SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending October 9, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is the Administrative Software Article 48 Representative. His update on a couple of his projects is below.

- **WMT**
  - The agency is naming a new lead this week.
  - They also tried to make the new OT reporting mandatory for CICs but that was corrected. CICs have not been trained and it has not been negotiated to change any practice for any BUEs.
- **A-Siso**
  - Much of the week was scheduling installs and confirming data for the program.

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

- Weekly Technical Representative telcon with Jeff Woods, Mel Davis, James Keith, Jim Davis, Jim Ullmann.
- Spent the week working traffic at BOI ATCT
- Spent my breaks planning the first Professional Standards class for FY16, tentatively scheduled for December 2-4, 2015, location TBD

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) is NATCA's DC Based Article 48 Representative to the AJV-7 Office. Mr. Keith's summary for the week is below.

- Attended weekly meeting with Jeff Woods, Mel Davis, Jim Davis, Andy Marosvari and Jim Ullmann. Topics of discussion are the weekly review of several programs and the progression of those programs.
- Attended AJV-7 managers meeting.
- Met with Jeff Woods (PMO Rep), Frank Lias (AJV-7 Staff), and Eric Owens (TBFM Rep). Topic of discussion was Terminal spacing and sequencing Key site.
- The TRACON evolution virtual session was held for 4 hours. We are half way through the process and have 3 more sessions. The work group is doing a great job and providing very good feedback.
- Attended an Interval Management (IM) work group meeting to develop operational scenarios for the con-ops.
- Mr. Woods, Mickey Vitti (ATPA Rep) and Mr. Keith had a meeting to discuss ATPA. The meeting opened up some areas of concern on ATPA being used at facilities without training. They will meet with Tom Adcock (NATCA Training) next week to work on this issue.
- Met with Tim Furnai (AJV-72 Staff) and discussed AIMM SIG3. Mr. Keith will be attending weekly meetings to finalize the con-ops.

AIRSPACE: Jim Davis (PCT) is the NATCA National Airspace Lead. Below are reports from Mr. Davis and the various Airspace Team leads for NATCA.

- **NorCal Metroplex**
  - Participated in the Weekly National Metroplex Telcon (Wed): received information from Program Office and all other Metroplex projects; provided team status update.
  - Weekly NorCal Team Telcon cancelled due to unavailability of participants (Wed).
  - Coordinated Oct 15th Chart Date changes with FAA's Flight Plan Filer contact Sean Bodkin for dissemination to the Users. ZOA Management POC / Airspace & Procedures Manager Jeff Hubert briefed the information to the Flight Plan Filers during the monthly telcon (Wed).
  - Oct 15th Chart Date changes and facility briefings on schedule. Limited support team will be on hand at ZOA and NCT to provide any assistance with the procedure up-levels. BDEGA2 (SFO) will remove the 28R transition; OAKES2 / BANND1 (OAK) splits the OAKES arrival from the east into separate West and Southeast plan routes; EMZOH2 and WNDSR2 (OAK) both modify multiple fixes and restrictions.
  - 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. Action item remains outstanding due to the priority and significant workload caused by the environmental process (for SoCal). Current impact: none.
  - Upcoming Activities: Oct 15th – chart date w/ NorCal amendments, provide on-site operational support for ZOA / support for NCT via phone; Dec 10 Chart Amendments
  - Upcoming Travel – Nov 2-6: Quarterly Staff Meeting (Los Angeles); TBD – Metroplex Summit (DC); TBD – Meeting with SoCal Metroplex Team; TBD – NorCal closeout meeting(s)
  - Worked 2 Operational shifts for staffing and currency; completed initial Super Bowl training; up to date on all required CBIs/MBIs and eLms courses.
  - Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **National Route Structure Program; Atlantic Coast Route Plan**
  - The FAA has allotted some funds for PBN route design and implementation.
  - The first phase of the program will be along the east coast of the United States. Mainly north/south routes "Q" routes from ZBW along the coast to tie into the Florida Metroplex Q routes.
  - On Wednesday we met with NATCA and FAA folks from ZBW. We explained the concept and went through a power point briefing for the facility.
  - **Upcoming Activities**
    - Next week the group will be visiting ZNY with the same presentation and briefing for that facility.
    - The team will meet With ZDC in the near future and then be putting together teams from each facility, for notional Route development.

- o Submitted by Jorge Rivera Article 48 Rep National Route Structure Program/ ACRP
- **Phoenix OAPM Design and Implementation**
  - o MITRE in McLean, Virginia
  - o Validation HITL Scrub
  - o National Metroplex Telcon
  - o Meeting with George Peurifoy, Metroplex D&I National Lead and Mark McKelligan, Metroplex D&I NATCA National Lead
  - o Discussion on PHX satellite SID restrictions with ZAB
  - o Discussion on reducing conventional PHX SID's with ZAB
  - o Discussion on design limitations on IWA RNAV SID's with P50
  - o Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **DC Metroplex**
  - o DC Metroplex team October 15th post implementation training in progress and on track for affected PCT areas, TMU and Operations Managers.
  - o DC Metroplex team in process of confirming all NFDC preferred routes and Coded Departure Routes (CDRs) for accuracy. Effort to identify and eliminate ADAR routings to address en route inter-facility automation issues. Coordination with ATCSCC in process, as well as, coordination between PCT and ZDC.
  - o Reviewed, signed and returned 3 CATEX's for multiple procedures according to guidance from ESC Environmental Specialist involving KIAD, KDCA, and KBWI.
  - o DC Metroplex team reviewed the December 10th Preferential Routes for submission to ATSCC as baseline for playbook routes and forwarding to NFDC for AFD publication.
  - o DC Metroplex team continued to work on December 10th Implementation LOAs, SOPs, Training material, etc., and is near completion in preparation for POC review and forwarding to PCT-530.
  - o DC Metroplex team reviewed the December 10th automation with PCT/ZDC SME's. Review complete in preparation for submission to ZDC 530 to generate AIMS ticket(s) to FAST week of October 13th.
  - o DC Metroplex team developing PowerPoint for ATC and Industry regarding proper phraseology for issuing SID transitions and entry into FMS. Awaiting Ron Renk (UAL) input from industry's perspective.
  - o DC Metroplex team contacted USAF, John Figgins, to advise that LINCN1 SID from ADW is not coded properly on DOD and FAA Flip Charts. The procedure does not have the ARINC Coding or the enroute transitions published on the plate. In addition, JEFSN1 SID Departure Route Description lacks wording for route guidance after JEFSN waypoint.
  - o DC Metroplex coordination and discussions continue 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 chart cycles.
  - o Coordinated with ESC regarding TERPZ6, CONLE3, and FIXET2 RNAV SIDS based on informational request from AeroNav.
  - o Participated on the PCPSI Workgroup teleconferences Tuesday, Wednesday, and Thursday.
  - o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex

- **Las Vegas Metroplex Study Team (LASST)**
  - o Team met at MITRE McLean, Virginia
  - o Refinement of LAS procedures from input received during Second Outreach
  - o LASST proposing to swap arrival/departure flow in LAS Northwest
  - o Corridor for enhanced efficiency and reduction in complexity
  - o LASST proposing runway transitions on all LAS STAR's to allow Optimal Profile Descent (OPD) in all runway configurations
  - o Delivery of LAS procedures to the National Analysis Team (NAT)
  - o Team meeting at Clarke County Department of Aviation (CCDOA)
  - o Las Vegas, Nevada next week
  - o **Upcoming Activities:**
    - ▪ Las Vegas Study Team Analysis – October 13-23, 2015
    - ▪ Las Vegas Study Team Final Facilities Outreach Meeting – October 29, 2015
    - ▪ Las Vegas Study Team Final Industry Outreach Meeting – Nov 5, 2015
    - ▪ Las Vegas Study Team Documentation Development – November 9-19, 2015
    - ▪ Las Vegas Study Team Report Due – November 20, 2015
  - o Submitted by Las Vegas Metroplex Study Team Lead Art. 48 Ron Myers
- **SoCal Metroplex**
  - o The SoCal public comment period ended October 8th.
  - o Rob Henry (FAA Co-Lead) and Mr. Gonzalez participated in a meeting in San Diego to listen to concerns of residents of Point Loma. In attendance from Headquarters was, Lynn Ray and Jodi McCarthy, Regional Administrator Glen Martin, and Ian Gregor from Public Relations. EA and legal had advised that this meeting was out of the process. The majority of the residents concerns were legacy noise issues. Residents were upset because FAA could not answer any questions, because were where still in the Public Comment period, and were strictly in a listening mode. The FAA agreed to accept a transcript of the meeting as official comments to the project.
  - o Mr. Henry and Mr. Gonzalez briefed representatives of Congressman Dana Rohrbacher, 48th District. They received a briefing on a requested "fan" departure plan off of SNA.
  - o ZLA SMEs coordinated with WSC reference the revised SID and STAR publication cycle.
  - o ZLA SMEs created new images of new airspace for training plans.
  - o ZLA SMEs also worked with the Airspace Office to make ERAM Route adaptation changes and briefed the office reference changes and timetables to updates of conventional SIDS and STARS.
  - o SCT SMEs finalized the review of procedure publication chart cycle 3.
  - o SCT SMEs provided data and assisted in preparing for the Point Loma meeting.
  - o SCT SMEs and Training department scheduled AT Coach Developers to begin map builds.
  - o SCT SMEs worked with the Flight Procedures team to discuss missed approach procedures at SMO and BUR.
  - o The team has received approximately 1,400 responses with about 500 unique questions.

- o The SMO CHANGE.ORG petition has 992 signatures
  - o The Culver City CHANGE.ORG petition has 1,547 signatures.
  - o The San Diego/Point Loma CHANGE.ORG has 3,460 signatures.
  - o The No Flay Rally CHANGE.ORG has 1,547 signatures.
  - o The Point Loma Facebook page has 1,009 members.
  - o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- • **CLE/DTW Metroplex**
  - o Simulations conducted at OKC on procedures for DTW for final evaluation. Simulations run using FAA certified NG software, which is compatible with most airlines.
  - o GE database readied for Delta airlines Simulation testing
  - o Completed many of the 100% documents with the DTW/D21 team.
  - o Working a speed issue on the western side of DTW airspace.
  - o Bi-weekly telcon with the service area to discuss the D21 sector floor plan lay-out, 3 mile sights in ZOB, Environmental and the delay with the re-negotiation of the ATAC contract, Attendance plans for the upcoming OKC procedures and Nav Canada procedure personnel on 10/28-29, Third runway ops at DTW and Project status
  - o Week's ahead: 10/13-16 MITRE, 100% design due 10/16, 10/19-30 on leave, 11/2-6 Leads meeting, Customer outreach meeting 11/9-10
  - o Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- • **Charlotte Metroplex**
  - o Leads worked at ZTL and ESC
  - o CLT POCs and SMEs visited ZTL to work with HSI and ZTL TMU on TBFM issues. All parties are confident with the 10/15/15 adaptation
  - o Briefed ZTL Management and ESC Directors on the project
  - o Assisted with graphic depictions of 10/15/15 procedures
  - o Finalized Go-team schedules and delivered appropriate visitor lists to all facilities
  - o Final implementation telcon was held and all facilities are ready
  - o Prepared detailed notes on the visit with SWA
  - o Requested a clarification on the "Interim Guidance and Clarification of FAA Order JO 7110.65, Paragraph 4-7-1,Clearance Information" memo
  - o Telcon with CLT assistant aviation director on the 10/15/15 implementation
  - o Airport leadership is comfortable with our plan
  - o Finalized agenda for Go-team telcon
  - o Updated play-book
  - o Discussed implementation TMIs with various parties. It is agreed that the decision to increase the rate will be collaborative
  - o **Issues:**
    - ▪ SWA has raised concerns about the PARQR and FILPZ STARs. SWA will fly conventional procedures on 10/15/15
  - o **Upcoming:**
    - ▪ 10/12/15 – Bob Szymkiewicz at CLT, Cheryl Zibrowski at ZTL
    - ▪ 10/19/15 – At CLT TRACON
  - o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- • **Denver Metroplex Design & Implementation**
  - o October 5 – 8, 2015 SID Design discussion with POCs at D01

- o First week back with POCs since the 8 vs. 16 decision.
- o The group began discussions on how the SID design should begin.
- o Several options have been discussed and a final decision will be made next week when the SMEs join the work group.
- o Two main options are currently on the table for SID design. RNAV off the ground, which is preferred by the TRACON or Radar Vectors off the ground SIDs that is currently what the Tower prefers.
- o Discussions will continue next week and design work will begin on the West Gate SIDs.
- o Mark Phipps (FAA Co-Lead) and Mr. Thomas have invited Mike McKee from Denver International Airport to attend our SID design meetings because he works closely with the Airport and surrounding communities to ensure compliance with routes and noise issues.
- o **Upcoming Schedule**
  - ▪ October 13 – 16 – SID Design work with SMEs at ZDV
  - ▪ October 19 – 22 – SID Design work with SMEs at D01
- o Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **Atlanta Metroplex**
  - o **Week's Activities and Meeting Outcomes:**
    - ▪ Updated Microsoft Project
    - ▪ Updated FPT Implementation Tracker
    - ▪ Reviewed SIDs with AIS (OKC) for 2/4/16 publication
    - ▪ Meeting with Flight Check, AFS, and Flight Standards
    - ▪ Scheduled Implementation Telcons for 12/10/15 & 2/4/16 publications
    - ▪ ESC Directors Telcon
  - 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**
    - ▪ N/A
  - o Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Florida Metroplex**
  - o Activities this week (at ORL Executive airport conference room)
  - o (ZJX, ZMA, TPA, F11, RSW, MCO) Teams, along with industry partner (only American Rep present for all three days) worked the following SIDS and STARS and procedures to incorporate SIM data from industry: American airlines present
    - ▪ MCO PRICY STAR
    - ▪ MCO GRNCH STAR
    - ▪ MCO JAFAR STAR
    - ▪ MCO ALINA STAR
    - ▪ MCO SNFLD STAR
    - ▪ MCO RIDES STAR
    - ▪ MCO LEWRD SID
    - ▪ MCO EPCOT SID
    - ▪ MCO DDANY SID

- MCO MZULO SID
- MCO FATHE SID
- MCO FATHE SID
- MCO FSHUN SID
- TPA MAATY STAR
- TPA BLFRG STAR
- TPA HNING STAR
- TPA RUFFF STAR
- TPA BLYMY STAR
- TPA RAYZZ STAR
- TPA GRYCA SID
- TPA KNOST SID
- TPA TARPN SID
- TPA CROWD SID
- TPA GANDY SID
- RSW IZZZY STAR
- RSW DIDDY STAR
- RSW CRABB STAR
- SRQ LUBBR STAR
  - **Other actions:**
    - TPA finished airspace for HITLS, holding patterns reviewed,
    - Q-routes were worked
    - Mr. Harris attended the PHX HITL scrubs at Mitre
  - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **CSA PBN**
  - 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.
  - Preliminary Coordination and PBN Introduction to ZHU, I90, KAUS, and KSAT FacReps for ZHU PBN requests
  - Weekly NATCA Service Center Telcon
  - Weekly PBN Project Status Telcon with AJV-14
  - Coordination for KIND Project Note addition and last minute ZID change requests
  - Coordination with Mark McKelligan, NATCA National D&I Lead and Ed Hulsey, NATCA National Study Team Lead
  - Agenda development/Project review for next OSG Team Meeting
  - KORD 10R/28L Commissioning Status Telcon
  - PDARS data development for KCMH and more work to follow next week
  - Continuing discussion between KIND Workgroup members concerning potential notes added to STARs regarding runway assignment expectations
  - Telcon with MITRE and AJV-14 about potential post implementation reporting concepts and ideas
  - **Upcoming Activities:**
    - Chart Date---October 15, 2015 Central facilities publishing include KSAT, KMDW, KORD, KMSY, and KAUS
    - North Texas Meeting---October 21, 2015 @ D10….future plans and transfer to .41 publication process

- KMSP (Minneapolis)---October 27-29 @ M98....Post Implementation Design Meetings
- KAUS Post Implementation Design Meetings---November 17-19 @ TBD (in Austin)
  - o Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Metroplex Study Team**
  - o Participated in meeting with FAA Environmental and FAA Legal to discuss environmental and community outreach issues for Metroplex
  - o Participated in meeting with PBN Policy and Support Group and Mitre to discuss post-implementation analysis at non-Metroplex PBN sites
  - o Participated in meeting with the PBN Policy and Support Group to discuss issues with contract support at various Metroplex sites
  - o Met at Mitre with the Las Vegas Metroplex Study Team to continue working on the conceptual designs using the input from ZLA, L30, and the local Las Vegas facilities, along with industry and Clark County Aviation
  - o Met with the PBN Policy and Support Group to discuss topics such as the PBN Dashboard, OSG Co-Lead issues, etc
  - o Participated in Environmental Outreach telcon
  - o Participated in weekly Metroplex Staff telcon
  - o 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
- **National Design and Implementation Rep**
  - o Participated on an environmental telcon with the DC co-leads, EOSG environmental specialist, headquarters legal and headquarters environmental manager. The issue is when a noise model was run on amended procedures, the model came up with potential reportable noise issues. The model that headquarters uses is different than the NEARS model that was used by the contractor during the project and the headquarters' model software has not been QC'd. This of course is ridiculous, and we came up with a plan to implement on 10/15/2015.
  - o Participated on weekly Metroplex staff telcon. Discussion revolved around EA and where we heading with our projects (there has not been a decision on this), potential use of ELSO on the Florida project, that regional administrators and DO's want more information on Metroplex projects, Phoenix project, and how the Phoenix Hitl scub was going, North Texas closeout letter.

- o Participated on the weekly OSG telcon, we discussed issues with the PBN dash board and what we are going to do to correct the issues (training and facilitated meeting in November), Data com putting requests into the IFP gateway, leads meeting in January.
  - o Attended a PBN dashboard meeting with Jim Davis (National Airspace Rep), Dennis Kelly (National PBN Rep), Ed Hulsey (National Study Team Rep), Robert Novia (PBN Lead) and Karen Bohannon (Manager). It was agreed that out OSG co-leads and Dennis Kelly will be trained on the dashboard and that a facilitated meeting would take place to make the dashboard more user friendly and to address what information is needed for our team members in the field to do their jobs.
  - o Participated on the weekly Metroplex telcon.
  - o Attended a meeting with Headquarters environmental staff, Headquarters legal, Metroplex program office, AJV-14 staff, Jim Davis and Ed Hulsey. The reason for the meeting is to figure a way forward with out reach meetings. It appears upper management has an idea how they want to handle and the EA people have a different Idea from them and legal has a different idea as well. The agency does NOT know which way to go, the stovepipes in the agency are alive and well, and because of it the teams in the field (especially SCT) are being put through the ringer. We will be meeting again next week.
  - o Attended a meeting with John Belk (Team Manager PBN), George Puerifoy (Acting Metroplex Manager) about issues we are having with some tetra tech specialists in the field and how these issues will be rectified.
  - o Attended Phoenix HITL Scrubs at Mitre
  - o Attended a Path Stretch demonstration at Mitre.
  - o Submitted by Mark McKelligan National D&I Rep
- **NATCA National Airspace Rep**
  - o Participated in the weekly Tech Rep Telcon
  - o Participated in the weekly Telcon with John Brandt, Mitre Airspace Lead
  - o Participated in the weekly Metroplex Telcon
  - o Participated on a couple of Telcons concerning the PBN Dashboard and steps to move forward
  - o Participated on a couple of Telcons concerning community outreach
  - o Participated on a NAS NAV strategy Telcon
  - o Participated on the weekly OSG Telcon
  - o Submitted by Jim Davis (PCT) NATCA National Airspace Rep

AIRSPACE TECHNOLOGY DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) is the NATCA Representative on this NASA sponsored program. Mr. Slattery forwarded the information below for the membership.

- Met with NASA engineers to plan meetings at ZTL and ZDC TMU units to formally introduce the ATD-2 concept to them.
  - o Meetings at both ARTCCs are expected to begin early next month. Despite the fact that the initial focus of ATD-2 will be on the Surface aspect of the project, en-route participation will be crucial.

- o Departure metering is more relevant when there are EnRoute constraints to meter into. NASA will be providing new equipment that helps Center TMCs identify intervals in overhead streams and thus provide more accurate release times.
- Next week Mr. Slattery will be accompanying NASA project leads as they introduce the ATD-2 concept to the SCDM surface team during their monthly meeting in Washington.
  - o Early involvement and an understanding of the ATD-2 concept and it's affects on airline operations by external stakeholders is crucial to ensuring success of the program.
  - o Mr. Slattery will be present to express NATCA's commitment to and support of the program.

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) is the Article 48 Representative for CDM. Mr. Foley has provided the report below for the membership.

- The CDM Team just about to ramp up for the year. A couple of sub groups have meetings this month but then we should be in full gear.

- **National Customer Forum (NCF**) meeting Oct 13 1300z at Command Center. The agenda is as follows.
  - o ZNY Holiday Route Plans,
  - o ZNY Oceanic NFDC,
  - o PBN Route Structure,
  - o NOTAM Website Outage,
  - o USNOF Changes,
  - o Weather Observers,
  - o Super Bowl 50 Update

- **CSG** meeting- All the subteams will be briefing their next taskings and their recent past taskings that may affect this CDM year.

- **FCT** Meeting at MITRE Oct 13-16. Their newest tasking is Strategic Flow Management Application (SFMA). There will be a demonstration during the week.

- **FET** - Will announce the retirement of their new FAA lead. He hasn't had a meeting yet but decided to retire in January. We'll be looking for a new lead soon.
  - o **Note:** The NCF meeting will more than likely spawn new taskings for most of the groups. NCF also know as National Complaint Forum.

COMMON AUTOMATION (CARTS): Mickey Vitti (N90) is the CARTS Article 48 Representative. His report for the week is next.

- Traveled to FAA Tech Center in Atlantic City, NJ for week one of the CARTS R37i OT&E. The Test Team consists of Jeff Blow (D21), Frank Servidio (N90) and Mr. Vitti.
  - o OT&E will continue next week.
- On Wednesday Oct 7, 2015 while C90 was running the new CARTS R37k.2 build that includes FMA that Chicago will need when the new runway is commissioned on Oct. 15,

2015. R37k.2 included a PTR 3150DD titled All System Processor (SP) Chassis Came Up Standby After Cold Start. This PTR caused C90 to experience multiple SP chassis swaps while running R37k.2. This caused some targets to freeze which can be fixed by a display swabs entry. The problem occurs when a Chassis State Change Msg (msg1403.h) from an AGW, either IDLE or ACTIVE change, is being processed by SMON and misinterpreted as an SP state change which causes the current active SP to transition to STANDBY state.

- On Thursday Oct. 8th PTR 1008-5038GG titled Incorrect SP State Change was generated to fix the above mentioned issue. Lockheed Martin developed this fix and sent to the Tech Center in Atlantic City on Thursday afternoon. The Tech Center did their internal testing and was ready to demonstrate the fix verification to NATCA on Friday morning Oct. 9th.
- Mr. Vitti would like to personally thank C90 NATCA Member Charlie Driscoll for traveling to Atlantic City on short notice to assist with the fix verification.
- On Friday afternoon AJV723 deemed CARTS R37k.3 suitable for key-site activities at C90. The fast response from all interested parties has kept the Chicago runway commissioning on schedule.

DATACOMM: Chad Geyer (ZLA) represents NATCA as the Article 48 Representative to the DataComm project. Mr. Geyer's update for the membership is below.

- This week a new Version 12 build was delivered to the Key Sites. This build fixed some of the Trouble Reports that have been found in testing and reported by the sites.
  - The next build is scheduled for November 13th and will include "UBER CHI". This build will enhance the way the system looks to the controller and will make it easier to find information. It will also include more information about session information and the current state of the aircraft with regard to uplink information.
  - The National Application Processor "NAP" realm has been installed at ZTL and tested so that we have redundancy between ZLC and ZTL for logon information.
- Worked with the program office on a streamlined implementation schedule, so expect to see a solicitation for SME's to assist in the deployment of TDLS version 12. SME's will be required to travel up to 3 weeks a month and will begin in December and continue through October of next year.
- Briefed Jim Ullmann, NATCA Deputy Director of S&T at the National Office on the DataComm Program.
- Attended daily SIB meetings
- Attended Weekly PMR update meeting
- Attended weekly Key site meeting
- Attended NSDA CHI meeting
- Attended ER Board meeting
- Attended UBER CHI build plan meeting
- Attended Implementation Resource Schedule Meeting
- Working with Tom Adcock (Training) on PDC/CPDLC ELMS courses
- Attended Push DCL meeting

FLIGHT DATA INPUT OUTPUT (FDIO): Ron Shusterman (A90) is the FDIO Article 48 Representative. Mr. Shusterman forwarded the information below for this week's report.

- Participated in FDIO Bi-weekly teleconference October 6th. Topics of discussion were
  - future procurements
  - terminal server issues
  - power supply
  - keyboards
  - FDIO-G

HUMAN FACTORS: Jay Barrett (MIA) is the DC Based Article 48 Representative for Human Factors. Below is a report from Mr. Barrett addressing both Fatigue and Human Factors work.

- **Fatigue**
  - **ZOA –** The team did a ton of modeling work with their BWS team in an effort to find an alternate means of compliance (AMOC)with the 7210.3. Specifically they feel they need the 0400L dayshift start times in their oceanic areas due to their unique pacific traffic. This is at the VP level for a decision.
  - **Fatigue Risk Management Team (FRMT)** Event response - This actually bleeds over in to the HF side as well. NATCA and FAA Leads are going to start accompanying the ERTs when they go out to do incident investigations. They want to ensure they are collecting the HF data and any fatigue data if present.
  - **Fatigue PhD** - Dr. Nancy Wesensten joined the FRMT from Walter Reed. She is very intelligent and accomplished. Following Nancy's lead the FRMT are looking to incorporate DOD Fatigue modeling software along side our SAFTE_FAST modeling software hoping to gather a more accurate picture of our fatigue risk. The FRMT is in the process of compiling past modeling data for input into the new model hoping to find synergy. The FRMT office continues to use the sleep data from the Controller Study completed in 2012 for identifying Fatigue Risk. Lastly the FRMT continues to do apple to apples comparisons with SAFTE-FAST while we learn how these models can meet our needs.
  - Workload and follow on study – Mr. Barrett has begun pushing for follow up studies. There is a need to verify the efficacy of the fatigue work rule that have been in place now for a few years and the ones we instituted this year. There appears to be some money if it is done in house. The team also want to do some baseline workload analysis. ANGC may help us with this as it bleeds over into HF as well.
  - **Alertness application** - Dr. Wesensten introduced us to some of her old colleagues from DOD and they had developed a native android app that measures alertness. We can't use it due to the Agency not having a way to develop resident apps. Infinna only does web apps and they are who we have to use for now. The DOD is giving us the code in JAVA so that CSSI and Infinna can program the app. The hope is to have this done by CFS. The app will take sleep and wake times and then calculate expected performance up through 48 hours into the future. It also can take caffeine inputs and adjust expected performance based on that. Should be a descent product.

- **Human Factors**
  - o **N90 OJTI –** Mr. Barrett attended the OJTI workshops that were done at N90 and they are really good. N90 is currently working on rewriting their performance standards for certification. This may very well end up being something that gets used throughout the system and modified locally at each facility. Its not done and we don't know if it will work, but it looks very promising to Mr. Barrett. It will have to prove effective before anything else can be done.
  - o **ZNY –** FAA and NATCA leads have offered to help them with their training program. It is another facility with awful check out rates. Kick off is 11/10. Will not know what the issues are until then.
  - o A full 2 day meeting to try and sketch out what the HF office will ultimately do was held. What Mr. Barrett found is that the office as currently staffed is woefully inadequate to meet the needs of the operation. They will need people able to respond at the local level for all sorts of HF issues, such as training, accidents and incidents, OJT and generational issues. Mr. Barrett has proposed a setup similar to what the IBC/CWG folks are doing. Both FAA and NATCA Leaders have received a lot of interest from people in the field who find the HF stuff very interesting and would like to get involved. This is just in design phase right now.
- **Partnership for Safety (PFS) -** Both Fatigue and HF continue to be a large part of the monthly telcons.

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

- While what future the NIDS program will have is still waiting to be determined at the Joint Resources Council meeting on October 28th the Program Office (PO) has put a plan together to prioritize six facilities on their "Path to IOC".
  - o These facilities, alphabetically, are: DSM, MCO, MIA, PHL, PIT and PVD. The PO Is going to start coordination with those facilities about dates and schedules for moving forward.
- NATCA will be attending a briefing on the JRC decision on November 3rd at FAA headquarters in Washington DC.
- During the national IDSR telcon on Tuesday the PO announced its prioritization of the above listed six facilities and the postponement of follow up visits to the following facilities: P80, SGF, FSM, I90, SCT and S56.
  - o What this means to these facilities is as yet unknown. To further confuse issues the Database Development Engineering Team briefed that their priority facilities for database development are SGF and FSM.
  - o The following day the Program Manager sent an email out to a number of facilities telling them that their database collections would "stand down."
  - o The list of these facilities was not previously coordinate with NATCA and has not yet been confirmed but at this point it is believed that the following facilities/networks were sent this message: D01/DEN, LIT, MEM and R90/OMA.
  - o So, what does this mean? That's a very good and as of right now unanswerable question. We expect to learn more during this week's national telcon.

- Regardless of the JRC decision it seems that the program will have little impact for the rest of calendar year 2015. The combination of the holiday moratoriums and the lead time required to coordinate site visits leaves very little usable time to deal with.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is the Article 48 Representative for NME. This also includes the Universal Interlock Controller (UIC) and Integrated Control Monitoring System (ICMS). Below is Ms. Conrad's report for this week.

- **UIC**
    - On October 19 the UIC at OKC will be updated to control the ALSF and the Engine Generator. Ms. Conrad has been communicating with the OKC FacRep to coordinate this effort.
- **NME**
    - An NME Safety Panel is scheduled for Dec. 1st and 2nd. Ms. Conrad will be assisted by Robert Utley from the S&T Staff.

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

- Mr. Shedden was at the WJHTC in Atlantic City all week evaluating the latest NVS build, and participating in a dry run of the upcoming NVS Air Traffic Early User Involvement Event (EUIE) scenarios.
- **Meetings this week:**
    - NVS Leads Meeting
    - NVS Human Factors Working Group
    - Power Spectral Density & Diversity Algorithm on NVS
    - NVS Waivers Discussion (FAA)
    - NVS System Engineering Working Group
- **Other issues worked:**
    - Questionnaire coordination for the Air Traffic EUIE
    - NVS Override call tones
    - D10 IVSR Funding update

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

- There were two primary activities for NextGen this week, Colorado Remote Services activities and the RTCA NextGen Advisory Committee meeting.
    - The State of Colorado is interested in hosting a technology demonstration of remote/virtual ATCT services using a combination of capabilities to provide a Class D like environment. The State generated two press releases last week, neither of which were entirely accurate. In meetings this week, the concept seems to be moving forward, albeit at a slow pace.
    - The NextGen Advisory Committee (NAC) from RTCA met this week to discuss the strategic level view of NextGen implementation.
        - The NAC reflected on the fact that we are 12 months into a 36-month execution of industry priorities and 90% on track. These priorities can be

traced all the way back to the 2009 RTCA effort know as "Task Force Five". A discussion about new planning efforts that would focus on follow on activities as the 36 month plan winds down was held.

- The PBN NAV Strategy plan was also highlighted at this NAC meeting.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is NATCA's DC Based Article 48 Representative to the PMO. Mr. Woods' list of activities for the week is below.

- Attended a meeting with Steve Reynolds (AJM) and John Collins (AJM) about FAST support for the site visits for MicroEARTS
- Attended weekly meeting with Dale Wright (S&T), Jim Ullmann (S&T), James Keith (AJV-7 Rep), Andy Marosvari (AJV-8 Rep), Jim Davis (Airspace Rep), and Mel Davis (NextGen Rep)
- Attended a meeting with Steve Hansen (Safety), Tom Adcock (Training), Teri Biggio (AJI), and Kris Burnham (AJM) to talk about controller simulation tools in the facilities.
- Attended a meeting with Vinod Bhatnagar (AJW) to talk about a SBS tool that was developed by NASA for Tech Ops
- Attended a meeting with Mr. Hansen, Mel Davis, Kris Burnham (AJM) and Coleen Hawrysko (AJI) about the future usage of ATSAP
- Attended a meeting with Frank Lias (AJV), Eric Owens (TBFM Rep), and Mr. Keith about the key sites for Terminal Sequencing and Spacing tool (TSAS)
- Participated on a telcon with Mr. Keith and Mickey Vitti (ATPA Rep) about Automated Terminal Proximity Alert (ATPA) and the training associated with it
- Attended a demo at Mitre for Path Stretch with members from AJM, AJV, ANG and NATCA
- Attended a meeting with Aura Sciences, AJT and AJM about the agenda for the Anchorage ARTCC MicroEARTS site visit
- Attended a meeting with Mr. Adcock to talk about a way forward for the training for ATPA
- Attended a bi-weekly meeting with Kris Burnham
    - Funding issue for the D10 Voice Switch replacement
    - ASR 8 Radar issues going from analog to digital
    - ADSB and TAMR are experiencing the same issues with this
    - Off Shore (MicroEARTS)
    - Advanced Electronic Flight Strips (AEFS)
        - Met with the program office to talk about where the AEFS program is and where it is going over the next few months for PHX, CLE, and EWR
    - Terminal CHI team
    - ERAW MOU
    - OPS integration across programs
        - Attended a quick introduction with Lisa Bercher about Integrated Display Systems (IDS) Replacement
    - Weather
- Talked to Jim Eck (VP AJM) about meeting with his directors about this to identify a plan forward
- Participated on a NAS NAV Strategy telcon
- Participated on a telcon about ASSC with Mr. Ullmann and Dan Hamilton (ASSC Rep)

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is NATCA's lead for the criteria work on RNAV and PBN procedures. Mr. Kelly's report for this week is below.

- **DEN RNP AR –** Their cumulative count of running these parallel approaches is 23,125. They expect the count to rise faster as a runway will reopen and they are using CRDA (Ghost) on more runways. Data shows that the conformance is within the .10NM tolerances of the procedures intent.
- **GBAS -** This is about conveying FAA plans and assumptions for the GBAS cost benefit analysis in response to the PARC recommendations and solicit industry feedback to refine FAA plan, which does not include funding of this technology. The FAA prefers to stay with the WAAS network that is in place but most airlines are not equipped for this. The PARC recommended the implementation waterfall of 2-3 GBAS sites per year through 2025. They will provide FAA cost benefit analysis to inform potential GBAS acquisition and respond to PARC report. There will be an independent assessment of GBAS benefit, develop cost model and use the results to inform an FAA decision on whether to initiate AMS process for GBAS system, or solely focus on support for non-federal acquisition. This includes benefits assessment methodology, benefit mechanisms and modeling assumptions.
- **NSPP – Upcoming 10/15/2015 RNAV Publications –**
  - Metroplexes: HOU 1 SID, NorCal 5 STARs, 1 RNP, ATL 1 SID, DC 9 SIDs, 5 STARs.
  - Single Sites: JFK 1 SID, 1 STAR, MDW 1 STAR, ORD 9 STARs, 1 SID and 1 RNP, MSY 3 RNPs, AUS 2 RNPs, ELP 1 STAR, ANC 2 STARs, 2 SIDs and 2 RNPs, HDN 1 RNP, TCM 1 SIDs, 2 STARs, SEA 1 STAR, 4 SIDs and 4 RNP, PBI, 6 SIDS and MIA 1 RNP.
- **Metroplex Procedures:**
  - HOU changed to 17 RNAV SIDs, 11 Conv SIDs for 12/10/15 publication cycle.
  - North Texas 19RNAV SIDs for 2/4/16 publication cycle, 9 RNAV SIDs and 21 RNAV STARs for the 3/31/16 publication cycle.
  - ATL/CLT has 179 procedures scheduled from 2/4/1016 to 2/1/18 publication cycles.
- **SIDs/STARs/RNP:** PIT 1 RNP will slip to 12/10/15 publication cycle.
- **PBN Dashboard –** Still trying to figure out how the dashboard and its data fits into the system. It makes the most sense to get some training on it to determine what needs to be on it and what is useful. As far as procedure design and implementation go, our PBN service center reps and metroplex people would be the most likely to use this information so they will be part of the evaluation process.
  - The dashboard for design purposes has 14 metrics, 7 of which are airport stat type data and the rest are more about usage.
- **PCPSI –** This was a 3 day meeting in Henderson, NV to discuss various subjects and develop recommendations for the PARC.
  - The group reviewed the last 5 recommendations to the PARC, which include speed notes on charts, top altitude only for climb via clearances, reestablishing the climb via group, runway transition labeling on charts and eliminating STAR bottom altitude requirement.

- o New subjects broached:
  - **PDC TDLS v12** rollout and data comm issues some things will not transfer easily.
  - **RNAV holding -** All holding is based on conventional NAVAID criteria that hasn't changed for 60 plus years. There is no RNAV, RNP or precision course guidance defined holding in the NAS or internationally. They have sent out some recommendations that needed to be commented on that will be presented to the ACF for development of RNAV holding.
  - **ODP update -** Upcoming changes to 7110.65/AIM/AIP. These are not SIDs bit are departure procedures that can be textual or graphic depictions. The DCP contains language on how to clear an aircraft on an ODP "depart via (airport name)(runway number) departure procedure" or "depart via the (graphic ODP name) obstacle departure procedure". This is to prevent the use of climb via phraseology and ATC cannot amend or cancel altitude or speed restrictions on ODPs. Due in the book by May 26, 2016.
  - **STAR Bottom Altitude Depiction Preview -** It hasn't been decided whether or not these will be depicted on charts. STARS don't have the same issue as SIDs on trying to find the altitude because it is almost always on the graphic on the front of the chart. They couldn't find any examples of when it is not. If they are depicted, the box on the front of the NACO will look the same as the Top Altitude boxes. Jeppesen will use their same format of a special section that shows all altitude information. Other subjects included Open SID memo, SID Initial Climb Altitude & Flight Path Depiction Improvements on charts, STAR terminus and IAP connectivity on charts, joint pilot controller demo video, SID speed assignment issue when pulled off the procedure, climb gradient altitudes issues, Runway transitions, SID Transition confusion, Floating Waypoints and ICAO Phraseology.
- o **TARGETS Update -** There are 174 problem reports and 87 change requests addressed in the new release. Significant new features in 5.0.5: The new departure reference software (DP RS) performs criteria checking on departures and replaces the legacy FAA criteria checking in TARGETS. In the next release in 2016 the DP RS will also perform obstacle evaluation on departures.
- o The new User Defined Airports and Runways (UDAR) feature significantly improves the process of creating and maintaining new airports and runways within TARGETS.
- o There is a release timeline that runs out to April 2016 that will include input from PBN designers, users, FAA, AJV-5, etc. There is more information on this if you are interested.
- Mr. Kelly attended meetings/telcons for TARGETS update, NSPP, JCPD, Weekly Service center, 3 day PCPSI, GBAS, PARC NAV, PBN Strategy, PBN Dashboard, 1 day floor, 1 day leave.
- Presentations forwarded to the S&T Department on TARGETS update, ICAO PBN NAV specs and GBAS.

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

- **Eric Labardini (ZHU),** National SBS Article 48 Rep
  - o On leave thru Wednesday.
  - o Participated in flight test planning telcons to support the installation of Wide Area Multilateration (WAM) at CLT. A number of test flights and a final flight inspection will be needed over the next few months.
  - o Participated in the Reduced Oceanic Separation (ROS) ConOps telcon.
  - o Participated in the MEARTS IOA Assessment outbrief for Fusion. The IOA team found the system operationally acceptable at ZAN.
  - o Led our weekly NATCA SBS telcon. Discussed next week's agenda for the SBS Article 48 work group meeting and travel issues.
  - o Participated in an SBS Article 48 agenda prep telcon with management counterparts.
  - o Participated in the weekly SBS Hot Topics telcon; reviewed recent program activities.
  - o Participated in the joint NATCA SBS/TAMR telcon with NATCA reps Mitch Herrick, Candy Barr, and Scott Robillard. Discussed alternative approaches to reaching Fusion at N90 and Elite software concerns.
- **Craig Bielek (A90)**
  - o Sunday traveled to Springfield, Missouri.
  - o Monday and Tuesday participated in the Springfield (SGF) ADS-B flight inspection.
  - o Wednesday, traveled to Harrisburg, Pennsylvania.
  - o Thursday participated in the Harrisburg (MDT) ADS-B/Fusion kickoff. Participated in the weekly NATCA SBS meeting.
- **Dan Hamilton (SFO),** National Airport Surface Surveillance Capability (ASSC) Representative
  - o **ASSC:** At a NAC meeting this week, Teri Bristol briefed that the agency recognizes the need for SMR with ASSC. Additionally she said stated that the ASSC program is currently being re-planned. In the meantime, installation of SMR integration hardware started at SFO this week. The goal is to start the integration process after hardware installation is complete.
  - o **Vehicle ADS-B:** 637 vehicles equipped at 12 airports. The team is researching "STIR regions" that are being added to the vehicle transmit maps by Harris to determine if there are any effects on what controllers will see. An agenda topic at the SBS Article 48 meeting next week in Austin.
  - o **ASDE-X Refresh:** Continues without major issues.
- **Andrew Stachowiak (I90)**
  - o Participated in the Fusion Focus Group and our NATCA SBS weekly teleconference.
  - o Traveled to the FAA Tech Center to participate in the TAMR/STARS Merge Risk Mitigation OT&E. The testing went well and there were no Type 2s or Type 1 DRs written. Observed a scenario that showed all of the ADS-B CHI functionality to include DA and CSMM alerts.

- o Discussed the STARS Elite software build S7R3D3 FAA Software Lead. The S7R3D3 build fixed a known ADS-B track swap issue for 1090ES transponders but not for the UATs. So, the Elite facilities that are transitioning to Fusion need to ensure they are using the latest build and remove ADS-B in the tile sets immediately over known airports until the UAT fix is added in S6R4.
- **Tom Zarick (ZDV),** National Interval Management Rep
  - o Several telcons held this week to discuss development of EnRoute Miles-in-Trail scenarios that will be added to FIM AA&C (arrival, approach & Cruise) ConOps
  - o ZMP will stand down on most GIM-S activities until their identified TBFM issue is resolved in an upcoming patch
  - o ZSE draft adaptation discussion continues. Steps forward include MITRE visiting the facility with their "TBFM in a Box" sometime in early December or the middle of January. ZSE will be the first facility to utilize this approach as opposed to using MITRE's McLean campus for adaptation testing.
  - o ZDV Adaptation Demo still scheduled for the first week of November at the Tech Center. Three Controllers and one TMC will participate in the GIM-S at ZDV Operational Runs.
  - o The last phase of the ZAB/ZDV test notice is currently in progress. Work will now begin on drafting a more permanent agreement between the facilities in the form of a Letter of Agreement.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) represents NATCA as the Article 48 Representative for TAMR. Mr. Herrick and the TAMR Team Leads provided the reports below for the membership.

- This week Mr. Herrick was in Washington, DC for Section 804 meetings.
  - o NATCA, PASS and the FAA continue to work collaboratively to comply with the 2012 FAA Reauthorization language contained in Section 804.
  - o The group known as "Section 804" met this week at NATCA headquarters to begin the analysis of Bakersfield Tower (BFL) as a potential realignment candidate to either Santa Barbara (SBA) or Fresno (FAT).
  - o Representatives from the Section 804 group led by Don Chapman (PHL) and Mitch Herrick (MIA) met with the NATCA and PASS reps from each of those three facilities as well as their management counterparts to begin the analysis and data collection.
  - o The group that included BFL Facrep Aaron Hepner, SBA Facrep Chris Schaefer and FAT FacRep Jerry O'Gorman was welcomed to NATCA by EVP Trish Gilbert. The group met for two days and will travel to all three facilities next month to continue the analysis of the operations, buildings and personnel.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - o Kyle Ness, TAMR lead from Minneapolis TRACON (M98), accompanied the TAMR team to St Louis TRACON (T75) for a Lessons Learned meeting. Mr. Ness and the staff manager from M98 recapped all the things that worked well and advised on things that they would have done differently. The meeting was well received and well attended. T75 chose to rework their schedule based on the success M98 achieved in getting to continuous operations in only two events.

- o A test version of the newest STARS software, R3a, has been delivered to SoCal TRACON (SCT) and informal site testing had begun. Preliminary results have not been flawless, but it does seem clear that significant improvements have been made. Informal testing will continue at SCT, and formal testing begins in Atlantic City on October 20th. Success of this software is crucial to keep SCT functioning on STARS.
  - o Segment 1 lead Doug Peterson joined OSF representative Candy Barr (OSF), Terminal ERAM Representative Jim McAlister (PCT), and other Enroute ERAM reps for a discussion of the problems caused by false acquisitions and the resulting AMB handoffs. An agreement was reached to investigate and pursue a STARs software change that improves handling of AMB handoffs, and if necessary, rejects the interfacility HO message for AMB tracks.
- • **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) and Chris Falcone (MDT) from Air Traffic and Engineers Joe Yannone, Dan Stefko, Colin Ngai and Frank Stahler from 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:
    - ▪ October 5, 2015, Scott Robillard (K90) dialed into the TAMR Weekly Staff Call.
    - ▪ October 5, 2015-October 8, 2015, Bill Spence (BTV) and Joe Yannone (Region X) travel to the Initial Site Survey (ISS) at ASE.
    - ▪ October 5, 2015-October 8, 2015, Richard Thomas (GEG) and Dan Stefko (Region X) travel to the Initial Site Survey (ISS) at YNG.
    - ▪ October 6, 2015-October 8, 2015, Scott Robillard (K90) attended the BFL S804 meeting.
    - ▪ October 7, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the Common Terminal Digitizer (CTD) Engineering meeting.
    - ▪ October 7, 2015, Scott Robillard (K90) met with the Surveillance Group Manager in regard to persistent ASR8 issues across the NAS.
    - ▪ October 8, 2015, Jim VanZee (GRR) dialed into the GSO Integration Test Phase 1 Out-Brief.
    - ▪ October 8, 2015, Jim VanZee (GRR) dialed into the RFD ASR-8/BI-5 Radar Coverage Assessment (RCA) I Checkpoint 1 Telcon.
    - ▪ October 8, 2015, Tim Poer (ABI) dialed into the Tallahassee (TLH) OSF Adaptation Kick-off Telcon.
    - ▪ October 9, 2015, Scott Robillard (K90) and Joe Yannone (Region X) dialed into a telcon with the TAMR Program Office to discuss possible waterfall changes for ASR8 site in early 2017 to address a struggling CTD program. These discussions could lead to non-ASR8 sites in mid 2017 being accelerated to for a struggling program.
- • **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**

- o **MDM.** A90 reports some issues with their maps and range rings are fading out.
  - ▪ The MDM workgroup tested A90's settings at the Tech Center and confirmed the reports. Maps intensity issues and the perceived fading out are the same for every display through out the NAS. The maps and range rings to the right third of the monitor will fade at the lower brightness settings. This is due to the G6 filter that overlays the display.
  - ▪ The filter is designed to block light from sources within the radar room (room lighting, exit signs etc.). The filter glass is tinted, then etched, giving itself a Venetian blind effect. Imagine a Venetian blind partly open or closed. Depending on your angle of view, objects on the other side of the blind come into, and out of focus.
  - ▪ As with the G6 filter, off angle views, such as from a trainer monitoring view, maps and range rings are clear and undistorted. But, from the controller 12 o'clock view point, the maps/RRs will start to fade once you lower your brightness settings below 40.
  - ▪ The best solution is to keep map/RR brightness settings higher (let's say 45 or above) or raise the backlight (horizontal tubes within the display that light the screen) to 40 or above. This was an educational issue that did not reach the controllers at A90. This is a communication failure of the program as a whole. ALL sites should, and will in the future, receive a comprehensive briefing on the differences between the Sony 2K and the MDM.
  - ▪ Different technology dictates changes that have to be made, to take advantage of the positives the MDM gives us. No one wants to be told how to set their display, but when transitioning to a different style of monitor, controllers should be given an opportunity to make sure the display is set up to meet each persons personal satisfaction.
- o **Seattle (S46)** has been dealing with vertical line flashes on a few of their displays since the install, early summer. Despite the FAAs and Esterlines (formerly Barco) engineers' best efforts so far, they haven't been able to bring this matter to close.
  - ▪ The engineers believe turning of LCD Flicker Control (LFC) will most likely solve this riddle. NATCA requests using this as a last resort, being that LFC prevents controllers from dealing with a more serious issue, 'Flicker'. Another possible smoking gun is, converting images from an analog signal to a digital interface. To test these theories, S46 has agreed to allow the FAA/Esterline to apply software (V2.04) to collect data, while also running FSL in digital and keeping EFSL in analog. Testing is planned to begin by the end of October.
- o The takeaway from this week is, communication goes a long way. All problems can be resolved if everyone works together and communicate effectively with the sites receiving an upgrade.

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the Article 48 for TFDM. His report for this week is below:

- • Monday - Worked at facility to get currency, had a weekly ops staff meeting.

- o Contract award for TFDM has slid to the right and is now planned in early April, 2016.
  - o Agency PMO is sending official word to the 2 EFSTS Replacement Keypad key sites this week.
  - o The team is in the process of selecting sites for early implementation Operational Evaluation Review for 2016.
- Tuesday - Participated in the TFDM tactical meeting, as well as the CLE AEFS update.
  - o Received the results from the monetary savings questionnaire as well as the high and medium fidelity models. Both showed a savings for the users as well as increased efficiency in the operation, with Departure Queue Metering making up approximately 60% of the benefits.
  - o CLE Tech Ops is still resetting their displays 3 times a week in order to insure there are no freezes.
    - ▪ This will lessen as the engineers at the Tech Center continue to find and fix the memory leaks.
    - ▪ A couple of these leaks have been identified and fixed and will go into the newest build that should be in CLE the first week of Nov.
- Wednesday – Participated in the EFSTS Key site meeting.
  - o Each of the 2 key sites will have 2 replacement keypads by mid January. The plan is to have the replacement completed by the end of March.
  - o During those 3 months, the team will finalize the waterfall order of the remaining 40+ sites.
- Thursday - Participated in TFDM Visual Specifications meeting, a weekly ops staff meeting.
  - o Visual Specifications team discussed the initial draft of system specs. Review and comments are due next week.
- Friday - Worked at facility to get currency, no other meetings.

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

- The Associated Press published an article on September 30th, *Report Slams FAA Response to Fire at Air Traffic Facility.* The article is based on the report by the Assistant Inspector General (AIG) for Aviation Audits that states, "The Federal Aviation Administration had insufficient contingency plans and security protocols in place at a Chicago air traffic control facility that was set on fire last year".
- Members of Congress requested that the DOT inspector general review the emergency and security protocols to prevent or mitigate the impact of future emergencies because , "thousands of flights were delayed and cancelled into and out of Chicago O'Hare and Midway airports, and aviation stakeholders and airlines reportedly lost over $350 million dollars" The AIG's objectives for the report were to access if Chicago's ATC facilities had a business continuity plan that would provide for adequate levels of redundancy and resiliency, and evaluate security measures in place to mitigate potential risks to the ATC system.
- The report also noted:

- o The FAA's plans "did not contain procedures for transferring air traffic and airspace responsibilities from Chicago Center to other facilities." Divesting airspace is not a requirement in the 1900.47D: Air Traffic Control Operational Contingency Plans.
  - o The AIG reported that Chicago facility employees did not have adequate training on the contingency plans, as required in the current 1900.47D.
  - o After the event, the FAA's ATO completed a 30-Day Assessment of Operational Contingency Plans as directed by the FAA Administrator. The Assessment identified the *next steps* to be completed within 1 year.
  - o Establish a central office to manage contingency planning, including policy and oversight of facility plans.
- In February 2015, FAA created the Temporary Operational Contingency Office (TOCO) tasked to "ensure all ATO facilities have Operational Contingency Plans (OCP) that are aligned and in compliance with an overarching, consistent strategy for executing operational contingencies to ensure continuity of operations; ensure that these plans are operationally viable, periodically tested, actively managed and effectively trained."
  - o Implement target levels of efficiency while simultaneously achieving target levels of safety during NAS contingencies.
  - o Return Core 30 airports to 90 percent operating capacity within 24 hours, and return Center and TRACON airspace to 90 percent of normal operating capacity within 96 hours.
  - o Update FAA Orders and facility contingency plans to address requirements for site-specific contingency plans.
  - o FAA is drafting a new OCP Order requiring Centers to develop a plan for transferring control of airspace to surrounding facilities.
  - o ARTCCs are meeting this month with the TOCO to finalize divestiture agreements for OCPs to meet requirements of the 1900.47E.
  - o Air traffic facilities will be developing new plans, but they cannot be implemented until the new order is published.
  - o The 1900.47E has passed the national SMS process and will soon be published after local SMS process has occurred, mandated by the VP of Air Traffic Services.
  - o FAA's *next steps* are focused on determining what infrastructure and system changes are needed to achieve these targets.
  - o The FAA's ATO is reviewing existing technological limitations of Center facilities and has identified rough order of magnitude (ROM) cost estimates for infrastructure improvements.
- The TOCO Tech Ops Rep, Jimmy Black, has developed a requirements spreadsheet to be worked by local tech ops and the local contingency teams to aid in developing the requirements needed to meet contingency efforts and the administrator's goals.
- The TOCO's first round of divestiture meetings was limited due to tech ops not attending. This was a decision from national tech ops, not the TOCO.
- With all of that said… Our NATCA brothers and sisters involved in the ZAU event and supporting facilities did an amazing job with what they had to work with.
  - o The TOCO efforts are to better prepare our facilities and controllers for the unexpected.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) leads NATCA's efforts on TBFM as the Article 48 Representative. Mr. Owens provided the information below for this week's update.

- Last week, the TBFM Ops Team had NATCA SMEs at ZID, IND, SDF and CVG providing IDAC training. However, while the training was being provided, the team observed numerous issues occurring with the system.
    - As a result, we terminated the training and sent the SMEs home until we can resolve the issues and we have time to test any fixes needed.
    - As of Friday, testing was still being performed to determine the extent of the problem. Mr. Owens was in DC at the time meeting with the prime contractor so the problem is getting the attention necessary for a timely fix.
    - They have asked the facilities associated with ZID to stop using IDAC until we have resolved these issues.
- The IDAC eLMS course is scheduled for Ops Tryout October 20, 2015, in Oklahoma City.
- The TBFM Discovery and Key Site activities at ZLA were delayed. They were scheduled for this week and next, because the software which allows us to revert back to the previous software is not work correctly.
- Work continues on Terminal Spacing and Sequencing (TSAS).
    - The next activity is scheduled for the week of October 26.

TRAFFIC FLOW MANAGEMENT SYSTEM (TFMS): Cliff Keirce (DCC) is NATCA's Article 48 Representative for TFMS. Below is Mr. Keirce's report of September activities.

- The first TFMS Release 12 Operational Testing session took place September 1-3 at the FAA Tech Center. NATCA members from ZFW, DCC, S56, ZAB, and ZNY participated.
    - Release 12 consists of new List Report request capabilities from the TFMS system. It will essentially mimic most of the reports that can be requested through the semi-colon prompt on the TSD. It also has some more robust report features that will be useable for QA purposes and historical comparisons.
- Another new tool for Release 12 is the Thin Client FSM (Flight Schedule Monitor) and NTML (National Traffic Management Log). This capability will provide access to these two tools through a web browser. Currently, FSM and NTML requires a connection to the TFMS system.   It will be helpful for smaller facilities that don't have access to TFMS and for special events.
- In addition to the R12 items, the group also tested the Airborne Reroute (ABRR) functionality that was part of Release 11, but will not be activated until testing with ERAM is complete.
    - The second R12 OT session was scheduled for September 22-24 but was moved to October 14-15 due to power maintenance at the Tech Center. R12 is scheduled for keysite testing at ZHU Oct 26-Nov 6, with deployment on November 7.

- September 2: Participated in a telcon with TFMS Sustainment. Reviewed the dates when the various TFMS Change Requests that were reviewed at our last meeting would

be implemented. There are several "patch" releases between the major TFMS Releases to address issues that are not working correctly or need improvement.

- The TFM-DT (Traffic Flow Management Deployment Team) met September 15-17 at the FAA Tech Center in Atlantic City. Activities included:
    - Reviewed changes to the Route Amendment Dialog (RAD) box that is used with the Airborne Reroute (ABRR) and Predeparture Reroute (PDRR) tool. Most of the focus is on Field 11 to ensure that the TMC is aware of any existing remarks in a flight plan before sending an amendment.
    - Reviewed many of the tool tips and error responses to ensure the meaning is clear.
    - Reviewed changes requested for the Collaborative Trajectory Options Program (CTOP) tool scheduled for TFMs Release 13.
    - Reviewed the List Report tool tip messages and made numerous suggested changes to make them more plain language and less confusing.
    - Reviewed the Thin Client CBI.
    - Given an early look presentation on TFMS Release 13.
    - Reviewed TFMS Change Request prioritization with the Program Office Sustainment team.
    - Conducted a dry run of the TFMS Release 12 OT&E session.
    - Reviewed some of the items being considered for Work Package 4. This is the next group of TFMS enhancements planned for the time period of 2016-2020. This session focused primarily on tools to improve prediction demand modeling for sectors.
    - Reviewed several CTOP scenarios being developed for end to end testing with airlines/customers.
    - Conducted testing of the ABRR tool.   As mentioned in previous updates, there were several problems with the logic used to merge flights onto new routes using the "merge" and optimize" features. This was the first time testing the tool with corrections made to the programming. Unfortunately, there are still many issues that need to be resolved.
- Then next TFM DT meeting is scheduled for October 14-15 at the Tech Center.
- Attended the 2015 FAA Industry Technical Forum in Atlanta on September 29-30. This meeting focused on briefing the industry of planned changes/improvements over the next 6 months.
- Specific topics included: Decision Support Systems, TFMS Release 10 and Release 13, focusing on Industry Requirements and Options, CTOP, TFMS IDP and international interface, TFMS testing opportunities, TBFM Data Exchange, SWIM, and Data Release/Data Policy.
- Mr. Keirce also attended a follow up meeting on October 1 with members of NavCanada. Our system works closely with theirs and with the transition to SWIM (Systemwide Information Management), the FAA will continue to provide the data to NavCanada, but they will have to develop their own software to interpret and display it.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the Article 48 Representative for UAS and is assisted by Jeff Richards (ZAU). The UAS report for this week is below.

- Participated in a call with Transportation and Infrastructure committee staff arranged by NATCA's Director of Government Affairs, Jose Ceballos. The call was to discuss the UAS hearing that was held on October 7th.
- Reviewed and commented on the draft SRMD for the Pathfinder 3 (Beyond Visual Line of Sight - BVLOS) SMS panel.
- Reviewed and commented on the draft SRMD for the 400' AGL and below blanket UAS COA.
- Participated in a call with David Hinton from the VA Unmanned Systems Commission to discuss the panels work and the upcoming meeting on November 5th.
- Participated in the UAS ARC meeting held at RTCA all day Wednesday and half the day on Thursday this week.
- Participated in an AJV8 (Air Traffic Requirements) / AJV115 (Air Traffic Emerging Technologies) meeting to discuss the rewrite for the JO 7210.882 notice.
- Met with NATCA's Deputy Director of Safety and Technology, Jim Ullmann to discuss the Pathfinder 3 SMS panel.
- Mr. Weidner and Danny Watson (NATCA UAS SME - ZAB) submitted NATCA's dissenting opinion on the Pathfinder 3 BVLOS SMS panel.
- Met with FAA Senior Advisor on UAS Integration, Marke "Hoot" Gibson to discuss UAS Pathfinder efforts
- Participated in a call with Todd McNamee (Ventura County Director of Airports - AAAE Member) to discuss Mr. Weidner's participation in AAAE's upcoming conference.

WAKE TURBULENCE: Scott Pressley (BHM) is the Article 48 Representative for NATCA to the Wake Turbulence Office. Mr. Pressley's update for this week is below.

- The week of October 5th was spent traveling to Denver to discuss the implementation of RECAT at D01 and Denver Tower.
    - The team had a lot of issues to work through and they are still working on some.
    - Their implementation date is December 10th and we have a lot to get done by then with the upcoming holiday moratoriums.
- Time was also spent this week with the Recurrent training folks in DC helping them work on one of next years training sessions about Wake Turbulence.
    - It is always a pleasure to work with another Article 48 rep and Jamaal Haltom (LAS) and company have a well-oiled machine.
        - There were lengthy discussions about Tower/Terminal wake issues as well as En-Route wake issues.
        - Hopefully the final product will be beneficial to all controllers in the field.

 WEATHER: Matt Tucker (ZTL) represents NATCA's bargaining units on all weather issues. His update for this week is below.

- **Weather and Radar Processor upgrade ECP-1**
    - Attended a training telcon about the current WARP CBI and the training that is needed to cover the upgrade and to bring the current CBI up to the new system including ERAM changes. The testing for ECP-1 in the TTL in ZHU appears to be going well, all the comments that are coming back show the improvement in latency and accuracy of the NEXRAD product on ERAM

- **CDM-Weather Evaluation Team**
    - Attended a couple of telcons including a half day meeting to discuss the Collaborative Aviation Weather Statement (CAWS). The team is working on changes for next year to refocus the product into what it was meant to actually be.
    - The discussions are focusing around triggers for issuing a CAWS and terminology to be used for describing the areas of weather, tops forecasts being averaged for the area of weather instead of MAX tops, reporting criteria for terminal and enroute domains.
    - The team goes before the CDM Steering Group October 13th to obtain the approval to proceed down the path the team is currently moving. The CAWS will end October 31st and will restart March 1st.
- **NSWRC Nextgen Weather and Radar Capability**
    - Attended the Bi-weekly meeting which gave an update on the program and its movement to the initial investment decision. The program is planning to have an investment decision in December to start the program as an actual for development and deployment.

Dale Wright

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Director, Safety and Technology