SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending September 25, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) represents NATCA in accordance with Article 48 on Administrative Software initiatives. Mr. Santa's report for this week is below.

- A-SISO
    - The team is in ZME for an install this week.
    - Participated in numerous telcons for various facility installs.
- ATOMS
    - Attended a meeting this week with NATCA SME's to help work on segments of the program.
- CEDAR
    - No new news on CEDAR or FALCON last week.
- WMT
    - We had some more testing sessions for compatibility and enhancement requests.

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) serves the membership as the Article 48 Representative to the AJV-7 Office. Mr. Keith's update for this week is below.

- Jeff Woods (PMO Rep) and Mr. Keith had a coordination meeting with AJV-7, PMO, and Next Gen. Mel Davis (NextGen) was unable to attend due to a higher priority meeting with Paul Rinaldi and General Bolton.
    - The meeting consisted of Rob Hunt of AJV-7 briefing the timeline for path stretch. He said they are in the process of updating the requirements, preparing benefits projections, doing a tech analysis, and getting cost estimate. MITRE report is due end of September.
    - The ConUse us updated. Also discussed Commercial Space and AJV-7 role to that office. AJV-7 is assisting in build shortfall analysis and concept of operations. The lead at AJV-7 on this project is Ron Snyder.
    - Other topics of discussion:
        - Strategic Flow Management SFMA HITL's in October
        - Advanced methods site visits FY16
        - AIM sig3 continued work.
- Attended a meeting with Eric Labardini (SBS Rep), Tom Zarick (IM Rep), Jeff Woods (PMO Rep), Scott Conde (ZOA), and Dale Wright (S&T). The group discussed IM and Path Stretch.
- Participated in the weekly meeting with Jeff Woods, Mel Davis, Andy Marosvari and Jim Davis to discuss common projects.
- Attended IM roundtable meeting. In attendance: PMO, ADS-B surface office, Eric Labardini, Jeff Woods, Mel Davis, and Scott Conde. Broad discussion on IM and path stretch.

- Talked to Scott Montroy D10 Fac Rep reference the Voice Switch issues at D10. Mr. Montroy prepared a summary of voice switch issues at D10. The copy of that summary was sent out to Jeff Woods, Dale Wright and Mel Davis. NATCA is working with AJT to get this issue addressed.
- The first Virtual session for TRACON Evolution was held on 9/23. NATCA had 10 SME's from all levels of facility and experience. The NATCA SME's did an outstanding job of providing great feedback. There are five more sessions and once the sessions are done AJV-7 in coordination with NATCA will build Terminal Work Package 1. Again, Mr. Keith can't express how great it was to have 10 experienced controllers giving the agency what they need to build the TRACON of the future.
- Meet with Trish Horan of AJV-7 to discuss an ERAM issue on duplicate flight plans. Mr. Keith has a meeting with Julio next week to discuss NATCA position on this subject.
- Meet briefly with Greg Burke, AJV-7 Director to discuss the Terminal CHI team. Mr. Burke will get back to Mr. Keith by the end of next week.

AIR TRAFFIC PROCEDURES (AJV-8): Andy Marosvari (BOI) is NATCA's Article 48 Representative to the AJV-8 Office. Mr. Marosvari's report to the membership is below.

- Attended weekly project review meeting with Dale Wright (S&T), Jeff Woods (PMO), Robert Utley (S&T), Mel Davis (NextGen) and James Keith (AJV-7).
- Discussed DCP for Descend Via and Climb Via procedures with Andrew Duda in AJV-8 at FAA headquarters.
- Met with Dwight Kuzanek from AJV-8 to discuss Approach Hold procedural issues. Guidance in the AIM, 7210.3 and 7110.65 are not in alignment.
- Met with Chuck Chamberlain from AJV-8 to answer concerns from Flight Standards regarding new Passing and Diverging rules for en route facilities.
- Worked at finalizing NATCA issues for FY 16 ATC Handbook Revision work.

AIRSPACE: Jim Davis (PCT) is the NATCA National Airspace Lead. This week's report from the team was sent in by Ed Hulsey, NATCA National OAPM Study Team Lead.

- **Metroplex Study Team Rep**
  - Met with the core team members and SMEs on the Las Vegas Metroplex Study Team on Monday, September 21 at the one of the Clark County Aviation administration buildings to prepare for the upcoming facility and industry outreach meetings on the following days
  - Held facility and industry outreach meetings for the Las Vegas Metroplex Study Team in Las Vegas on September 22-24, 2015 at the Clark County Aviation administration buildings and at the Commisioner's Conference room in Terminal 1 of McCarran Airport (LAS). Attendees included participants from ZLA, L30, LAS Tower, Nellis, WSA, NBAA, and Southwest Airlines
  - Participated in weekly Metroplex Staff telcon
  - Participated in weekly OSG telcon

- o Participated in weekly Metroplex Leads telcon
- o **Upcoming Activities:**
  - Las Vegas Study Team Analysis – September 29-October 23, 2015
  - Las Vegas Study Team Final Facility Outreach Meeting – October 29, 2015
  - Las Vegas Study Team Final Industry Outreach Meeting – Nov 5, 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
- **Atlanta Metroplex**
  - o Status update with A80 Staff Mngr
  - o Meeting with Airports Division in ESC focusing on upcoming City Airport Briefing
  - o Revised briefing for ATL City Airport Mngr Staff
  - o Status Meeting with ZTL XO and NATCA
  - o Meeting with ZTL Area 4 & 5 SMEs for Q-Route connectivity with S FLA Metroplex
  - 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**
    - 9/28/15 – Meeting with ATL City Airport Manager
  - o Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Las Vegas Metroplex Study Team (LASST)**
  - o Second Outreaches (Facilities and Industry) held in Las Vegas, Nevada.
  - o LASST conceptual procedures overall received extremely favorable responses from facilities. Minor adjustments facilities recommended were either made on the spot or captured for the LASST to evaluate further prior to third outreach. The facilities biggest concern was LASST dual STAR arrival proposal from the Southeast Gate. L30/ZLA's previous experience with attempting dual corner post arrivals, approximately 5 years ago, was unsuccessful due to ineffective TBFM tools, which made the flow unmanageable.
  - o Facilities requested LASST to pursue one of the team's alternative proposals for the Northwest corridor in which the design flip-flops the arrival and departure flows. Facilities and the team all recognize benefits in both reducing complexity and significant efficiency gains. However one concern that LASST is working on is alleviating the climb gradient required for the design to be a viable procedure in the LAS area, which has high terrain and extreme temperatures.
  - o Industry Outreach went extremely well. No issues or concerns on conceptual designs were expressed from Industry during their Outreach. The Major concern industry stated is the lack of radar coverage in the LAS area.

- o Next week LASST is unable to travel to MITRE to begin analysis phase because of budgetary concerns. Team will conduct webinars.
  - o **Upcoming Activities:**
    - Las Vegas Study Team Analysis – October 5-23, 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
- **National Design and Implementation Rep**
  - o Attended a meeting with the CLT leads, SWA airlines, AAL airlines and the Metroplex program office, to discuss SWA's concerns over the OCT 15 implementation. The CLT team and AAL airlines do not agree with SWA's issues, the team did in fact do there due diligence and designed the procedure IAW current criteria and current rules. It must also be noted that SWA has 6 flights a day going into CLT. The procedures will be implemented and if SWA does not want to fly them there are conventional procedures available. The team and the program office agreed to fly the procedures in the SWA 737 NG simulator as well as OKC 737 NG simulator to compare data. Depending on the data there may be "tweaks" to the procedures in Post Implementation. As of now SWA has not provided any data to substantiate their clams.
  - o Talked with Jose Gonzalez SCT co-lead and Mike Taylor SCT POC about scheduling issues at SCT.
  - o Talked with Andy Masrovari about the 7110.65 para4-7-1 DCP, The SWA rep gave completely inaccurate information on this subject and after talking to Andy I corrected the misinformation with facts.
  - o Attended facility outreach meeting with the LAS Study team.
  - o Participated on several telcons on possible furloughs taking place next week.
  - o Participated on the weekly OSG telcon
  - o Participated on the weekly Metroplex telcon.
  - o Participated on a telcon with the Florida D&I leads about community outreach up coming meetings with airports
  - o Submitted by Mark McKelligan (ZBW) National Design and Implementation Rep
- **SoCal Metroplex**
  - o The POCs remained at their home facilities. Rob and I travelled to SCT for meetings.
  - o Rob Henry and Mr. Gonzalez briefed representatives for City Councilwoman Lorie Zapf, San Diego City District 2, on SoCal Metroplex procedures and the Metroplex process. We also briefed a representative for the Mayor of San Diego.
  - o Mr. Henry and Mr. Gonzalez participated on a telecon to brief representatives for Congressman Ted Lieu, 33rd District, on SoCal Metroplex procedures and the Metroplex process.

- o Prepared PowerPoint briefings for Congressman Scott Peters, 52nd District and for Congressman Dana Rohrabacher, 48th District.
- o Created at short notice, a talking paper for Headquarters on SAN procedures.
- o The Santa Monica CHANGE.ORG petition has 964 signatures.
- o The Culver City CHANGE.ORG has 1,258 signatures.
- o The San Diego/Point Loma CHANGE.ORG has 1,817 signatures.
- o The No Fly Day Rally CHANGE.ORG has 1,258 signatures.
- o The Point Loma Facebook page has 355 members.
- o There are about 1,200 comments. The team was scheduled to meet next week to continue to "bucket" comments that can be topically responded to and to categorize those that require a more in depth response.
- o The Mayor of Los Angeles, the City of Orange County, SAN Airports, and the Malibu/Pacific Palisades areas have requested additional public workshops. We are waiting for direction from Headquarters.
- o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Charlotte Metroplex**
  - o Leads worked at MITRE
  - o TELCON with SWA and FAA to discuss the airline's concerns. We will continue with the 10/15/15 implementation while attempting to work with the airline on improvements. We will visit SWA and OKC to SIM the procedure
  - o Coordinated with AAL and they have asked UAL to SIM the FILPZ
  - o Organizing a trip to the SWA and OKC simulators for the FILPZ
  - o Wrote rebuttal to SWA's concerns for FAA/NATCA Leadership
  - o By-weekly implementation telcon. All facilities are on schedule for the 10/15/15 implementation
  - o Organized a visit to ZTL for the CLT team to see TBFM and observe the FILPZ and PARQR feeds in training scenarios
  - o Researched the implications of a government shutdown. All facilities are looking at this and will get back ASAP
  - o Updated Go-team information
  - o Asked DAL to SIM the FILPZ in a B737NG simulator
  - o **Issues:**
    - ▪ Possible Gov't shutdown
    - ▪ SWA has raised concerns about the PARQR and FILPZ STARs.
  - o **Upcoming:**
    - ▪ 9/28/15 – At home facilities. DAL and OKC on 10/1 & 10/2
    - ▪ 10/5/15 – At ZTL
  - o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **CLE/DTW Metroplex**
  - o Worked with CLE/ZOB/ZAU on SNDRS SID with a turn angle issue for two of the satellite airports.
  - o Passed on information from Brent Luna (CSA NATCA OSG PBN) about Q route modifications for ZID and worked an issue with ZID to include MEA on the STAR for a couple of close in airports.
  - o Worked a segment length on SIDs from DTW with ZOB.

- o Telcom with CSA environmental specialist on issues that affect DTW use of runway 9 L/R and several other issues
- o Reviewed and revised the 100% design documents for CLE, CAK and some of DTW
- o Worked with the core team on requests from Delta airlines to run so final evaluations on procedures at DTW. Some flight sims will be conducted at OKC using the GE data base.
- o Final amendments at DTW on the Runway 27 configuration submitted to Tetra Tech and Core for final documentation.
- o Closing out FY15 budget items with HQ.
- o Coordinate with some local ZOB people that the National TBFM team will not be at the site next week due to the travel restrictions.
- o Upcoming: Sept 28 – Oct 1 ZOB (cancelled some telecoms), October 5-9 DTW/D21 100% work (pending), Oct 12 – 15 100% close out, October 16 100% design due to environmental, Oct 19 – 30 on leave
- o Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex**
  - o Activities this week were worked from the MIA ATCA conference room
  - o First week of design for Florida Metroplex (MIA) Team worked the following SIDS, STARS, holding patterns and procedures to incorporate SIM data from industry: No industry participation.
  - o **MIA**
    - MIA HERON STAR
    - MIA CSTAL STAR
    - MIA DORAL STAR
    - MIA MHITO STAR
    - MIA SNAPR SID
    - MIA REGAE SID
    - MIA KEYZZ SID
    - MIA GLADZ SID
    - MIA FOLZZ SID
    - MIA BNGOS SID
    - MIA AARPS SID
  - o **FLL**
    - FLL KEYZZ SID
    - FLL TWZTR SID
    - FLL VACAY SID
    - FLL FEELX SID
    - FLL TEEKY STAR
    - FLL CUUDA STAR
    - FLL BAHIA STAR
  - o **PBI**
    - PBI LMORE SID
  - o Miami approach also developed holding patterns, continued waypoint naming and designed internal airspace.

- o Other actions: Lead attended leads meeting in Atlanta at service center and met with the following: Environmental, PBN, Airports, OSG Florida Metroplex group, ZTL, Attended Florida Metroplex meeting at MIA on Thursday
  - o Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **CSA PBN**
  - o 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.
  - o Coordination of KCMH Meeting Minutes with preliminary workgroup
  - o Weekly CSA PBN Team Meeting
  - o Weekly NSPP TelCon
  - o Weekly NATCA Service Center TelCon
  - o Weekly PBN Project Status Telcon with AJV-14
  - o Weekly Metroplex Program Office Telcon
  - o KCMH RNP TelCon with CMH, CSA PBN Team, and Phil Hargarten (NATCA EoR Art. 48) to discuss design possibilities, future aspirations for functionality, and tie ins to notional STAR designs
  - o .41 and PBN MOU coordination with all CSA affected NATCA reps
  - o Coordination with Mark McKelligan, NATCA National D&I Lead and Ed Hulsey, NATCA National Study Team Lead
  - o Preliminary CMH PDARs Analysis sent to facility
  - o Central PBN KSN Design Meeting
  - o Discussions with Industry concerning A/C performance on GIIBS STAR into IND
  - o Agenda development/Project review for next week's IND Telcon
  - o KCRP Project review and initial facility contact
  - o Review of latest 7100.41 Draft Order and latest .43 Draft RAPT Order
  - o Upcoming Activities:
    - Chart Date---October 15, 2015 Central facilities publishing include KSAT, KMDW, KORD, KMSY, and KAUS
    - NATCA LEAP Class---October 19-21 @ DC
    - North Texas Meeting---Tentatively October 21, 2015 @ D10….future plans and transfer to .41 publication process
    - KMSP (Minneapolis)---October 27-29 @ M98….Post Implementation Design Meetings
  - o Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Eastern Service Area PBN**
  - o Projects being worked in ESA; RDU-RNPs, RDU-BLOGS STAR, BVT-RNP, PLB decommissioning-T route, ZID Q71/Q69/Q39 amendments, SDF STARs, BOS STARs and BNA- SWFFT STAR.
  - o Requested Projects in ESA; MEM SIDs, JAX-MARQO STAR, CVG STARs, LUK-SID, DKK decommissioning-T routes and TEB-RUUDY SID.
  - o Attended telcons; NSPP, Weekly NATCA PBN, AJV14 weekly PBN Initial Review.

- o Meetings; Weekly ESA PBN, ARD manager, ESC Initiatives work group, North team OSG manager on NY TRACON and TEB.
- o Follow-up meeting with AJV-E Director on 8260.43 rewrite, FPT issues, and PBN 7100.41 process.
- o Upcoming Activities
  - Telcon scheduled for September 30 to review BOS simulation data.
  - Telcon scheduled for September 29 to review SDF simulation data.
  - 8260.43 Rewrite meetings in FTW October 20-22 and December 1-3.
  - Meeting Monday with OSG GM on 8260.43 rewrite and 7100.41 process.
  - Meeting Monday with AJV-141 on SDF/IND/CVG/CMH/ZID projects.
- o Submitted by Bill Wise, ESA PBN Rep
- **NorCal Metroplex**
  - Participated in the Weekly National Metroplex Telcons; provided team status update.
  - Weekly NorCal team telcons cancelled due to unavailability of participants (Wed). Wed, 9/30 agenda includes: Implementation Tracker updates, Oct 15th chart date support, assess potential impacts to Oct 15th chart date in the event of a government shutdown (if any), status of design packages, and review latest ATSAP data.
  - Communicated status change of KATFH and CNDEL SIDs to Flight Plan Filer's distribution group.
  - 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.
  - Upcoming: Travel- none currently scheduled; TBD: Metroplex Summit (DC); Oct 15 and Dec 10 Chart Amendments; TBD: Meeting with SoCal Metroplex Team; TBD: NorCal closeout meeting(s)
  - Worked multiple Operational shifts for currency and staffing.
  - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) is the Article 48 Representative for the CDM initiative.

- **Surface CDM (S-CDM):** Kyle Andrews (ORD) is the NATCA SME on the S-CDM group. Mr. Andrews provided the report below for his activities during the past month.
  - o The usual SCDM Workgroup meeting in Washington DC was canceled, and instead the workgroup met for a one day telcon. Representatives from AAL, FEDEX, UPS, SWA, NBAA, FAA, A4A and NATCA attended.
  - o Discussion centered on where the SCDM workgroup is at the moment and where the group is going. There is little guidance as to how the group is getting its direction. The workgroup is going to try to formalize its mission and clarify how its work will fit with the current ATD-2 initiative in Charlotte and with ongoing NextGen initiatives.
  - o Surface Metering now seems as though it is being approached along two lines -

NASA is starting to look at the technical needs for the research to go forward according to the 2017 timetable. The SCDM Stakeholders group is continuing to look at the user impact and interaction to help create a product that implements well.

o According to the information presented, Surface Metering is one small part of the ATD-2 concept. However, Surface Metering has always been identified as a part that can produce benefits in the near term without a costly outlay in resources. A question for NASA will be how will they produce the Surface Metering without the other pieces of the ATD-2 being put in place at the same time.

DATACOMM: Chad Geyer (ZLA) is the Article 48 Representative to DataComm. Mr. Geyer's update for this week follows.

- This week DataComm SME's were at the Tech Center to brief the local 48 teams of the waterfall sites.
  o All sites that will be receiving the CPDLC service receive a "120"day briefing. The briefing is used to teach the teams as much information as possible on how the system will work and also the technical details behind the system.
  o This will provide local SME's an understanding of what will be expected of them over the next several months and what they will be doing during implementation.
- The briefing includes how TDLS currently works, what the new changes are, how CPDLC will affect them, and what they should think about when developing procedures.
  o The group is also supplied briefing materials that they can take back to their facilities to assist them in creating their procedures.
- Local SME's will continue to stay involved via monthly telecoms, TAS training and then weekly telecoms with all sites.
  o Telecoms are being used to help answer any questions that may arise while teams are developing procedures and planning travel.
  o This will also keep them involved prior to implementation and visits from national SME's.
- The groups included Ed Raum (TEB), Conan Lane (IND), Brian Lapidus (JFK), Adam Riegel (SAT), Chris Perks (PHL), Lars Olander (LGA), Pat Gallagher (ZNY TMU) and their Management counterparts.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) has provided the leadership necessary to successfully deploy ERAM in all EnRoute facilities. Despite what some people believe, ERAM works is not over and Mr. Henriques continues to lead NATCA's Team on ERAM. Mr. Henriques' update for this week is below.

- The current release EAD30201 (field fix to EAD30100) was delivered to the field and sites began stepping up to this version. After stepping up to this release, ZOA reported invalid time amendments being received from ZSE for multiple flights. The trigger was

identified as the receipt of ICAO Departure message (DEP) where ERAM incorrectly processes the DEP messages as a coordination time amendment for an active flight; the software is not checking that the flight plan is proposed before updating coordination time from a DEP message. This error can result in incorrect time estimates and possibly premature flight plan coordination or auto-deletion. This can occur for ERAM departures as well as international inbounds for which we receive a DEP. This issue was introduced in EAD300 via E67729. Until resolution, sites must manually confirm time at fix for ERAM/ATOP transactions. PR 71805 has been opened to resolve this issue but analysis is still ongoing. The next scheduled software build EAD400 is on track for mid November, and ZDC and ZJX will be field-testing this release next week month.

- A National User Team (NUT) meeting was held September 15-17, 2015.
  - o The Facility Technology Reps (FTRs) and Management Tech Reps (MTR's) from the En Route facilities, FAA Second Level support from the FAA Technical Center, members of the POM group, and NATCA National Representatives were in attendance.
  - o Additional Lockheed Martin support and Second Level Engineering from the Tech Center participated via telcon at various points throughout the meeting. The following provides a synopsis of the meeting:
    - **Data Com Briefing:**
      - The Data Com team provided a briefing on the status of Loadable Routes and the current plan for controller training for Data Com.
    - **ER 108981 Automated Point Out:**
      - The task team reviewed the discrepancies that were added to the use case. The majority of the changes have to do with functionality proposed by the CHI team. The discrepancies are being incorporated into the use case and will be reviewed a final time prior to final consensus.
    - **ABRR Issues Discussion:**
      - The task team discussed four ERs written during their recent evaluation of ABRR; the disposition of the ERs is as follows:
      - **149642** – Assign ticket to the user team, no further action needed at this time.
      - **149643** - This ticket can be closed as the functionality is not needed.
      - **149645** - Assign ticket to the user team, no further action needed at this time.
      - **151001** – No action needed.
    - **SIG 1647 Multiple Flight Plans:**
      - The team received a briefing on SIG 1647, Multiple Flight Plans and the SRMD that generated the SIG. The team discussed other potential mitigations and the functionality of the SIG. Current procedures used by two operational sites were discussed and forwarded to AJT. A task team was also formed to review the

SIG. The task team will work with SLE and AJV to ensure the appropriate functionality is delivered.

- **SIG 1587 Procedure Altitude:**
  - Several small changes to the Procedure Altitude use case were discussed and agreed to. The updated use case was sent to SLE.
- **Code Change Tracking Issues:**
  - The team discussed several AIMS tickets all related to code change tracking issues. The problem as discussed occurs when there are multiple beacon code changes and back coordinated AOI flight plans.
  - AIMS 133625 is the best example and FAA SLE will work it as an engineering only issue. If further input is needed, SLE will coordinate with the team.
- **Controller Cards:**
  - The controller card task team reviewed proposed changes to the ERIDS version of the card. Changes include line shading, adding a table of contents, increased font size and hyperlinks. When the changes are finalized they will be reviewed with the team and distributed nationally accompanying a chart date.
- **SIG 1644/ER 132227 Speed Override:**
  - SIG 1644, Speed Override, is currently being engineered. The new function creates a way to force the display of an aircrafts speed. There are several formats for displaying speed and engineering needed the team to decide what should be shown. The team decided that when the function was enabled no other data but the aircraft speed should be displayed. This decision was communicated back to SLE.
- **ER 134179/SIG 1674 CRR Auto Add:**
  - SIG 1674, CRR Auto Add is currently in engineering; the SIG provides a method to automatically add specified flights to the CRR view. The CHI team provided an additional template function as well as two additional selection criteria. The team decided to include the additional selection criteria but not the template function. The use case will be updated to include the new criteria and the team's decision will be coordinated with SLE.
- **SIG 1634 Conflict Probe Improvements:**
  - FAA SLE is analyzing the data documented under ER 142969. All appropriate examples will be forwarded to the Separation Management team and SLE will provide updates to the team as appropriate.
- **SIG 1527 MSAW Suppression:**
  - This change to MSAW suppression was delivered in the EAC1500 system however it has been little used operationally. ZDV is currently testing its capability; the SIG allows sites to fine tune MSAW suppression using user-adaptable, airport-specific

> > arrival/departure EMSAW suppression polygons. ZDV will update the team with any relevant information they discover.
> - **En-Route Wake Turbulence:**
>   - The team discussed several mitigation concepts and forwarded them to the Wake Turbulence group for consideration. The team's recommendations require aircraft to always check-on a frequency stating "heavy" if applicable, investigate the feasibility of engineering ER 56733 into the system. The ERs desired behavior is to add an "H" prior to the Type displayed in the FDB.
>   - Finally, review ER 151085 to ensure the problem described is understood and is not causing additional impacts on the Wake Turbulence issue.
> - **ER Issues:**
>   - The team discussed and prioritized ERs for NPT, the facility Top 5 ER list and those issues that are currently at packaging. The team also formed task teams for all remaining issues prioritized as 1A.
> - **Team communication methods:**
>   - Several items involving user team communication were discussed; they included a review of process for working issues, telcons and webinars, document sharing, test release and testing process, Dropbox site and the new team roster.
> - **SIG 1631 CAATS Flight Plan Processing:**
>   - FAA SLE discussed an engineering question with the team. One of the concepts of the SIG is to preserve the FDB of a flight if there is one displayed. To accomplish this, a pseudo point out will be created and will show an "R" in the C1 field on the third line of the data block. Additionally the flight data entry on the EDST will code as stale, blue shading behind the Flight ID. The team is in agreement with both engineering concepts.
> - **ER 125972 Surrender Control:**
>   - SLE is working on the engineering for this issue. One of the desired behaviors was the capability to maintain tracking through a code change.
>   - The team discussed this behavior and decided that it was not needed and should be removed from the use case. The change will be made via a discrepancy in the use case.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (I90) leads NATCA's team working the IDS-R project. Mr. Smith's report for this week is below.

- ER 4 was released last week on the 23rd after passing key site tests at MLI, DAB, PHL and PVD. The National Operating System Upgrade is scheduled for October 30th.
  - Why a release is scheduled for a Friday is a mystery but at least they have a plan.
- The program office met their goal of 12 IOCs during FY15 and one more facility is on the edge of going IOC- JAX.

- o This may help the program when they make their presentation for funding in FY16. By the time you read this, the meeting will have happened and a funding decision will have been made.
        - o Next week's update will hopefully have information assuming that the Program Office shares or even is given information in a timely manner.
    - This past week article 48 representative Mr. Smith sat in on meetings between the PO and the vendor (AWI) reviewing testing procedures at both AWI's facilities and the Technical Center. Many sidebar conversations arose leading to a very educational experience.
    - Hopefully a working waterfall schedule will be released after the FY16 budget is announced.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) provides representation on the NVS as the Article 48 Representative. Mr. Shedden's report for the week is below.

- Most of the NVS Program was in Melbourne, FL for the Integrated Baseline Review (IBR). The purpose of the IBR is to verify the total program schedule, resource, and cost baselines are achievable and risks have acceptable risk handling plans.
- **Other issues worked:**
    - o Coordination with the NVS Air Traffic User Team regarding releases for the upcoming Air Traffic Early User Involvement Event
    - o NVS Training Mode - Scenario review and legacy trunk operation
    - o NVS Multi Site Group and Diversity Algorithm review

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the NATCA Article 48 Representative to the PMO. Mr. Woods' update to the membership is below.

- Attended last part of AJV 7's meeting about Path Stretch
- Attended an Internal NATCA meeting about IM and path stretch (Eric Labardini (SBS), Scott Conde (ZOA), Dale Wright (S&T) , Mel Davis (NextGen), Tom Zarick (IM), James Keith (AJV-7), and Mr. Woods).
    - o Just level setting
- Attended weekly NATCA status meeting
- Attended monthly AJT meeting with Mr. Wright and members from AJT
- Attended IM and Path Stretch meeting with the FAA
- Attended TFDM tactical meeting with Matt Baugh (TFDM Article 48 Representative)
- Bi Weekly Telcon with Kris Burnham (Deputy VP of PMO)
- Attended a telcon for October PBN panel
- Attended SBS/TAMR telcon
- Setup meeting with Matt Tucker (NATCA WX) and Andy Marosvari (AJV 8 Rep)

REMOTE TOWERS: The Article 48 Representative for Remote Towers is Kieron Heflin (IAD). Last week Mr. Heflin attended a conference in London with a panel on Remote Towers. Mr.

Heflin will provide a report on his trip. The Data Collection activity this week had John Buonadonna (CVG) and Tyler Settle (SFB).

- The weather at Leesburg, VA (JYO) was good this week but traffic did not reach the density hoped for.
- The Remote Tower Data Collection has been very consistent among the controllers who have participated so far in the seven weeks of Data Collection.
    - Meeting held to discuss the information collected
    - Industry, FAA and NATCA are pleased with results so far
    - SAAB has taken the input and are considering upgrades to the present system
    - The group agreed to add a session at the end to replace the session canceled over the change in fiscal years
- Next week will be the first week of participants attending for the second time. Dan Carrico (ORD) and Tyler Wilke (MCI) are participating.

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

- **Collaboration definition –** In one of Mr. Kelly's last meetings he saw a copy of an agreement between NATCA and the FAA that defines what collaboration means.
- **Diverse Vector Areas on SIDs (DVA's) –** These have become a hot topic lately, as there have been some modifications to expand their coverage area.
    - Previously a 45-degree limit on how far off the reciprocal course an aircraft could be placed before being directed to proceed to the initial fix (IF). New criteria allows a 90 degree intercept with either a normal radar vector SID or an Open SID.
    - A controller could do this if desired but evidence shows that they are not likely to use vectors this extreme to join a route. The other criteria, which was lifted concerns satellite airports outside the Pilot Navigation Area (PNA). Satellite airports outside the PNA previously had to have a letter from the Air Traffic Manager. That is no longer a requirement.
    - The two requirements, 45 degree intercept limit and satellite airport letter on file are both lifted. This is a huge benefit for PBN development.
- **JPCD –** This climb via video is in it's final stages of development and will be presented to the FAA for a look see on its progress. If all goes well, it will be in the field soon.
- **NSPP - Metroplex Procedures:**
    - ATL cancels 16 RNAV SID publications for 7/21/2016.
    - NoTex, 2 RNAVSIDs at DAL proposed to be cancelled for 2/4/2016 publication cycle.
    - DC adds FICO priority request for 8 RNAV SIDs/STARs at BWI, ADW and ROA for 12/10/2015 publication cycle.

- o SoCal may extend public comment period an extra 30 days, which could cause delays.
- **SIDs/STARs/RNP:** SAT adds 1 GPS, 4 RNPs, 4 RNAV SIDs and 1 RNAV STAR for 6/2017-publication cycle for MAGVAR.
- **OPEN SID concept –** Criteria has been published by AFS-400 that supports OPEN SIDS in collaboration with the Performance-based Operations Aviation Rulemaking Committee (PARC).
  - o The criteria contained in this memo will be published in the 8260.58. The memo can be confusing because it speaks about two different types of SIDs, not just Open SIDs.
  - o It encompasses the normal radar vector SID procedures as well as the Open SID design. It starts off with normal radar vector SID criteria (paragraphs a-f) then goes on to say (paragraphs g-m) that a SID can be built that has a manual termination point (VM or FM).
  - o After the manual termination, aircraft can be vectored to the Initial fix (IF) of the next part of the procedure. It's an RNAV SID off the ground with an "opening" then the SID resumes at the IF, hence the reference as Open SID. AFS has concerns about moving too quickly on this design concept that has memo approval and there will be some restrictions on its use.
  - o It doesn't mean you won't be able to, just that other design considerations should be considered first until the data proves how reliable the procedures can be with the coding in the FMS boxes and the resulting proper navigation, automation, workload, etc.
- **PBN Strategy PARC Action Teams -** Still working on what a Guided Visual Approach is.
  - o The latest is a guided visual approach (GVA) is notionally described as an operation that leverages current visual approach concepts while providing a consistent lateral and, where utilized, vertical path.
  - o An aircraft must be cleared for an existing instrument approach procedure (IAP) - meaning the operator must be suitably trained, equipped, and, as necessary, approved for that IAP - prior to be cleared for a GVA. This concept may change.
  - o The following text from an associated FAA Safety Risk Document provides additional information.
    - ▪ Currently, there are no air traffic control (ATC) procedures requiring a pilot to remain on a ground track once a visual approach clearance is requested and issued during an instrument flight rules flight.
    - ▪ Once issued, a pilot is free to self-navigate the aircraft to the airport while maintaining separation from other aircraft and terrain.
  - o The visual approach can result in un-stabilized approaches from excessive speeds in descents and divergent flight path occurrences. There is a need to adhere to a particular ground track arises for purposes of separation, airspace and airport limitations, and to avoid environmental and noise sensitive areas. Experience demonstrates, however, ATC can lower the risk of a loss of separation and avoid traffic conflict under VFR conditions if aircraft remain on the IAP during a visual approach.

- o The IAP can ensure visual separation, flight path conformity, and consistency, without reliance solely on the see-and-avoid concept.
- o The procedures and phraseology are potentially fairly straightforward. However, ensuring adequate pilot and controller understanding of these things and roles/responsibilities will take effort.
- o Also, the concept of use requires some additional definition. For example, use of GVAs seems to be most appropriate for multiple runway simultaneous operations (perhaps as an extension of "Established on an RNP procedure" operations), which could be limited to a fairly small set of airports across the system. Limiting the use across the system will have an effect on how well the new operation permeates into pilots' awareness.
- **PBN Use on ATIS –** This initiative has hit a bump in the road as some facilities have backed out because of lack of coordination and knowledge of the program. Some new facilities have been asked and include DCA, RIC, ABQ, BNA, PDX, P80 and ELP. Hopefully some usage can occur here and would start mid October.
- Attended **meetings/telcons** for PBN usage on the ATIS, NSPP, Weekly Service Center, Open SID, JCPD, PARC NAV WG, 1 day floor
- Provide files reference presentations on what terrain obstruction responsibility is, definition of collaboration, ILS ration

SURVEILLANCE and BROADCAST SERVICES (SBS): Eric Labardini (ZHU) is the Article 48 Representative to the SBS Office. Mr. Labardini and the members of the SBS Article 48 Team forwarded their reports for this update.

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
  - o Met with NATCA representatives Dale Wright, Jeff Woods, Mel Davis, James Keith, Scott Conde and Tom Zarick to discuss Interval Management issues. The efforts between TBFM and IM are intertwined and NATCA is trying to ensure the proper cross program coordination takes place. Our NATCA reps met with SBS Program Management to foster better awareness of the risks to program goals without proper support elsewhere in the Agency. The message was well received and NATCA will continue to foster communication along these lines.
  - o Participated in a discussion on the level of effort required to conduct a safety assessment of Fusion with FMA. In order to prove Fusion is equivalent or better than Single Sensor with FMA, a Separation Standards analysis and subsequent SRMD must be conducted. The effort is estimated to take 18 months and $1.45 million. This is a growing issue as the number of airports now required to utilize FMA has expanded with Agency rule changes, and Fusion is not currently allowed to be used with FMA.
  - o Participated in an ADS-B Resiliency Assessment telcon; the PO hopes to conduct formal tests in October with NATCA SBS observers.
  - o Participated in the monthly FAA/Aireon Status telcon. The Agency is pursuing two phases of Space Based ADS-B. Phase One, simple ingestion of Space Based ADS-B to supplement ADS-C/CPDLC, and ZNY ATOP is the targeted key site

for a 2018 IOC. Phase Two, is a Reduced Oceanic Separation concept post 2020 that would likely use Space Based ADS-B for standalone 30/30 or lower separation. A user workshop is planned for October to gain their perspective on potential future benefits of Reduced Oceanic Separation and Space Based ADS-B. An SRMD for Phase One is planned at ZNY the first week of November.

o The monthly SBS Article 48 work group telcon was held this week via telcon. A number of topics were covered in a very full agenda:

- Further, lengthy discussion on the need for a safety analysis of FMA with Fusion. SBS management acknowledged the need to begin the analysis and are now working through the budgetary issues.
- The Agency finally relayed new information on ASSC as Dan Hamilton reports.
- ADS-B promotion within ERAM has successfully concluded at ZHU with no issues to report. A waterfall schedule for other ERAM sites will be developed in cooperation with the ERAM Article 48 work group.
- MEARTS 3nm Fusion: A recently released Separation Standards report alleviated concerns with regard to Hilo, HI airspace. General issues are still to be worked with MEARTS Fusion, but a unique solution for Hilo is no longer needed.
- ERAM TBDM: The Operational Assessment concluded that TBDM is ready for key site activity. In cooperation with the ERAM Article 48 work group, key site alternatives will be discussed at the October SBS Article 48 work group meeting.
- CLT WAM: An aggressive schedule to reach a March IOC date, but SBS management has pledged their support to do so. This will be a regular topic for the SBS Article 48 work group for the next few months.
- GIM-S Rollout activities were discussed as Tom Zarick reports.
- WAM update rate at ZAN was discussed. SBS management has the request to increase the sensor update rate but they must first weight the cost/benefit.

o Also participated in the SBS Flight Inspection work group telcon, MEARTS 3nm Fusion telcon, SBS/AJT/AJV weekly telcon, NATCA TAMR/SBS telcon, and weekly SBS Hot Topics telcon.

- **Craig Bielek (A90)**
  o Monday participated in the SBS Implementation telcon, SBS Weekly telcon, and TSLE coordination telcon.
  o Tuesday participated in SGF Flight Inspection planning telcon and traveled to Fort Myers.
  o Wednesday and Thursday conducted Fusion evaluation at RSW and worked with them on recommendations for their SOP as they transition to Fusion.
  o Wednesday participated in SBS flight inspection workgroup telcon.
  o Thursday participated in monthly SBS Article 48 workgroup telcon.
  o Friday Traveled home from Ft Myers.

- **Dan Hamilton (SFO),** National Airport Surface Surveillance Capability (ASSC) Rep

- o ASSC: notified this week that the Agency is attempting to move forward with SMR integration into ASSC. The program office needs to approach the JRC for additional funds to continue the program. Additionally there have been some brief discussions regarding a replacement for the aging ASDE3 radars.
  - o Vehicle ADS-B: Deployment at LAX is currently on hold due to facility issues. Offered assistance to LAX NATCA if needed.
  - o ASDE-X: Continues on with minimal issues.
- **Andrew Stachowiak (I90)**
  - o Participated in ADS-B Only Refresher Briefing for OKC, the September SBS Article 48 work group telcon, the NATCA SBS/TAMR biweekly, and our NATCA SBS weekly teleconference.
  - o Traveled to Las Vegas TRACON (L30) to evaluate their Fusion presentation. L30 lost the Nellis (LSV) SRR until further notice. They recently received a recommendation from the OSF to return to Fusion. The Fusion display looked very good despite the fact L30 only has one SRR and one LRR in their adaptation. The support from the facility was outstanding. L30 is planning on setting up a non-operational scope in the TRACON in Fusion so that the controller workforce can observe Fusion at their leisure. In the near future we will be contacting them about refresher training that includes ADS-B only and a Fusion Operational date.
- **Tom Zarick (ZDV),** National Interval Management Rep
  - o IM Roundtable meeting was held in DC on Monday to discuss several issues related to Interval Management that needed to be addressed. Topics included Path Stretch, DataComm validation work, as well as SC-186 scheduling.
  - o Monthly NATCA SBS Article 48 meeting was held on Thursday. Discussed GIM-S Rollout, adaptation roles, and IM activities.

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.

- Tech Center Meetings: The TOCO hosted meetings at the Tech Center for the eastern contingency teams September 22-24: ZAU, ZOB, ZBW, ZID, ZME, ZTL, ZDC, ZMA, ZJX, ZHU, ZNY, and ZSU.
  - o This was the first round of meetings to develop OCPs with divesting airspace in ATC Zero events. The meetings kicked off with a VTC welcome from Deputy COO Randy Parks and Jeff McCoy, DVP of Tech Ops. This was followed by a briefing from ZAU describing their ATC Zero event from an ops and tech perspective. TOCO manager, Tony Jenkins, gave an update on the 1900.47E within the SMS process. He briefed on the expectations of the meetings to follow. Command Center reps gave a briefing on their role as the primary support facility in ATC Zero events.
  - o The OCP teams from each facility were grouped in rooms with each facility taking a turn being the "affected" facility, and their surrounding facilities gave information about what they could acquire in the divestiture of affected airspace.

These decisions are based on positions available, radar coverage, frequency coverage, automation issues and the ability to relocate frequencies. These agreements are based on what each facility has today, and they will have their tech ops write requirement requests for equipment to improve their support.
- o Tech Center ops support and the TOCO were very pleased with the success of the meetings, and all facilities signed agreements.
- The next round of meetings is scheduled for October 20-21 for the western facilities. TOCO will revisit lessons learned from this week to improve our next round of meetings.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the leader of NATCA's TAMR efforts as the Article 48 Representative. Mr. Herrick is also the lead for the Section 804 Working Group for NATCA. Below are the reports of Mr. Herrick and other leaders on the TAMR program:

- Congratulations to both Evansville, IN and Minneapolis for becoming the most recent STARS facilities.
- This week Mr. Herrick traveled along with Don Chapman (PHL) to Charleston, SC, Myrtle Beach, SC, and Savannah Georgia on Section 804 duties. The 804 Program is analyzing the potential of CHS moving to either MYR or SAV.
  - o As with all Section 804 Analysis' this is 100% pre-decisional. The group is merely collecting information surrounding the three facility's personnel and operations. It is extremely early in the process and absolutely nothing is a foregone conclusion.
  - o The site visits and stakeholder meetings are part of what makes Section 804 completely different than any previous realignment initiatives. Simply by virtue of collecting information and allowing each facility to describe the challenges and potential benefits while also illuminating the issues that concern most members such as their families, jobs, housing and schools. None of these things was ever included in any previous analysis and these are things that help us write the narrative and to inform any decision making process.
- There was also a joint TAMR/SBS telcon this week where the two programs discuss their common issues and goals in an effort to ensure cooperation and technological knowledge is available to all. The Agency continues to do a horrible job of ensuring that programs are sharing information and working to mesh rather than collide. NATCA is doing our best to ensure success.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - o Segment 1 had a big week. The TAMR deployment team started the week in Minneapolis at what was planned as a 30 hour STARS test at M98 TRACON. About 12 hours in, the questions started about "Why turn it off?"
    - ▪ A few hours later, the ripple had turned into a roar, and local NATCA and management made the decision to cancel the planned third test event and just stay on STARS.
    - ▪ No transition of this magnitude and complexity could ever be expected to be perfect, and there were some issues that were identified and corrected

     in the first week, but local NATCA TAMR rep Kyle Ness and his team did an exceptional job.

-   ▪ The preparation and hard work by the local NATCA Team was on display and led to the successful transition which was completed sooner than anyone expected.
  - o Southern California TRACON remains high on the "watch list." Tracking anomalies continue to be reported and investigated. SCT appears to have a unique combination of high volume traffic, large volume airspace and under performing radar sensors that have pushed the limits of STARS far beyond any other location.
    - ▪ At every other site, adaptation adjustments have been able to correct significant tracking problems. This has not been true at SCT. On September 25 the FAA took delivery of software delivery S6R3aD1 which contains tracking performance modifications that are finally expected to mitigate the kinds of problems that are most troubling at SCT.
    - ▪ It will take several weeks to complete formal testing and get approval to use this software operationally, but testing on SCT specific events will begin immediately at the Technical Center and at the Pacific OSF. If the expected performance improvements are met we will be able to avoid a fallback to CARTS. A return to CARTS is a nuclear option that would be very difficult and unpleasant for our SCT controllers.
  - o Planning continues for Atlanta TRACON (A80) IOC event on October 21. A80 has been one of our most challenging sites from a scheduling standpoint. There is a small window of opportunity where extremely short staffing, weather, and other planned projects give us a chance to complete the STARS transition. If budgetary constraints or furloughs prevent us from hitting our mark in October, it may be another year or more before we can get Atlanta done.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
  - o The TAMR3SEG2 team is comprised of the Scott Robillard (K90) Lead, Bill Spence (BTV) Training Lead, Jim VanZee (GRR), Richard Thomas (GEG), Tim Poer (ABI), Mike Wilson (CAK), Kyle Ness (M98), Ross Costa (RSW), Chris Falcone (MDT), Joe Yannone (Region X), Dan Stefko (Region X), Colin Ngai (Region X) and Frank Stahler (Region X).
  - o The TAMR3SEG2 NATCA team works with the agency to deploy STARS G4 ELITE systems to replace all ARTS IIE systems, certain STARS G1/2 Legacy systems via tech refresh and Common Terminal Digitizer (CTD) development and deployment. Highlights of weekly activity are:
  - o September 21, 2015, Scott Robillard (K90) dialed into the weekly TAMR Staff Meeting telcon.
  - o September 21, 2015, Scott Robillard (K90) dialed into R90 dry run Initial Site Survey briefing for R90 G1 STARS to G4 STARS ELITE.
  - o September 21, 2015, Scott Robillard (K90), Bill Spence (BTV), Chris Falcone (MDT), Ross Costa (RSW), Tim Poer (ABI), Kyle Ness (M98), Joe Yannone (Region X) and Dan Stefko (Region X) dialed into the SEG2 weekly NATCA telcon.

- o September 22, 2015, Jim VanZee (GRR) dialed into the GSO CAI in-brief.
- o September 22, 2015, Richard Thomas (GEG) and Dan Stefko (Region X) attended the Initial Site Survey (ISS) at CPR.
- o September 22, 2015, Bill Spence (BTV) attended the training kick off meeting at GPT.
- o September 23, 2015, Scott Robillard (K90) dialed into the Program Office and vendor telcon on the upgrade transition plan for G1/2 STARS to G4 STARS ELITE.
- o September 23, 2015, Joe Yannone (Region X) and Bill Spence (BTV) dialed into the ROA ASR-8/Mode S Radar Coverage Assessment (RCA) I Checkpoint Telecon.
- o September 24, 2015, Scott Robillard (K90), Bill Spence (BTV) and Joe Yannone (Region X) dialed into a follow-up telcon with EVV to discuss potential weather display issues from the ASR8.
- o September 24, 2015, Scott Robillard (K90) dialed into the TAMR Article 48 Work Group meeting.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
- Monday 9/21**:** Consolidated TAMR Weekly Staff Meeting. Since the Staff meetings were consolidated, it seems to be unorganized. Who's running this meeting? Phase 1 reported F11 controllers are not happy with MDM(3) monitors and a call to action. TLSE/PASS to look into it.
- Tuesday 9/22 and Wednesday 9/23**:** Start of 3 week S6R4 (Merge software) risk mitigation. Phase 1 Lead was contacted by F11 NATCA TAMR Rep Teah Lord, A90 FacRep Curt Fisher, and NATCA Terminal Automation Representative Mitch Herrick about MDM roll-out in crisis mode.
  - o The MDMs appeared to be gray and washed out and many controllers felt they could not use them for air traffic services. Controllers were ready to call the Hotline with safety concerns, and ATSAPs were being filed.
  - o MDM Settings that were successful at other sites were not working at A90 and F11. After a talk to the national PASS rep. Phil Nicholson, it was revealed, both sites had not been installed with the enhanced "Juiced" RGB (Red, Green, Blue) values that we have found necessary for MDMs in Dark TRACONs.
  - o This information was passed along to the TLSE MDM manager Chris Casey and TSLE MDM Lead Jeff Grace, who immediately looked into the settings. Jeff Grace was on-site at M98 for STARS installation, ran a test on "Juiced vs non Juiced" RGBs and found that the "non Juiced" settings mirrored the complaints at F11 and A90.
  - o This information was given back to the NATCA Phase 1 Rep, then to Phil Nicholson, who gave the guidance to F11/A90, and the problem was solved. Both sites continued to operate and continue to install MDMs with controller acceptance.
- New Trackball prototype was introduced to the AT SMEs during risk mitigation testing. NATCAs John Kerr (MIA) and Chris Hilbert (PHL) were the first to test run the new equipment.

- o The new trackball was fitted with a titanium ring, designed to keep out dust, which is believed to be the cause of wear and tear failures throughout the NAS. Early criticisms are, edges are a bit sharp and need to be rounded/softened, and too much play, up/down, left/right, as you move the trackball.
  - o Also, being able to push down on the new trackball was different behavior than the current trackball.
- Thursday 9/24: NATCA Phase 1 Lead tests new trackball. Very responsive, but confirms yesterday's concerns.
  - o The prototype testing is designed to move forward with development only. Key site testing will be requested at PCT and PHL.
- Friday 9/25: End week 1 of risk mitigation and so far no major concerns.

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the Article 48 Representative on the TFDM program. Mr. Baugh's report to the membership for this week is below.

- Monday - Traveled to DC
- Tuesday –
  - o Participated in the bi-weekly TFDM Tactical Meeting.
  - o CLE AEFS Update Meeting and was given a comprehensive briefing on TFDM by Mike Huffman, AJM-224.
  - o Discussed the SVT meeting at SCT and how the few sites that are using it are pleased with its capabilities.
  - o EFSTS requirements are due by 9/30 and the team has to prioritize the newest 60 DR's.
  - o Getting the replacement keypads for EFSTS is a high priority. Other equipment NAS wide is being deemed "obsolete" by the manufacturer, meaning they've quite making it, so the team wants to get the required number of keypads ASAP to avoid having different keypads in different facilities.
  - o The new AEFS build, 5.3.0.2, should be ready for initial testing at the WJHTC by Monday. After approximately 4 weeks of testing, it should be ready to be installed in CLE by the end of OCT.
  - o Mr. Baugh and some of the Engineering team are planning a site visit to SFO in the second week in October to assess the facilities needs for equipment and space limitations.
- Wednesday –
  - o Participated in the Wed/Fri Ops Team Briefing.
  - o Met with NATCA Technical Rep Liaison Robert Utley
  - o Participated in an AEFS Preliminary Safety Analysis Meeting (PSAM)
- Thursday –
  - o Met again with NATCA Tech. Rep. Liaison Robert Utley
  - o CLE AEFS DBS Server froze due to the memory leak in the software, and they had to revert to paper strips for a short time. Terminal Second Level Engineering

was on site for a live test the following night and were able to reset the system quickly and get them back up.

- Friday –
  - o Participated in the Wed/Fri Ops Team Briefing, traveled home
  - o The tech center has installed DSP monitors and FDIO so testing for EWR will be more accurate.
  - o EWR was delivered additional equipment and software to update their training simulator to better prepare the facility for the installation of AEFS in early 2016.

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

- Last week the TBFM Ops Team supported IDAC training efforts at SDF, IND and ZID. We found a couple of issues with the monitor resolution. However, the team was able to get those issues resolved.
  - o While the team was in the area, Mr. Owens asked a couple of our team members to travel to CVG to ensure their IDAC equipment was working properly. CVG had similar monitor issues that did get fixed prior to our departure on Friday.
- In addition to IDAC training, there were Ops Team members in Atlantic City to observe a fix that had been designed to correct an issue with rescheduled flights.
- Mr. Owens and his team members also attended several Telcons throughout the week.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative. His update for this week is below.

- Participated in a telcon hosted by Sabrina Saunders-Hodge (ANG-C2) to discuss the expansion of the military's use of Ground Based Sense and Avoid (GBSAA) radar for UAS.
- Spoke with Parimal Kopardekar, PhD. (NASA, UTM Project Lead) to get an update on the progress of NASA's UAS Traffic Management (UTM) project.
- Spoke with Margaret Jenny (RTCA) to get an update on RTCA's roll in the NASA UTM project.
- Worked with Steve Hansen (NATCA Safety Rep), Danny Watson (NATCA ZAB UAS SME) and Dale Wright (NATCA Director of Safety and Technology) on NATCA's dissenting opinion for the Pathfinder 3 - Beyond Visual Line of Site (BVLOS) SMS panel results.
- Spoke with Randy Willis (AJV115 Manager) for their weekly catch-up meeting.

WEATHER: Matt Tucker (ZTL) is the Article 48 Representative for Weather. Mr. Tucker's report for the membership is below.

- Operational part of the week.
- WARP ECP 1

- o Had discussions with program office about controller training for the new mosiacs and reviewed final SRM document prior to it going for signatures.
- o Talked with AJV about testing of the new mosiacs and what the criteria is for deployment.
- AWOS-C and SWS
  - o Reviewed the deployment schedule and am waiting for the test displays to arrive at the product support facility and will then evaluate the display for suitability for deployment.
- ICAO MET-P
  - o Participated in a webex to discuss regional weather warning centers and SIGMETS. Most of the discussion was around areas that are underserved meteorology wise and how to help bring them into the same basic level of service as the rest of the world.