities and surrounding en route facilities will begin determining the best way to proceed forward using TBFM for New York and Philadelphia.
  - o The meeting went very well and was a good start to this initiative.
    - We believe that if we can get TBFM to work in New York, it will work throughout the NAS.
- NATCA SMEs from SNA, SCT and SAN conducted IDAC training.
  - o The training was completed at SCT and SAN and the team is working with SNA to complete their training.

- o IDAC is currently being used at ZLA, LAX and BUR. The plan is to expand to SCT, SAN, SNA and LAS within the next thirty days.
- Mr. Owens participated in a couple of TSAS Telcons last week.
  - o The FAA and contractors seem to want to conduct all the business on Telcons. However, Mr. Owens has informed the Agency the team cannot make deductions without seeing the functionality on a STARS display.
  - o The team is attempting to add controllers to the workgroup to ensure we have a good product moving forward. In addition, after a schedule delay, two play dates with Raytheon were missed. Mr. Owens has told the FAA that this is not acceptable and the play dates need to be rescheduled

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) represents the NATCA bargaining units as the Article 48 Representative to TFDM. Mr. Baugh's report for this week is next.

- **TDFM:** Nothing new to report.
- **Advanced Electronic Flight Strips (AEFS):** Met with the EWR AEFS team Tuesday & Wednesday at the Tech Center to discuss their needs moving forward. The team was able to address a few issues in the lab with the help of TSLE and those fixes will be going into the next build due out in early to mid-October.
- **Electronic Flight Strip Transfer System (EFSTS):** Final requirements are on schedule for later this month. The Tech Ops and Ops Manual should be completed by late October. Keypad replacement should begin in early 2016.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) leads the TAMR Team as the TAMR Article 48 Representative. Below are reports from Mr. Herrick and the leaders of the TAMR Teams.

- **Mr. Herrick's update:**
  - o This week there were several discussions related to Offshore and the Agency's endeavor to modernize or replace Micro EARTS. NATCA's representative at the PMO Jeff Woods is coordinating the effort and we are discussing travel to Guam, Anchorage, Honolulu and Puerto Rico for SMEs to assess the systems and begin developing requirements for a replacement system of STARS/ERAM or potentially both. There have been a number of discussions with the Agency and we are hopeful that this process begins to take shape soon.
  - o Mr. Herrick was in Washington, DC this week for a meeting with ATO Communications, NATCA Communications and the TAMR Program office to discuss various initiatives surrounding public relations, Communicating for Safety, Facebook, FAA Website and NATCA Insider. There a plans to go out to facilities that have previously transitioned to STARS and do interviews with them about their experiences and observations of the program and the STARS system that they now utilize.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**

- o A holiday shortened work week was not able not keep Southern California TRACON off the Segment 1 "hot list." SCT is Segment One's most recent transition and has been running STARS for 6 weeks. The high intensity focus of last week that had SCT considering a return to CARTS while trouble reports are being resolved, has calmed by several levels of magnitude, but one particular instance of invalid tracking updates was reported this week that required immediate resolution. This case of a bad track update during opposite direction operations during the midshift a LAX caused significant concern, but was resolved through adaptation within 24 hours. The top concerns at SCT are still tracking updates and target reports. Many related reports have been resolved and adaptation improvements continue to be made. Significant progress is expected with the next software update in mid November.
  - o In other meetings this week new software build contents for software versions S6R3a and S6R3b were approved and an STR working group meeting covered requirements for three new functions in an upcoming build. As always a significant amount of time was spent soliciting and coordinating NATCA SME participants for coming events. IOC planning meetings were held for ST Louis (T75) and Minneapolis (M98) TRACONs. Th3 Segment 1 Team will be going to M98 next week for the sixth of eleven Segment 1 IOC transitions.
  - o The ARTS IIE replacement with STARS G4 ELITE started in 2012 with design. Deployment of the system has been occurring at a rapid pace since it was Key Sited at ABE on 4/15/14. During those 16 short months, 11 ARTS IIEs have left the NAS and those facilities have entered the NextGen world with cutting edge STARS technology. Looking forward, during the next 8 months, another 11 facilities will join them. That group of sites are:
    - EVV 9/18/15, GSO 12/11/15, TYS 1/15/2016, FAR 2/5/2016, ACY 3/11/2016, CHA 3/14/2016, GPT 3/18/2016, AMA 4/29/2016, GEG 5/6/2016, GRB 5/13/2016, MYR 5/13/2016
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
  - o By the end of May, 2016, The TAMR3SEG2 team will have replaced 22 ARTS IIE out of a total of 91 ARTS IIEs in the NAS. This could not have been done without a robust team of NATCA representatives that includes both controllers and NATCA represented engineers. Thank you to all of those who have helped NATCA through this difficult task.
  - o September 8, 2015, Scott Robillard (K90) attended a NATCA NE Regional Meeting
  - o September 9, 2015, Bill Spence (BTV) attending the training kick off meeting for CHA.
  - o September 9, 2016, Dan Stefko (Region X) attended the CHS Joint Site Survey (JSS) for the CHS STARS G4 ELITE System. Scott Robillard (K90) joined via telcon.
  - o September 9, 2015, Scott Robillard (K90), Joe Yannone (region X) dialed into the Common Terminal Digitizer (CTD) RIO Board.

- o September 9, 2015, Bill Spence (BTV), dialed into the last EVV IOC transitional Telcon. EVV is schedule for IOC on September 18, 2015.
- o September 10, 2015, Bill Spence (BTV) attended the training kick off meeting for ACY.
- o September 10, 2015, Tim Poer (ABI) and Dan Stefko (Region X) attended on Initial Site Survey (ISS) for the GRR STARS G4 ELITE System.
- o September 10, 2015, Scott Robillard (K90), Joe Yannone and Frank Stahler (Region X) dialed into the TLH Radar Sys Perf Verification Readiness telcon. The TLH ASR8 requires digitization prior to achieving IOC on STARS.
- o September 10, 2015. Scott Robillard (K90) dialed into the ELITE Opportunity - CCP 1085 Technical Interchange Meeting. This telcon was to answer question for the vendor on contractual changes for specific sites that will transition from Legacy G1/2 STARS to G4 STARS ELITE.
- o September 11, 2015, Scott Robillard (K90), Bill Spence (BTV), David Bridges (SAV) Joe Yannone and Frank Stahler (Region X) conducted a NATCA only telcon do discuss what NATCA position will be for the configuration of the Common Terminal Digitizer (CTD) for operation testing in June 2016.

- **STARS/TAMR Phase 1 update submitted by Jimmie White-K90**
  - o Delays in R4 roll-out has caused confusion and discontent with the Air Traffic folks from A90. Boston Tower (BOS) wants to keep Direct Radar Feed (DRF), but no current software build will support it. The program as a whole did a poor job managing situation. It wasn't on anyone radar to bring up, facilities may lose your DRF until R4 comes on line. F11 will not be able to come up on X2000 raids, because of the delays to R4. Instead, F11 and A90 will receive the Dell RAIDS until R4 rolls out and they upgrade to X2000.
  - o TSAS continues to move at a snail's pace. Confusion with what the AT Coach can do with TSAS is still cloudy.
  - o STR meeting on Thursday yielded some changes that may not go over well with certain facilities. Converging Runway Display Aid (CRDA) usage will increased throughout the NAS, D01 being the closest new facility to using this tool. The Denver OSF is having difficulty making CRDA work in relation to RNP approaches. The proposed 'fix' is to add another character in the keyboard entry, so the system to accept the input. This is due in part, to the number of different configurations that will need to be created. In addition, the SSA will simply say CRDA ON/OFF or ENABLED/INHIBITED, whatever is decided. Since the system is growing with each facility being added to the STARS pool, certain functions will have to be amended to accommodate this growth, CRDA being one of them. PHL uses CRDA daily, and is one of their consistently used functions in STARS. When this change takes place, what's in the SSA will be totally different and again a character will be added to the functionality. This is because the change has to be global. There will need to be pre-briefings and training prior to implementing this change. At PHL, looking at the SSA will tell you, you are configured correctly to use CRDA. In the future you will have to

bring up the list to see this same information that was in the SSA. These changes will likely occur in R6 (next summer).

TEMPORARY OPERATIONAL CONTINGENCY OFFICE (TOCO): Tammy Norman (ZTL) represents NATCA's bargaining units in accordance with Article 48 on the TOCO program. Ms. Norman provided the information below for this week's update.

- This is a one year detail at the Eastern Service Center to work on this project.
- The Status of FAA Order 1900.47E:
    o The SRM panel has completed their review.
    o Terry Biggio, VP of Air Traffic Services, will decide if the 1900.47E will have to go through the SMS process at each facility, determining the publication date.
    o If the Order does not have to go through the SMS process at each facility, it remains the ATM's decision to do so. Ultimately, all responsibility falls on the ATM.
    o It is recommended that each Facility NATCA Rep and ATM review the Order to confirm their OCPs meet requirements.
- The TOCO acquired a Technical Operations SME, Jimmy Black.
    o Mr. Black will be the bridge to gap the work of the TOCO and the Requirements work of Tech Ops to reach the goals and final product of this office.
    o Mr. Black has emphasized the necessity to develop procedures to test Operational Contingency Plans and stress the system without interrupting daily air traffic duties.
- Tech Center Meetings:
    o The TOCO is hosting meetings for contingency teams from the CONUS ARTCCs and San Juan to reach OCP agreements with divesting airspace in ATC Zero events. Due to financial constraints, the Tech Center meetings have been split into two meetings, dividing the east and west. The TOCO is in the process of creating a third meeting to "zip-up" the central ARTCC's OPC agreements. The third meeting date is TBD.
    o September 21-25:Eastern Meeting: ZAU, ZOB, ZBW, ZID, ZME, ZTL, ZDC, ZMA, ZJX, ZHU, ZNY, ZSU
    o October 19-23: Western Meeting: ZSE, ZOA, ZLA, ZLC, ZDV, ZAB, ZMP, ZKC, ZFW
    o Central Meeting: ZKC, ZAU, ZID, ZME, ZHU, ZFW, ZAB, ZMP, ZOB
- The Operational Contingency Field Team includes an OSG rep from each of the service areas along with a command center rep and 4 TOCO members.
    o Continued discussion about determining a standard to use when measuring and ultimately comparing facilities against administrator's efficiency targets.
    o Discussed the publication vs. effective date of Order 1900.47E.
    o Discussed the efforts of the Southern Service Center and Tech Center Tech Ops assisting San Juan in their development of divesting airspace to ZMA and ZNY: equipment limitations and serious constraints and limitations on infrastructure.
- **The TOCO Website: https://my.faa.gov/org/linebusiness/ato/toco.html**

 o The topics discussed on this site are:
   ▪ Contingency Strategy
   ▪ What We Do
   ▪ About Us
   ▪ Milestones

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) is NATCA's Article 48 Representative leading the SBS Team. Below are reports from the members of the SBS Article 48 Team.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
  o Shortened Labor Day week for the team.
  o Two short telcons this week with ZJX and MSY on Gulf of Mexico Radio Stations.
    ▪ SBS Program Office has identified which Radios are more critical than others based on comment from ZHU.
    ▪ Some Radios are also important to ZJX and MSY, so confirmation was obtained that both facilities rank the sites the same.
  o Participated in the weekly ADS-B Resiliency Assessment telcon. The effort is finally reaching a stage to consider scheduling of lab tests. NATCA SBS team members would be needed to evaluate the effect of ADS-B jamming or spoofing injected into automation platforms.
  o Participated in the biweekly Fusion Focus Group telcon.
  o Participated in a Separation Standards telcon that relayed the analysis of Hilo Approach control and the feasibility of operation in a Fused display mode.
    ▪ The results were positive despite initial concerns.
    ▪ This removes a hurdle and allows the effort to deploy Fusion at HCF and other MEARTS sites to continue.
  o Participated in an ADS-B GOMEX IPR telcon.
    ▪ Efforts continue to deploy ADS-B Radios in Mexico and a new VHF RCAG station at Cancun.
    ▪ The combination will be operational significant for GOMEX operations.
    ▪ Target date for operational use is April 2016.
  o Participated in the weekly Reduced Oceanic Separation ConOps telcon. Relayed questions to ATOP SMEs.
  o Answered questions from AJV-8 on ADS-B Alerts.
  o Led our weekly NATCA SBS telcon.
  o Participated in the weekly SBS/AJV/AJT telcon.
    ▪ Identified a concern with the SRMD and Notice/Order approval process. Too often the Agency is pushing approvals right to the deadline.
    ▪ Training and other issues require facility resources to be brought to bear 45 days or more in advance of that deadline.
    ▪ This leaves our facilities in a precarious situation should approval of the SRMD, Notice, or Order fail to materialize on time.
- **Craig Bielek (A90)**

- o Tuesday traveled to Billings MT
- o Wednesday and Thursday conducted Fusion Evaluation at BIL Approach and worked with Management and NATCA on suggestions for their SOP for contingency and radar use as the facility moves towards Fusion.
- o Wednesday participated in Fusion Focus Group Telcon and ADS-B only Telcons for Columbus (CMH) and Des Moines (DSM).
- o Thursday participated in ADS-B only telcon for Pittsburg (PIT) and weekly NATCA SBS telcon.
- o Friday traveled home from Billings.
- **Dan Hamilton (SFO),** National Airport Surface Surveillance Capability (ASSC) Rep
  - o **ASSC:** Team was in San Francisco for new tower site survey and briefings. Although work continues on SMR integration, the team is still waiting on direction from the Agency.
    - ▪ Hoping we will have final direction in mid October.
  - o **Vehicle ADS-B:** 637 vehicles equipped at 12 Airports. United Airlines is very much on board as they are currently working on equipping 9 tugs at IAH.
  - o **ASDE-X tech refresh:** Continues to move forward with minimal issues. There was a small issue that occurred at IAD, which was fixed promptly and all other facilities were checked to make sure this issue did not occur again.
- **Andrew Stachowiak (I90)**
  - o Participated in the FFG our NATCA SBS weekly teleconference. Also participated in ADS-B Only teleconferences for RDU and T75.
  - o Traveled to the FAA Tech Center in Atlantic City to evaluate and discuss all things Fusion related. The recent SCT false targets were lessened by identifying a pine tree that was blocking and bending the signal to one of their SRR. The tree was cut down and the false targets immediately stopped.
  - o MAF received their 5-mile MVA maps. They are poised to go Fusion Operational soon.
  - o Working with SBS Program Office to monitor NAP (Needs Assessment Program) requests from facilities adding radar feeds to their system.
  - o The new CSMM is finished and it will be published very soon.
    - o PHRASEOLOGY- "(Aircraft ID) YOUR ADS-B CALL SIGN DOES NOT MATCH YOUR FLIGHT PLAN CALL SIGN."
  - o Discussed radar contingency planning with Tech Center personnel. Passed on pictures of possible hardware anomalies from the Billings Fusion Suitability Demonstration. Discussed R27 software fixes.
- **Tom Zarick (ZDV),** National Interval Management Rep
  - o ZAB and ZDV 30 Day GIM-S Review telcon took place on Tuesday. ZDV hasn't spent a lot of energy on GIM-S. Only a handful of comments received. Definitely room for tweaking and minor improvements but overall the facility is calling it a success.
  - o Two GIM-S Planning meetings took place on Wednesday. The ZMP meeting centered on the results of the Mitre demo from two weeks ago. Although somewhat discouraged by the lack of speed advisories on the current adaptation,

work will continue. Optimistic that results on ZMP support string will show improvements.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is the Article 48 Representative for the criteria work on RNAV and PBN. Mr. Kelly's report for the week is below.

- Mr. Kelly will be on vacation starting now, no update next week.
- **ILS Rationalization** – Operational Targets:
    - o Provide vertically guided instrument approach services to the lowest practical minima at qualified instrument runway ends (per ATO/ARP/AVS designation)
    - o Provide lateral guidance to the lowest practical minima if vertically guided approach is not available
    - o Enable aircraft to navigate to a non-Global Navigation Satellite System (GNSS) (i.e., ILS or VOR) approach within 100 miles during a GPS outage
    - o Maintain approach guidance to support State Owned Aircraft
    - o Maintain suitable ILS infrastructure to minimize impacts to aircraft and air traffic operations at all weather conditions
    - o Minimize impacts to pilot and controller workload
    - o Align the provision of vertically guided approach services to locations based on user equipage. Match service provision to user equipage, wherever practical
- **NSPP** - NEW Metroplex Procedures: ATL moves 15 RNAV SID publications from 5/26 to 7/21/2016 to align properly with STAR cancellations two months after implementation. The same with 8 RNAV STARS from 1/5 to 3/2/2017. SIDs/STARs/RNP: The following cancel procedures for 1/5/2017 pub cycle: PWM 4 RNPs, MHT 2 RNPs, PIT 4 RNAV SIDs.
- **Open SID Memo** -
    - o On 9/2 the Director of Airspace Services signed this memo authorizing the use of the open SID concept. Open SID design criteria allow the use of RNAV departures with manual termination legs with the option to rejoin the RNAV route.
    - o This is a design that should only be used operationally necessary to achieve airspace efficiencies. Think of it as joining the procedure off the runway to a certain point, then radar vectors to clear airspace or traffic and then rejoining the procedure later on.
    - o This helps in areas where aircraft that outperform minimum climb criteria (most aircraft) in not being tied down to a longer OTG procedure. Next steps: There are 5 things in TARGETs that need to be revised.
    - o There are RNAV departure software changes, criteria engine changes and the actual new release. This will take to the end of October for testing.
    - o Other concerns are training and testing in STARs equipment and ERAM for automation. Contact me if you want a copy of the memo, which contains the details of the procedure design.

- **PBN Strategy PARC Action Teams** - There are 6 of these and here is a summary of what's happening on some:
    - **Mixed Equipage** – How are we going to deal with this in the future as it appears we will always have this problem, which presents us with different performance characteristics. Issues to consider are: DME – Aircraft/Avionics capabilities, the concept of Voluntary Equipage, and how operations would continue during a GNSS outage for aircraft not equipped with DME or IRU. Policy – making sure that the policy implications are known and that plan is in place to address. It seems to implied that best equipped/best served is the goal but there is no policy for it.
    - **Military** – How to accommodate DoD operations in the future operating environment when they are not likely to be equipped.
    - Use of **LPV** requirement is currently in the PBN strategy for the Far Term and is it needed or achievable because most airlines are not equipped.
- **Circling minimums** – Circling approaches and lines of minima are considered unnecessary and a burden at smaller airports due to cost of maintenance, the lack of use by airlines, operational complexity, and their inherent instability when compared to straight-in approaches.
    - The proposed strategy of straight-in PBN approaches to each runway end could make circling unnecessary at these airports and allow the total removal of circling minima. This proposal would affect 138 NSG 1 and 2 airports and 376 airports classified as NSG 3.
    - A total of 514 airports meet the criteria of having at least 2,500 enplanements and are recommended for having all circling approaches removed by 2025. The problem is that there are still training requirements, resiliency needs, airport access and obstacle clearance advantages, so we have to be careful about how many of these disappear even though on the surface it looks very easy to get rid of these for the aforementioned reasons.
    - **Recommendation:** Add in 2015-2020 Timeframe Removal of circling approaches from Navigation Service Group airports in accordance with criteria developed by the National Procedures Assessment Initiative. Retain a minimum number of circling procedures at designated airports to meet current requirements for pilot training, airport access, and resiliency. These circling approaches would be phased out as training requirements are updated, better straight in approaches are designed and user demand for circling approaches subsides.
- **Guided Visuals** - Visual approach procedures allowing for ATC clearance, while requiring aircraft adherence to an instrument based procedure. From Mark Steinbicker at AFS, the first thing is to try to determine exactly what we want to accomplish on a strategic level and not to actually work on making this happen yet. An RNAV visual is a special procedure that is handled locally in visual conditions and augments a visual path with a defined path to a certain point. GVAs are a phraseology-based approach that transfers to the pilot separation responsibility but still staying on the lateral and vertical path of a procedure and if something goes wrong, they need to act quickly. AFS is not comfortable with this.

- **Attended** NAS PBN strategy, NSPP, Weekly Service Center, JPCD, 2 Open SID, PARC mixed Equipage, PBN Guided Visuals telcons, 2 day NAPC meeting, 1 day floor, 1 day leave.
- Provide files for ILS Rationalization PPT and Open SID Memo.

NEXTGEN: Mel Davis (SCT) is NATCA's National NextGen Representative in accordance with Article 114 of the NATCA/FAA Agreement. Mr. Davis' focus the past month has been on Remote Services. His update for this week is below.

- The main NATCA NextGen activity this week was to observe several different surveillance technologies for potential use in a virtual or remote tower environment.
  - The three different variations, which were offered by various vendors were, visual wavelength cameras, Infrared Wavelength sensors and primary RADAR. Each one of the sensors has plusses and minuses.
  - Each of the solutions presented significant leaps of capability beyond anything currently deployed in the NAS. However, the evaluation of life-cycle cost and maintainability will need an extensive evaluation.
- The current objective of this task is to evaluate specific technologies that will enable ATC services at non-towered airports without constructing a traditional "brick and mortar" tower structure.
  - Some of these technologies will be deployed to non-towered airports for an evaluation phase.
  - It is logical that the evaluation of these technologies will be similar to the current evaluation taking place in Leesburg, VA.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) leads the work on the NVS. His report for this week is below.

- **Meetings this week:**
  - NAS Voice Recorder Program (NVRP) Requirements Kickoff; Replacement for the Digital Audio Legal Recorder (DALR)
  - NVS Human Factors Working Group (HFWG)
  - NVS Program Tracking Report (PTR) Review
- **Other issues worked:**
  - Review of modifications being made to headsets in the field
  - Coordination for upcoming Air Traffic Early User Involvement Event (EUIE)
  - Coordination with PHL regarding headset model availability

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) is the Article 48 Representative on the IDS-R Project. Mr. Smith's report to the membership is below.

- Results of the Emergency Release 4 testing at PVD and PHL were all positive. Everything that could be tested at those facilities was, leaving a small number of untested fixes that will be looked at during testing at other facilities.

- o The test team moved on to test the build at MLI and DAB this week and as of COB Friday no failures or problems were reported.
- o The program office is trying to achieve four IOCs before the end of FY15. These facilities are JAX, MLI, CLE and DAB. The latest news out of CLE is that the commissioning of the new tower is delayed into next FY.
  - A team from the program office will be visiting each of these facilities during the coming week.
- o NATCA's Article 48 Representative, Richie Smith, was invited to attend these "pre-IOC" meetings but can only attend two- CLE and JAX.
- The program office is still trying to create a new waterfall but not knowing what the budget will be next FY makes that task very difficult. No further news about the budget and its impact on the program is expected until the last week of September.

INDUSTRY: NATCA's involvement with industry associations and companies remain strong. Below are updates for several committees:

- **RTCA SC-214:** Scott Conde (ZOA) is NATCA's Representative to this RTCA Sub-Committee. This group address air traffic regulations and procedures for oceanic along with DataComm activities. Mr. Conde's update on the SC-214 work is below;
  - o Mr. Conde just returned from the Plenary meeting for SC214 in DC last week. The message set is finalized and packaged for FRAC.
  - o There is still work remaining for A-IM and that should be via telcon in the next two weeks, but it should be ready for the FRAC submission as well. While there were some items that we worked "collaboratively" to meet the needs of all stakeholders and countries,
  - o Mr. Conde truly believes the package as a whole is acceptable for our BUE's into the future, including the domestic applications. The OPLINK meeting in October will review and approve all of the existing work and job orders other than those coming out of the formal FRAC process.
  - o With regard to future work for the SC214 work.
    - There is only one remaining meeting scheduled to finalize the work and the package.
    - The December Plenary meeting will be to address any of the State comments that come out of FRAC for presentation to the Commission. This meeting will ensure that the last minute changes (primarily coming from industry Boeing/Airbus and EASA/Euro Control) are consistent with the intent of the agreements across the last 10 years of work.
    - There were a lot of last minute changes that we worked through in DC last week, but Mr. Conde anticipates many more via the State Comment vehicle.
    - After that meeting, the plan is to stand down the SC214 group for 18 months to 2 years and let the publications move forward. This would allow us to address any future work with the Agency as the verification and implementation of Services come on line in the 2018 timeframe.

- o While it is possible that there will be some validation work on A-IM and Dynamic RNP in the 2017 period that is the reason for our meeting with the Agency on the 21st of this month. We can address getting the Agency to pay for the last SC214 trip in December and then discuss the Bi-Annual OPLINK meetings separately.
- o Mr. Conde will coordinate with Chad Geyer, NATCA's DataComm Article 48 Representative to address the overall presentation to the Agency.

HEADSETS: This past week the department became aware of a letter and products sent to Facility Representatives by a NATCA member to modify the headsets. NATCA strongly opposes the use of this modification tool due to according to our NVS Article 48 Representative will void the warranty on a headset. The NEB has put out guidance and also mentioned the possibility of controllers being at risk for disciplinary action if their headset is damaged by this modification. The "Headset Gun" should not be installed on any headset. If there are any questions please do not hesitate to email Jon Shedden, NATCA's NAS Voice System Article 48 Representative at nvs@natca.net.

DATACOMM: Chad Geyer (ZLA) serves the membership as the DataComm Article 48 Representative. Mr. Geyer forwarded the information below for this week's update.

- HOU has declared IOC.
    - o This means that CPDLC operations are being conducted by controllers.
    - o Thanks to Shane Hammond (NATCA) and Alex Ali (Management), the local 48 team, for all of their hard work.
    - o The group worked together in a very collaborative manner.
- Four sites are currently running version 12 of TDLS at their facilities BOI, SLC, IAH, and HOU.
    - o Three of the sites are using CPDLC functionality.
    - o The new software has allowed SLC to run in Auto Mode and HOU and IAH now run a more efficient Auto Mode. Auto Mode is the ability of TDLS to automatically process initial PDC and CPDLC clearances without controller interaction.
    - o The system populates option fields with information associated with a SID and Transition assigned by ERAM and allows the controller to manually process clearances they do not want to send in Auto Mode.
- The sites will continue to receive builds to fix PTR's in the system and will receive an enhanced "UBER CHI" around the end of November. These enhancements will be used for the deployment of the waterfall beginning next year.

AIRSPACE: Jim Davis (PCT) is the National Airspace Lead for the union. Below are reports from Mr. Davis and other Airspace Team Leads.

- **Phoenix OAPM Design and Implementation**
    - o Phoenix TRACON and Tower

- o Design package review with Phoenix TRACON (P50)
- o Completion of Satellite SID's for P50
- o Meeting with Dave Surridge, American Airlines Tech Pilot
- o Executive summary development
- o Conventional STAR and SID discussion
- o Project review of open issues
- o Evaluation HITL objective development
- o Discussion with Phil Hargarten, WSC PBM NATCA Rep, on current SID issues
- o Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **Atlanta Metroplex**
  - o Week's Activities and Meeting Outcomes:
    - Reviewed and Updated MSProject
    - Meeting with ZTL530 about upcoming SID automation
    - NCF Briefing
    - OSG FPT Meeting regarding upcoming SIDs
  - o Issues:
    - N/A
  - o Milestone/Activity—Completions:
    - 06252015 Airspace Implementation
    - ZTL began full time ATL metering August 2, 2015
  - o Projected Milestone/Activity Completions and Risks
    - 9/18/15 – ATL City Airport Manager Briefing
    - 9/28/15 – Meeting with ATL City Airport Mngr
  - o Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **DC Metroplex**
  - o DC Metroplex team conducted April/June Implementation Refinement to Procedures Meeting (RPM) on September 08th and 9th at PCT. Collaboration of DC Metroplex members, ESC staff and Industry representatives analyzed and finalized refinements procedures.
  - o JCOBY SID (IAD), removed unnecessary crossing restriction at RIGNZ waypoint, added chart note specifying Part121 aircraft only for the CONLE transition and Part 121 and 129 aircraft only for the SWANN/AGARD transitions.
  - o BULRN SID (IAD) to be eliminated as it will be tied to the SCRAM, CLTCH, and JDUBB RNAV SIDS.
  - o SCRAM SID (DCA) to become vector SID for KIAD, KJYO, KMRB, KOKV, AND KDAA.
  - o TERPZ (BWI), changed turn altitude for RWY15R for predictability, moved WONCE waypoint to facilitate 10-degree separation rule for aircraft departing on RNAV SIDS and renamed PIRCH to SARLY. Also, top altitude was amended based transitions flown from 4000 to either 16,000 or 17,000 feet.
  - o CONLE (BWI), changed DEMKN to RAISN to abate pronunciation issues, amended top altitude for procedure to 14000, removed unnecessary altitude restriction at CONLE

- o FIXET (BWI), changed DEMKN to RAISN to abate pronunciation issues, amended top altitude for procedure to 14000, removed unnecessary altitude restriction at CONLE
- o DC Metroplex team in effort with ESC/QCG performed SMS analysis of all changes associated with RPM refinements. Determination made that there are no hazards created with the changes made to procedures
- o DC Metroplex team participated in strategic teleconference with ZDC ERAM FAST to resolve automation issues associated Q-routes and legacy/conventional routes. Agreement reached to create new waypoint(s) to capture routing issues that are incorrectly filed. Effort to continue in improvement of automation associated with Q routes, T routes and conventional routes to meet summer 2016 Data Comm requirements.
- o Continued coordination and discussions with Eastern Service Center and Program office concerning appropriate course of action from a programmatic Metroplex Post Implementation strategy and the implementation of refined procedures in identified chart cycles.
- o DC Metroplex coordinated with the PCT Training and Airspace/ Procedures Managers concerning training regarding future implementations.
- o Coordinated with NHK regarding reducing the amount of Flight Progress Strips and combining up their four FAVs into one.
- o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Las Vegas Metroplex Study Team (LASST)**
  - o Activities this week:
    - LASST met at McCarran Aviation Building Las Vegas this week.
    - Reviewed all LAS and Satellite Conceptual Study team designs.
    - Matrix review to ensure all issues have been addressed prior to second outreach.
    - Main issues worked extensively this week were requests from ZLA of a possible departure/arrival swap through the Northwest corridor as well as segregating props from the turbojets in that corridor. The Northwest corridor is extremely narrow due to SUA's on both sides. Major concern in attempting the "swap" is the increased climb gradient over higher terrain when departing LAS. Study team has developed several alternative conceptual designs to show facilities and industry.
    - Met with Clarke County Department of Aviation (CCDOA) to discuss conceptual procedure changes on LAS SID's and possible noise concerns. CCDOA gave a favorable response to all our conceptual designs.
    - Next week LASST will meet at Mitre McLean Virginia.
  - o Upcoming Activities:
    - Las Vegas Study Team Design – September 14-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
- **Florida Metroplex**
  - o Activities this week were at Miami Center (ZMA)
  - o Week 1 for Florida Metroplex in South (ZMA, PBI,MIA) Teams discussed and designed the following SIDS, STARS, holding patterns and procedures all in support of the Florida
  - o Metroplex project. American Airlines Present two days
  - o MIA APCH
    - MIA TEEKY STAR
    - MIA HERON STAR
    - MIA GLADZ SID
    - MIA GLADZ SID, plan B
    - MIA BNGOS SID
    - MIA SNAPR SID
    - FLL BAHIA STAR
    - FLL GLADZ SID
    - PBI APCH
    - PBI TBIRD SID
    - PBI RIDDR SID
  - o Other actions:
    - Discussed open SIDs
    - ZMA,MIA,PBI discussed conventional procedures
    - Discussed 75% benchmark briefing discussion
    - Leads went to Headquarters to brief the Cuban Delegation on Metroplex
  - o Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Charlotte Metroplex**
  - o Leads worked at Charlotte TRACON
  - o Finalized coordination with CLT, ZID and ZTL for validation flights on 9/12/15
  - o By-weekly Implementation update – all facilities are on schedule
  - o TELCON to discuss SWA concerns and to finalize rebuttal. Meeting set for September 21, 2015 with SWA, FAA and Metroplex
  - o EA specialist confirmed we can remove Satellite Airports from RNAV STARs with no impact to EA. PBN specialist has been direct to complete this work. We will keep the EA specialist informed of progress
  - o Updated budget items and performed various administrative functions
  - o Prepared briefings for Directors and ZTL Leadership
  - o Follow-up on BIMMR SID. Flight Check completed satisfactorily
  - o Follow-up on several LOA issues
  - o Issues:

- ▪ SWA has raised concerns about the PARQR and FILPZ STARs. We are gathering information and will follow up with SWA. They have agreed to attend the September 21, 2015, meeting
    - o Upcoming:
        - ▪ 9/14/15 - $4,000 at ZTL
        - ▪ 9/21/15 - $4,000 at MITRE
    - o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **SoCal Metroplex**
    - o The team did not meet this week.
    - o Headquarters extended the Draft EA public comment period an additional 30 days, for a total of 90 days that will now end on October 8th, 2015. The core team will meet next week to revise the publication dates.
    - o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Western Service Area PBN and Established on RNP (EoR)**
    - o 9/8-11 Western Services Center PBN Processing
    - o 9/9 Seattle Airspace Constraints and Opportunities meeting with Alaska Airlines
    - o 9/10 Open SID Telcon
    - o 9/11 Seattle EoR Risks Telcon
    - o Submitted by Phil Hargarten, WSA PBN Rep
- **CSA PBN 09/06/15-09/12/15**
    - o Activities this week:
        - ▪ Continued Q39/Q67/Q71 Research and coordination for ZID requests
        - ▪ CSA Internal discussion of Columbus (KCMH) Meeting results, action items, next steps, etc. Preliminary scope is being worked over the next 6-8 weeks as facilities determine their preferences.
        - ▪ Development of KCMH Meeting Minutes
        - ▪ Weekly NSPP Telcon
        - ▪ Weekly NATCA Service Center Telcon
        - ▪ ORD New Runway Commissioning Bi-Weekly Telcon
        - ▪ PBN Weekly Project Status Telcon
        - ▪ AJV-14 Telcon for new "Open SID" criteria memo and implementation plans
        - ▪ Meeting with CSA TetraTech specialists concerning preliminary KCRP designs/concepts/future activities planning
    - o 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
        - ▪ 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
- **National Design and Implementation Rep**
    - o Discussed with Jim Davis (National Airspace Rep) and Bill Wise (EOSG Rep) the need to get a Natca FPT Rep to be part of 8260.43/7100.41 re-write effort.

- o Attended a telcon with CLT Metroplex leads about an upcoming meeting with Industry.
- o Attended 2 days of meetings with the National Airspace and Procedures Committee (NAPC). The Committee met with Frank Black (Deputy Director of Airspace Services).
- o On leave 2 days
- o Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
  - o Participated on the weekly Telcon with Frank Black, Deputy Director of Airspace Services
  - o Participated on the weekly OSG Telcon
  - o Attended 2 days of meetings with the NATCA Airspace and Procedures Committee
  - o Participated on a PARC "update Telcon" concerning the NAS NAV Strategy document changes
  - o Attended the weekly Safety and Technology Telcon
  - o Participated on a Telcon with the CLT Metroplex Leads to discuss their upcoming industry meeting
  - o Coordinated with management to ensure needed NATCA attendance for the 8260.43 rewrite meetings
  - o Submitted by Jim Davis (PCT) NATCA National Airspace Rep

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is the Article 48 Representative for Administrative Software initiatives. Below is Mr. Santa's update to the membership for this week.

- Falcon:
  - o On September 30, 2015, Falcon 2 will stop processing and saving new data. Additionally, all support for Falcon 2 will end on September 30th.
  - o Falcon 3 is active.
- CEDAR
  - o No changes to discuss.
  - o The MOU discussion continues.
- ASISO
  - o The team is in Seattle this week to install.
  - o Mr. Santa is planning a telcon to present the program to the TRACON FacRep group on Monday.
  - o There are a lot of new facilities that have signed up. The program is still evolving with bug fixes and enhancements.
- WMT

- o A new release should be out within the next few weeks to allow new Internet Explorer to work seamlessly.
- ATOMS
  - o The leads should get a presentation this week to check up on the progress of the team.

Dale Wright

Dale Wright
Director, Safety and Technology