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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week Ending October 16, 2015

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

- Met with Jeff Woods, Tom Adcock, and Mickey Vitti. Discussed a strategy moving forward for training for facilities on ATPA (Automated Terminal Proximity Alert).
- The 4th TRACON evolution virtual session was held. Again the team provided great information. There are two more sessions and the process of breaking all the information down will begin.
- Met with Tim Furnai (AJV-72) to go over different programs under his supervision.
- Meet with Frank Lias (AJV-7) to go over different programs under is supervision.
- Attended the Interval Management (IM) workgroup. The work group was able to address and close some issue brought up by AJV-7.
- Mr. Woods and Mr. Keith met with Mr. Lias and discussed ATPA and TFDM.

AIRSPACE: Jim Davis (PCT) leads NATCA's efforts with airspace as the National Airspace Lead. Below are reports from Mr. Davis and various airspace team leads.

- **NorCal Metroplex**
 - Participated in the Weekly National Metroplex Telcon (Wed): received information from Program Office and all other Metroplex projects; provided team status update.
 - Participated in the Weekly NorCal Team Telcon (Wed): verified readiness for Oct 15th Chart Date at NCT and ZOA; discussed recent NCT ATSAP reports; planned agenda items for 10/21 Telcon, including status report of 10/15 changes; discussed upcoming leave and availability of team members through Nov.
 - Compiled feedback for recent ATSAP reports and disseminated for team concurrence; final docs will be forwarded to the WSA and NCT Facility Leadership NLT Wed, 10/21.
 - Oct 15th Chart Date changes implemented as planned with minor filing issues. Team members will continue to monitor the changes for any issues that may arise and will triage as appropriate. Amendments included: BDEGA2 (SFO) removed the 28R transition; OAKES2 / BANND1 (OAK) split the OAKES arrival from the

- east into separate West and Southeast plan routes; EMZOH2 and WNDSR2 (OAK) both modified multiple fixes and restrictions from the south and north.
- Outstanding: SoCal and NorCal Metroplex Team work. 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 –Dec 10 Chart Amendments; weekly NorCal Team Telcons.
- Upcoming Travel – Nov 2-6: Quarterly Staff Meeting (Los Angeles); TBD 2016 – Metroplex Summit (DC); TBD – Meeting with SoCal Metroplex Team; TBD – NorCal closeout meeting(s)
- Worked 2 Operational shifts for staffing and currency.
- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **Denver Metroplex Design & Implementation**
 - October 13-16, 2015 SID Design discussion with POCs and SMEs at ZDV
 - This week was planned as a continuation of SID design and we also planned to begin actual design of the SIDs.
 - When our meetings began on Tuesday morning Ryan Winkler, DEN NATCA POC, notified us that he was stepping down from the project. Mr. Winkler indicated to Mark Phipps (FAA Co-Lead) and Mr. Thomas that he was dealing with some personal issues that he felt would require him to spend more time away from Metroplex so he decided to step down.
 - This obviously put the team in a position where they couldn't continue the SID discussion as planned.
 - The team decided to work with D01 and ZDV SMEs and focus most of their work on cleaning up some minor issues found with the STARs. Also received Flight SIM information from United Airlines on their first runs from our new STARs. The team was able to work with United to brief that data to the team.
 - Mr. Phipps and Mr. Thomas met with Greg Dyer, Denver Area District Manager (Acting), and provide him with an update on where we're at in the Metroplex process. Mr. Dyer once again voiced his concerns that Southwest Airlines weren't participating with the group. We explained our position on that matter and assured him that we would continue to seek any input Gary McMullin (Southwest Technical Pilot) or Southwest Airlines wished to provide.
 - Mr. Phipps and Mr. Thomas also had a meeting with Denver Tower Management and NATCA this week. They thought it was important to bring them up to speed because DEN just recently changed over their NATCA Leadership. Andrew Schiel is their new FacRep and Mr. Thomas felt it was important to brief him on

- our process and expectations epically since they just had a member of his team leave the project.
 - On Thursday and Friday there was an opportunity to meet with the entire team including the new Reps from Denver Tower. Discussions continued on SIDs and SID design, which went very well.
 - Next week the team should be back on schedule to continue work on the SIDs
 - **Upcoming Schedule**
 - October 19 – 22 – SID Design work with SMEs at D01
 - October 27 – 29 – Core Team Meeting in Seattle with Service Center
 - Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **Charlotte Metroplex**
 - Cheryl Zibrowski (FAA Co-Lead) at ZTL, Bob Szymkiewicz at CLT
 - Go-team telcon held to finalize schedule and roles and responsibilities
 - 10/15/15 implementation
 - Implementation is going very well
 - Many small issues have been solved on the fly
 - Controllers at ZID, ZTL and CLT have been identifying issues for the POCs and Leads
 - TBFM seems to be working and the TBFM teams are working issues as they are identified
 - The reduced arrival rate is working but on several occasions there have been over-feeds which creates some short term problems for the TRACON
 - Leads continue to emphasize the need to meet the TBFM time
 - **Issues:**
 - SWA has raised concerns about the PARQR and FILPZ STARs. SWA will fly conventional procedures on 10/15/15
 - **Upcoming:**
 - 10/19/15 – At CLT TRACON
 - 10/26/15 – At CLT TARCON
 - Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **CLE/DTW Metroplex**
 - Received a briefing on a new MITRE tool to review the designs for the Metroplex projects. CLE/DTW was one of the first ones to be reviewed and some of the data was interesting and helpful, there was an element that was flawed due to lack of understanding of the details of the projects and limitations of the procedures.
 - Telecom with ZAU and ZOB on the last remaining issue of aircraft delivery between the two facilities. Some fixes where adjusted during this process that was added to the 100% documents.

- Followed up with several facilities on their review and concurrence of the final design documents.
- Worked some agenda and attendance issues for the upcoming meeting in OKC with the Canadian AIS office.
- Finalized the Airspace graphics to incorporate the changes from the SMS and forward them back to the CSA SMS team to finalize their package and continue with signatory approval.
- Completed and signed the 100% design package for the CLE/DTW Metroplex project. We will continue to evaluate the design and prepare for the outcome of the environmental process.
- Week's ahead: 10/19-30 on leave, 11/2-6 Leads meeting, Customer outreach meeting 11/9-10
- Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex
- **Florida Metroplex**
 - Activities this week (at Miami approach and ZMA, Miami FLL)
 - First week of design for Florida Metroplex (ZJX, ZMA, MIA, RSW, PBI) Teams worked the following SIDS and STARS and procedures to incorporate SIM data from industry. NO Industry Representative Present
 - PBI LMORE SID
 - PBI BUFIT SID
 - BCT MYZNR SID
 - BCT MAZOR STAR
 - FLL HERON STAR
 - FLL BAHIA STAR
 - FLL REGAE SID
 - FLL TWZTR SID
 - FLL VACAY SID
 - FLL CUUDA STAR
 - MIA BONGOS SID
 - MIA AARPS SID
 - MIA CSTAL STAR
 - FXE/PMP STAR and SID
 - Other actions:
 - ZMA/PBI Teams discussed airspace change
 - Teams also discussed MIA satellite departures
 - Mr. Harris attended the IFATCA America Regional Conference in Montego Bay, Jamaica with EVP Trish Gilbert and NSO RVP Jim Marinitti
 - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **DC Metroplex**

- DC Metroplex successfully implemented several refined procedures (KDCA-BOOCK1 RNAV SID, TIKEE2 RNAV STAR, KIAD-MCRAY2, JERES2, JCOBY2, & BULRN2 RNAV SIDS, KBWI- ANTHM2, TRISH1 RNAV STARS & CONLE2 RNAV SID) and all procedures appear to be working as designed and planned.
- DC Metroplex team completed December 10th Preferential Route review and submitted to ATSCC as baseline for playbook routes and forwarding to NFDC for AFD publication.
- DC Metroplex team completed preferential route database for ADR, AAR, and ADAR requirements and submitted to ZDC FAST for AIMS ticket initiation and ERAM adaptation for December 10th Chart cycle.
- DC Metroplex learned of possible pending issue with VUDOO and SPISY refined procedure slippage on December 10th chart cycle through local FAST. Previous commitment and coordination through ESC OSG FPT with AeroNav agreement that VUDOO and SPISY would be included in December chart. This issue has been researched and the procedures will be implemented as planned.
- DC Metroplex team still 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.
- 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.
- Participated in weekly Metroplex teleconference.
- Participated on the Avionics for NextGen Metroplex panel.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Atlanta Metroplex**
 - Updated Microsoft Project
 - Updated FPT Implementation Tracker
 - Worked on Executive Summary
 - Evaluated and Reviewed ATL STARS
 - Discussion with Delta about Data Pack and sharing with SWA
 - Assisted with CLT OAPM Implementation at ZTL
 - **Issues:**
 - N/A
 - **Milestone/Activity—Completions:**
 - 06252015 Airspace Implementation
 - ZTL began full time ATL metering August 2, 2015
 - **Projected Milestone/Activity Completions and Risks**
 - N/A
 - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead

- **CSA PBN**
 - Weekly NATCA Service Center Telcon
 - NSPP Weekly 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
 - Operational Tours of D10 and ZFW. Discussion with their 530 Shops and Reps concerning the NorTex Meeting next week
 - Telcon to discuss elimination of Hobby VOR and steps to determine affected procedures and facilities.
 - Chart Date-10/15/2015 End of Day Reports provided to AJV-14
 - Chart Date-12/10/2015 Pre-Coordination sent to KSAT, KHOU, KIAH, ZHU, KABQ, ZAB, I90, ZFW
 - KMSP Telcon established to discuss next meeting agenda and time allotted
 - **Upcoming Activities:**
 - 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)
 - Chart Date---December 10, 2015 Central facilities publishing include KSAT, KHOU, KIAH, ZHU, KABQ, ZAB, I90, ZFW
 - Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Metroplex Study Team**
 - Participated in Telcon with FAA Environmental and FAA Legal to discuss environmental and community outreach issues for Metroplex
 - Met at McCarran Aviation in Las Vegas with the Las Vegas Metroplex Study Team on Tuesday, October 13 through Thursday, October 15 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
 - Participated in weekly Metroplex Staff Telcon
 - Participated in weekly OSG Telcon
 - Participated in weekly Metroplex Leads Telcon
 - **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
- Submitted by Metroplex Study Team Art. 48 Ed Hulseley
- **National Design and Implementation Rep**
 - Participated in the weekly Metroplex staff meeting. Discussed FY 16 budget Metroplex has full FE funding however the program has been asked to cut back on OPS funding (OT,Travel) they were not asked to cut a certain percentage but they are guessing it will be about 20%. Vegas D&I has not been officially funded but they are looking at different ways to get this accomplished. Discussed CLT/DC and NCT 10/15/2015 Implementation planning. Discussed that Lynn Ray (AJV VP) has directed google earth overlays of procedures being implemented 30 days before implementation. Brief discussion on what needs to be accomplished during the transition between Mike Barnhart (outgoing Program Manager) to George Puerifoy taking over as acting Metroplex manager.
 - Participated on the weekly OSG telcon. Discussed issues found by AIS on the LA Q-routes that could jeopardize the 3/31/16 implementation date. AJV-5 has had these design packages for months and is now just looking at them. The team will be addressing with the Director of AJV-5.
 - Participated on several lengthy EA, community outreach telcons with FAA legal, FAA EA, Metroplex Program office, Mitre.
 - Traveled to ZTL for CLT's 10/15 Implementation, Implementation had a few minor issues but went very well.
 - Participated on weekly Metroplex telcon and reviewed activities at all the sites.
 - Participated on a TSAS telcon with Jeff Woods (PMO Rep) Mel Davis (NextGen Rep) Josh Gustin (PBN Manager) and Donna Cressap (Senior Advisor) on key site alignment of TSAS.
 - Talked to CLE/DTW Art 48 Rep on about several issues.
 - Talked to WOSG ART48 about several issues.
 - Talked with Jim Davis (National Airspace Rep) and Ed Hulseley (National Study Team Rep) to catch up in this week's activity.
 - Worked logistics for next weeks .43/.41 meeting in Dallas.
 - Submitted by Mark Mckelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**

- Participated on the weekly OSG Telcon
- Discussed this weeks activities with Mark Mckelligan (National D&I Rep) and Ed Hulsey (National Study Team Rep)
- Participated in multiple EA community outreach telcons
- Participated on the NAS NAV Strategy Telcon
- Participated on the weekly Metroplex Telcon
- Did some coordination for the upcoming .43 rewrite meeting in Dallas next week
- Submitted by Jim Davis (PCT) NATCA National Airspace Rep

AIRSPACE TECHNOLOGY DEMONSTRATION PHASE 2 (ATD-2): Pete Slattery (CLT) is the Article 48 Representative for NATCA on this NASA sponsored demonstration. Mr. Slattery's report to the membership is below.

- This week NASA ATD-2 program managers traveled to Washington, DC to present the concept to the S-CDM (Surface CDM) Stakeholder Team. ATD-2, as the name implies, is an Airspace Technology Demonstration designed to more accurately release aircraft into overhead streams. In order to do this successfully, you must first manage departures to ensure they can meet their assigned release times. This means the first step of ATD-2 is departure metering.
- Departure metering is an area that the S-CDM team has been studying for a considerable amount of time. Their work has been instrumental in developing the SCDM Concept of Operations (ConOps). The SCDM ConOps lays out the basic principles of departure metering which is best described as follows:
 - Today, departures are handled on a first come, first served basis. Flights are managed in the order in which they present themselves to the air traffic control tower (ATCT) for service.
 - This often results in lengthy taxiway queues as flights await access to the runway.
 - The departure metering concept envisions applying the CDM Ration-By-Schedule (RBS) concept to manage the length of the departure queue. RBS will allow flights to enter a virtual departure queue while still at their gate, or in the ramp area, until they can be accommodated at the runway. This will be accomplished by new data sharing procedures between airlines, the FAA, and airport operators.
 - It is believed that this new CDM approach to managing operations will increase safety and efficiency by reducing airport movement area congestion. It will also provide fuel savings to the flight operators, which will reduce emissions and improve air quality. (For more info: <http://cdm.fly.faa.gov/>)
- The SCDM Stakeholder group has accomplished much over the last few years. Their efforts will have a direct impact on the direction that NASA and the FAA proceed with the Departure Metering portion of the ATD-2 research program.

- The next deliverables from the program are:
 - Preparations for Initial Human In The Loop (HITL) activities: Due Oct 30, 2015
 - Determining the Research Transition Products: Due Nov 15, 2015

COLLABORATIVE DECISION MAKING (CDM): Ron Foley (ZOB) is the National CDM Representative. There are several sub-groups under the CDM initiative. Below is a report from Kyle Andrews (ORD) who represents NATCA on the Surface CDM Team (SCT).

- Representatives from AAL, FEDEX, UPS, SWA, NBAA, FAA, A4A and NATCA attended.
- Robert Sweet (FAA) has taken over as the Interim Director of the Surface Office. Some scheduled Surface Team site visits have been postponed due to the travel budget constraints that have been put in place due to the Federal Government operating under a Continuing Resolution.
- On Day 1 the meeting opened with a discussion about AirLine Gate Time of Departure (LGTD, what ATC currently views as P-time) accuracy.
 - The goal is to be able to use LGTD as a short term replacement for EOBT until the airlines are able to accurately provide EOBT.
 - The analysis that was presented showed that the accuracy of LGTD is within reasonable tolerances to be able to use it as an EOBT surrogate, with the goal of ATC calling for receiving APREQ times well in advance of the plane actually being ready for taxi.
 - This should result in a decreased workload for ATC, in that ground control will already have a release time for a plane when that plane is ready to taxi, instead of the current process that requires ground control to have to react after the fact to a release time provide as the plane taxis out.
- On Day 2 NASA Ames gave a presentation on the ATD-2.
 - Afterward the Stakeholders Group discussed the apparent restructuring or dissolution of the Surface Office.
 - The Stakeholders Group decided on the following recommendations for its continued support in bringing a surface metering tool to fruition by the 2017 deadline:
 - Participate in future HITLs with ATD-2 technology Participate in future Technical Interchange Meetings, with a focus on Ration By Schedule and substitution algorithms Support tactical/strategic (SARDA/SCDM) schedule fusion analysis

COMMON AUTOMATION (CARTS): Mickey Vitti (N90) is the Article 48 Representative for CARTS issues. Mr. Vitti's report for this week is next.

- Traveled to FAA Tech Center in Atlantic City, NJ for week two of the CARTS R37i OT&E.
 - The Test Team consists of Frank Servidio (N90) and Mr. Vitti.
- CARTS R37i will be the last Common ARTS software build.
 - This build is only slated to go to N90.
 - On Friday Oct 16th AJV-723 deemed R37i.5 suitable for key-site activity at N90.

DATAComm: Chad Geyer (ZLA) is the Article 48 Representative for DataComm and is based in Washington, DC. Mr. Geyer's update for the week is below.

- This week the DataComm group worked on an updated waterfall schedule to streamline contract support involvement and also make the NATCA SME's travel schedule more manageable.
 - The Program Office will be requesting SME's to help with the deployment. Coordination to NATCA should be completed by next week.
 - The current SME's are in ACY this week to help train the Harris Contractors on what their duties will be. The idea is to have the NATCA SME's work with the facilities and have a greater understanding of the system to assist with adaptation and testing.
 - The Harris SME's will have an understanding of how the system works and can help write up issue reports and assist with controller interaction and functional verification.
- Completed the six month briefing with ATL, CLT, SFO, OAK, SJC, SMF, MCO, DTW, CLE, PIT, JAX, MIA, FLL, TPA, PBI, ZTL, ZOA, ZJX, ZMA, and ZOB.
- Attended weekly Key Site meeting
- Attended daily SIB meetings
- Attended FY16 BFOT meeting
- Attended PTR Scrub meeting
- Attended Weekly OPS sync meeting
- Attended Data Comm Implementation Meeting
- Participated on the Avionics for NextGen Conference

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) continues his outstanding leadership on ERAM Implementation. Below is a status report for ERAM activities for the past couple of weeks.

- The next software release EAD400U is currently being tested at the Tech Center. Initial Ops Eval on the build uncovered a few issues that necessitated a rebuild, however the current test plan currently supports the original 10/22 exit brief. SRM was completed on the EAD4 build the week of October 5th. ZDC and ZJX will be field-testing this release next week month.

- The following is a summary of the National User Team Meeting held last week:
 - Automated Point Out:
 - There was a final discussion and agreement on the updated use case, there are changes to CHI recommendations as well as specifics added for system behavior when sectors combine or de-combine. Once all team members concur, the use case will be sent to Second Level Engineering (SLE).
 - ER 91855 Share Draw Function:
 - There was a final discussion and agreement on the problem statement. The desired behavior is to create a function that will allow sharing between sectors of draw annotations. Once all team members concur, the problem statement will be sent to SLE. No use case is planned for this ER.
 - ER 150682 Increase Number of Draw Notations:
 - There was a final discussion and agreement on the problem statement. The desired behavior is to increase the allowable number of draw annotations. Once all team members concur, the problem statement will be sent to SLE. No use case is planned for this ER.
 - ER 133502 Terminal Rejections of Ambiguous Handoffs:
 - There was a final discussion and agreement on the problem statement. The desired behavior is to have terminal automation reject handoffs if an ambiguous data block already exists. This fix will be made in the terminal automation systems. Once all team members concur, the problem statement will be sent to SLE. No use case is planned for this ER.
 - SIG 1587 Procedure Altitude:
 - The final CHI for SIG 1587, Procedure Altitude, was reviewed. The team was in agreement with the CHI as developed and this was communicated back to the CHI team.
 - SIG 1647 Multiple Flight Plans:
 - The task team continues to work on this issue, they are reviewing both procedural and software solutions. Additionally, a tracking ER has been opened to facilitate analysis of recent examples of the issue, that ticket is ER 151895.
 - ER 90370 Visual Notification of Sector Status:
 - The task team will have a draft problem statement ready for discussion during next week's telcon.
 - ER 119397 Passing 4th Line to ARTS/STARS:
 - The task team will have a draft problem statement and use case available for discussion at next week's telcon.
 - ER 131943 Terminal HERT Coding:

- A PRED exists that may provide a solution for this issue, the functional behavior language of the PRED was sent to the team for review. The team will discuss the language next week and determine if it is an appropriate solution if so, no problem statement will be written and the AIMS will be updated to reflect the user team's decision. Additionally, the status of the PRED will be discussed at the next packaging team meeting.
- ER 136109 Unable Handoff Back to Approach:
 - Task team's work is ongoing.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) represents NATCA's members on the IDS-R project. Mr. Smith's update for this week is below.

- NATCA was informed late last week that the IDSR funding decision topic will not be included in the October 28th Joint Resources Council (JRC) meeting.
 - A few of the reasons floating around are
 - Not enough time to look into the issue
 - The agenda was too full to fit IDSR in.
 - The JRC is meeting again in November and December and NATCA has been unofficially told that the IDSR topic will likely not make it into the November meeting.
- The program office has been given clearance to restart the waterfall with a very limited scope. They are going to concentrate on facilities that have been "highly invested in" and will be focused on getting these facilities on the path toward IOC. The list of facilities is- PHL, PIT, PVD, MIA, MCO, DSM. No schedule has been coordinated yet.

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

- **Meetings this week:**
 - NVS Leads Meeting (FAA)
 - NVS Human Factors Working Group
 - NVS Systems Engineering Working Group
 - NVS Build 10.3 Update and suitability assessment for the Early User Involvement Event (EUIE)
 - NVS Demo Configuration Control Board
- **Other issue's worked:**
 - Coordination with the Program Office for the NVS AT User Teams travel authorizations
 - Coordinated funding update with Jeff Woods regarding D10/DFW IVSR

- Further resource and mapping planning for the upcoming EUIE
- Follow up on PCT's ECS removal

NEXTGEN: Melvin Davis (SCT) is the NextGen Lead for NATCA. Mr. Davis has announced he will be retiring soon and Kevin McLaughlin (SCT) has been appointed by the NATCA Leadership to take over this position. Mr. Davis has been NATCA's NextGen Representative since March of 2010. His work is highly respected by both the FAA and Industry. He has been NATCA's face to NextGen. NATCA's Membership owe Mr. Davis a well deserved thank you for his work. Mr. Davis' update for this week is below.

- The primary activity for NextGen this week was the Avionics Magazine user symposium. This was a good opportunity for NATCA to interface with a group of stakeholders outside traditional circles.
 - From an avionics perspective, NextGen provides a multitude of opportunities.
 - One of the fundamental tenants of NextGen is data distribution with which avionics manufacturers will be able to leverage into increased situational awareness on the flight-deck.
 - The panelists discussed modeling and simulation capabilities that would help inform predictive analytics which could in-turn inform better decision making. Additionally, shared situational awareness between flight crews, airline operations centers and controllers could go a long way towards avoiding over-saturated sectors or underutilized airspace.
 - The fundamental message from NATCA is that traditional roles and responsibilities will remain intact for many years to come, but each domain could be more efficient with increased data sharing.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the DC Based Article 48 Representative to the PMO. Below is Mr. Woods' report to the membership for the week.

- SVT meeting to talk about usage and future enhancements
- Bruce DeCleene (AFS) meeting
 - Established on RNP
 - TF leg to ILS capture
 - TSAS key sites
 - 7100.43 rewrite
 - Future communication
- Mitre Surface Demo
 - Remote towers
 - TFDM
 - CROPD

- Worked on CROPD demo for Ric Lowen (DFW and RSAT Representative)
- ATPA Telcon with Tom Adcock (Training), Mickey Vitti (ATPA), & James Keith (AJV-7)
- Worked on setting up demo of SBS tool with Vinod Bhatnagar for AJT
- Participated on a panel for Aviation Weekly about PBN
- Attended a meeting ATD-2 with NextGen, NASA, PMO and Industry
- Attended a meeting with Mike Romanowski, Director of Commercial Space for the FAA
- TSAS meeting with Josh Gustin (FAA OAPM), Mark McKelligan (NATCA OAPM D&I) and Donna Creasap (FAA) about key sites
- Attended a meeting with Lisa Bercher (FAA PMO) and Mark Mink (FAA PMO) about IDS-R,
- Attended a meeting with Jim Eck, PMO Vice President about NAS Capital Planning Integration

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

- **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 RNP, AUS 2 RNP, ELP 1 STAR, ANC 2 STARs, 2 SIDs and 2 RNP, 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. NoTex 19 RNAV 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 on ATIS trial** - The FAA recognizes the issues and plans to explore ways to increase PBN approach utilization in the NAS and identify lessons learned that support key PBN implementation goals. This current initiative will initially focus on six airports and their servicing Terminal Radar Approach Control (TRACON) facilities:
 - Ronald Reagan Washington National Airport (DCA) , serviced by Potomac TRACON
 - Richmond International Airport (RIC), serviced by Potomac TRACON
 - Albuquerque International Sunport (ABQ), serviced by a combined Tower and TRACON
 - Nashville International Airport (BNA), serviced by a combined Tower and TRACON
 - Portland International Airport (PDX), serviced by a combined Tower and TRACON

- El Paso International Airport (ELP), serviced by a combined Tower and TRACON
- Mission Statement
 - Promote the increased use of PBN approaches at the six targeted airports and TRACONs during a specified initiative period.
 - Collect PBN approach usage metrics and lessons learned that will provide the foundation for a plan to shift reliance on ILS approaches to PBN approaches.
- Project Overview
 - The ATIS PBN Approach Initiative Project will continue for 90 days with extensions possible if it becomes necessary to complete data collection and analysis. Project activities will include:
- Baseline operations at the six airports;
 - Collaborating with each affected Air Traffic Facility and selected airport users;
 - Developing an initiative plan for each airport;
- Data collection;
 - Data analysis
 - Reporting findings.
- The project will be conducted in two phases. Phase 1 will implement ATIS messages advertising PBN approach availability in addition to the primary approach in use at each airport. Data will be collected on usage to assess the effectiveness of this individual action.
 - Phase 2 will seek to promote the use of PBN approaches as the preferred approach procedure at an airport and will be accompanied by extensive coordination with airline operators and users (e.g., NBAA). This phased approach will yield insight into the discrete effectiveness of ATIS messages and coordination between the FAA, airline operators, and other users.
- **PBN Strategy WG meetings** - Mixed equipage – Still arguing over whether TF or RF legs should be emphasized in the NAS. At this point, equipage is decent for RF but there are plenty who don't have that capability and an RF strategy would exclude them. Mixed equipage is going to be around for some time. The group sounds like they want to move to a "use appropriate tool for the job" approach, which can be vague. The decision was to favor RF and only use TF when you have to. This would probably be determined locally.
 - Defining PBN – At a NAC meeting, it came out that the FAA is not that concerned about conventional procedures staying around, which is contrary to what most groups have recommended in order to move forward with a PBN NAS and cost effectiveness.

- GBAS – The FAA feels that they've provide an infrastructure with PBN to replace ILS eventually with the WAAS and LPV approaches. The users still feel that the GBAS route is a better way to go and be more cost effective in the long run. Still fighting over this.
- **PDC and Clearance RNAV SID Enroute transition issue** – There have been a few things that have come to light lately at DEN and the DC Metroplex airports that indicates the problems need to be addressed and advertised.
 - Denver Center has experienced numerous incidents in the last 13 months in which aircraft have incorrectly flown the YOKES4 RNAV SID, DEHLI transition by making an unexpected turn after YOKES and going direct to DEHLI or some other point in their flight plan instead of correctly following the procedure to CHICI and then DEHLI.
 - This is potentially dangerous because turning unexpectedly after YOKES direct DEHLI or ONL (eliminating CHICI) may put the aircraft in a head-on conflict with the arrival stream aircraft landing in the Denver terminal area. Denver has seen this happen with many different types of aircraft. I bring this specific procedure up as an example and it could apply anywhere.
 - The users format changed some time ago on their PDC clearances. The format now would look like YOKES4 DEHLI ONL. With the space system, if the pilot is not diligent on checking the legs pages and loading the transition, may be set up for an error of not flying the transition and going direct to a fix.
 - ZDV has implemented a new ADR to resolve this temporarily and their procedure will be amended but you should be aware this can occur. In addition, Jeppesen chart displays the transitions separately from the SID common route , which can lead the pilot to believe the procedure ends before the transition.
 - There are many human factors issues here.
 - Additionally, an issue with verbal clearances can add to this problem. Some facilities are not issuing the transition thinking they don't need to. Our .65 addresses this in several areas. 4-2-1 is the order of the items in the clearance and the word SID is mentioned but nothing about a transition. 4-3-2 Departure Clearances, says "SID (transition if necessary)" and 4-3-3 Abbreviated Departure Clearances says "SID and SID transition as appropriate". I view this as, if there is a transition, then it needs to be issued. This is being reviewed by our training and .65 reps.
- **SID/STAR speeds** – There are some issues cropping up over the use of speeds on and off procedures. SIDs are the only procedures where speeds can be listed in a note. The users are claiming this is a problem because the speed is not coded in the procedure and they may not read the note (this would be a mistake), the note could be

squeezed off the display on their iPad (this would be a mistake) or that there should be a fix associated with the speed (not all procedures can accommodate this). The conventional ORD8 is an example. The coding thing might explain to you why some pilots don't adhere to a speed.

- The other topic is when you vector an aircraft off of a procedure, what speed should the pilot maintain. Mr. Kelly has argued that the pilot should maintain the last assigned speed, whether it was on the procedure or assigned and that we don't have a requirement in the .65 that requires us to issue a speed like the other things that are required (reason for vector, altitude, etc.). Some pilots maintain that they are no longer on the procedure so the speed doesn't apply and might adjust it. This is a subject which needs to be addressed,
- Attended meetings/telcons for NSPP, PARC GBAS, PHL RNAV, PBN ATIS, PBN Strategy Work Plans, 1 day floor, 2 days leave
- Provided presentations on
 - PBN Initiative
 - ATIS Final Plan

REMOTE TOWER: Keiron Heflin (IAD) is the Article 48 Representative for the Remote Tower Project at Leesburg Airport (KJYO). Below is Mr. Heflin's report for this week.

- Week 11 of Data Collection is complete. Participating this week were Chris Perdue (BNA) and Todd Jones (MSY).
 - This was the second round of Data Collection for both participants
 - Worked 1200 – 2000 shifts to provide more input on night operations
- NATCA worked with the FAA to schedule an additional week at the end of the original schedule to make up for Week 9 that was canceled due to the change in the fiscal year. Cynthia Lowther (ILG) and Kathleen Drew (PTK) will be the controllers working this last week of the first round of Data Collection.

RUNWAY SAFETY: Ric Loewen (DFW) is the Runway Safety Action Team (RSAT) lead for the union. Mr. Loewen is also the Article 48 Representative for the Runway Status Lights (RWSL) program. Below is an update from Mr. Loewen.

- The majority of this week for me was a working group/Top 5 CAP development and SRMP.
 - The issue the team was tasked with was to determine what steps could be taken to reduce the number of RAEs contributed to by a controllers apparently ineffective scan. The draft product of the team will be circulated over the weekend for submission early next week.

- If adopted as proposed a Human Factors directed study will be completed and evaluated, its findings being combined with the expertise of another group of aviation industry experts leading hopefully to some principals that can be applied to tower cab design and ATC OJT beginning at the academy phase.
- Mr. Loewen also accepted a tasking to work a CAR addressing shortcomings in coordination leading to erroneous or incomplete information about airport construction being passed to air traffic facilities. He is still waiting to hear who the Agency counterpart will be and will need to get a briefing from the ERC.
 - On its surface, the issues addressed in the CAR appear to closely parallel an effort chaired by RTCA that Mr. Loewen is also a part of dealing with the information stream that exists years in advance of all major construction projects.
- Finally, Mr. Loewen was introduced to a new group studying the risk associated with using runways as taxiways.
 - This team is collecting and analyzing data throughout the NAS to better quantify the risks associated with this practice.
 - This has been a concern for the runway safety program office for some time and it is time to update the data before moving forward with any corrective or other type of action.
- RWSL conducted a pre-IOC briefing at EWR that Mr. Loewen was not able to attend due to the above mentioned workgroup. He is waiting for an out brief from the facility and program on how that meeting went.

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) leads NATCA's SBS Article 48 Team. Below is Mr. Labardini's report for this week.

- The entire NATCA SBS team traveled to Austin, TX this week for the quarterly face-to-face SBS Article 48 work group meeting. In attendance were **Eric Labardini (ZHU)**, National SBS Article 48 Rep, **Craig Bielek (A90)**, **Dan Hamilton (SFO)**, National Airport Surface Surveillance Capability (ASSC) Rep, **Andrew Stachowiak (I90)**, and **Tom Zarick (ZDV)**, National Interval Management Representative. As usual, there was a very full agenda with a variety of topics:
 - **Austin Approach (AUS) site visit:** The SBS Article 48 team visited the AUS facility as it is one of the first TAMR Elite sites to complete the transition to ADS-B and Fusion. Feedback from the site on the transition process was very positive. Like many other sites that have transitioned to Fusion, AUS is now interested in expanding the number of radar inputs in their facility. Many thanks to AUS personnel, including FacRep Kevin Canipe, for allowing the visit.
 - **SBS Program Overview:** Agency budget concerns loom on the horizon with a number of potentially negative scenarios. Depending on the level of potential

budget cuts, the Agency may be looking at which projects have to be stopped entirely versus cut back.

- **ADS-B surveillance expansion in Minnesota/Wisconsin:** This came to light for NATCA SBS during the 2012 ADS-B flight inspection at Minneapolis Center (ZMP). Expanded industrial operations in the MN/WI area have led to a dramatic increase in air traffic. Radar coverage is spotty in the area, and the states continue to request an expansion of ADS-B. This appears to now be a potential thanks to state funding of the expansion; however, questions remain as to who pays for future subscription charges and whether expanded RCAG is necessary as well.
- **Third Party Flight ID (TFID)** has been carried as an SBS risk for many years. Applications that require pilots to identify "target" aircraft via ADS-B also have the potential for confusion when ATC calls out another call sign during the clearance delivery. SBS has been pursuing a test of complex clearances, potentially in ZBW airspace, but NATCA SBS pointed out that a simplified test may be a better option and would not have to occur at ZBW.
- **CLT WAM** continues to be a regular SBS Article 48 agenda topic. NATCA SBS pointed out at previous meeting that there are a number of schedule risks as we attempt to reach an IOC by March 31, 2016. The Agency seems to be recognizing this, and all are working hard to reach the stated goal. Unfortunately, the primary schedule issues are more bureaucratic than technical as we ask Agency departments to speed up a typically slow, territorial SRMD and Notice approval process.
- **Fusion Feasibility Modeling:** The Agency presented data on the number and types of radars present for multiple approach controls with the intent to forecast which sites were potentially problematic for Fusion. However, during the review it was pointed out that one or more of the "problem" sites actually had no Fusion issues to report. The Agency hopes to identify problem sites that should not attempt to reach Fusion; however, this leaves them in a "catch 22" situation. The only feasible improvement for most problem sites to be successful with Fusion would be ADS-B, which isn't available unless the site is using Fusion. The best path forward seems to be to continue to pursue Fusion at all sites, but a forecast model could alert our SMEs to potential issues. The models are being refined for greater detail and all hope they serve as a useful tool.
- **N90 Fusion:** SBS continues to monitor the requested additional five radar inputs at N90 as well as their planned transition to STARS. Resource commitments on the part of the facility, SBS and TAMR make a transition to Fusion unlikely until the additional radars are in place and the facility has transitioned to STARS. Despite this fact, we continue to get pressed for an early transition to Fusion in CARTS. Doing so would be disastrous as TAMR and SBS

would end up clashing for N90 resources needed to support both Fusion and the STARS transition.

- **Track Based Display Mode (TBDM) in ERAM:** SBS Article 48 work group reviewed the results of the Operational Assessment and concluded that it would be appropriate to identify a key site in conjunction with the ERAM Article 48 work group. In addition, prototype work has begun on a new display mode, Fused Display Mode (FDM), which is unique in allowing the display update rate to be independent from the surveillance source (similar to other automation platforms). Data on ERAM CPU loading indicates the potential for an FDM HITL with display rates as fast as 3 seconds. Operational success with FDM will be quite dependent on the number of overlapping surveillance sources, as is typical for all Fusion display modes. This could limit the potential sites until ADS-B equipage is significantly higher.
- **Memphis Center (ZME) ADS-B Issue:** An AIMS ticket submitted due to an ADS-B avionics issue was discussed. The problem aircraft demonstrated unusual behavior by “ghosting” another target over 200 miles away. Normally this would be eliminated by validation methods within the SBS network, but a unique set of circumstances contributed to this particular occurrence. SBS is working with FSDO to address the avionics issue as well as working on SBS system improvements to prevent the issue from recurring.
- **ERAM ADS-B Outage Indications:** SBS Article 48 reviewed and compared ERAM ADS-B outage handling to other automation systems. ERAM is unique in displaying a “telephone pole” symbol for ADS-B Radio Stations on the controller’s display during an outage. Based on a proposed change by the ERAM NUT, the SBS Article 48 work group would like to refine the handling of ADS-B outages within ERAM to be more consistent with other automation platforms and potentially eliminate the need for a “telephone pole” symbol.
- **Vehicle ADS-B:** There appear to be three competing entities that develop the defined, allowable transmit areas for Vehicle ADS-B transmitters: the airports/Towers, the FAA Spectrum Office, and the vendor. Recently it was discovered that the vendor is generating their own transmit maps that may be excluding areas previously identified as allowable; SBS is working with the vendor to modify the areas. FAA Spectrum continues to balk at times to transmit areas request by ATC and necessary for their operations. This all leads to a lot of confusion and complexity in developing the final transmit capability for each airport.
- **Communicating for Safety 2016:** SBS does intend to provide outreach at the event once again with an SBS/ADS-B booth. Coordination between NATCA and the Agency will begin soon.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the Article 48 Representative for TAMR. Below are reports from Mr. Herrick and TAMR Team Leads.

- This week was shortened by a Federal holiday on Monday and Annual leave for Mr. Herrick on Friday.
 - During the week there was a great deal of work done on Section 804 as well as participation on telcons related to tech refresh kick off meetings, Initial Site survey inbriefs, initial site survey outbriefs as well as internal coordination with the TAMR and 804 program management.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
 - In a holiday shortened week, segment 1 conducted regular TAMR IOC meetings with, SCT, A80, M98 and T75.
 - Preliminary testing of R3a software at SCT has demonstrated so much expected benefit that discussions opened with the Technical Center to accelerate delivery to an unprecedented level. Formal testing concludes next Thursday, Oct 22. Plans are being made to have all paperwork and authorizations pre-approved so that field installation could potentially take place at SCT as early as Friday night. This is a process that normally takes about 2 weeks.
 - A follow on telcon with A80 addressed a software problem that prevents proper functioning of ATPA under some circumstances. The source of the problem was found, but will require a software modification that cannot be done before Atlanta's planned IOC on Oct 21. This could impact the facility's plan to open in STARS using the FMA function rather than the current PRM. Satisfactory work around procedures seem to be in place to allow A80 to deploy on the current schedule, but testing and analysis continue.
 - Brian Reddy, D01 represented Segment 1 for NATCA at the regular PTR prioritization meeting in Atlantic City on Thursday this week. This activity is critical to the build-planning process to ensure that software resources are applied to the elements that NATCA considers most critical to continued successful deployment of the STARS platform.
 - Coming up - Next week will be Atlanta TRACON IOC and formal testing for R3a software.
- **STARS/TAMR Phase 3 Segment 2 update submitted by Scott Robillard-K90**
 - 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.

- 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 13, 2015, Tim Poer (ABI) dialed into the SIR for AMA.
 - October 13, 2015, Scott Robillard (K90) dialed into the TAMR RIO.
 - October 13, 2015, Richard Thomas (GEG) dialed into the ROW adaptation kick off meeting.
 - October 14, 2015, Scott Robillard (K90) and Richard Thomas (GEG) dialed into the R90 Initial Site Survey (ISS) in-brief telcon.
 - October 14, 2015, Scott Robillard (K90) dialed into the RFD Joint Site Survey (JSS).
 - October 14, 2015, Bill Spence (BTV) dialed into the FWA adaptation kick off meeting.
 - October 14, 2015, Joe Yannone and Frank Stahler (Region X) dialed into the CTD Bi-Weekly meeting.
 - October 14, 2015, Franks Stahler (Region X) and Jim VanZee (GRR) dialed into the CHA ASR-8/BI-5 Site: Parrot Drift/Pedestal Replacement Schedule Discussion Telecon.
 - October 14, 2015, Scott Robillard (K90) and Joe Yannone (Region X) dialed into a telcon with TAMR and CTD to discuss waterfall changes due to potential delays to the CTD being operationally ready.
 - October 14, 2015, Frank Stahler (Region X) dialed into the CRW ATCBI-5 System Performance Verification (SPV) Site Readiness Review I.
 - October 15, 2015, Jim VanZee (GRR) attended the LAN Initial Site Survey.
 - October 15, 2015, Scott Robillard (K90) attended the TAMR PTR board meeting at the Tech Center.
 - October 15, 2015, Tim Poer (ABI) and Joe Yannone (Region X) dialed into the TLH Mode S System Performance Verification (SPV) Out Brief Telecon.
 - October 15, 2015, Richard Thomas (GEG) dialed into the BIS ASR-8 System Performance Verification (SPV) Out Brief Telecon.
 - October 15, 2015, Bill Spence (BTV) attended the training kick off meeting at PBI.

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 maintain currency, no other meetings due to Columbus Day.

- Tuesday - Participated in the weekly TFDM tactical meeting, the CLE/PHX AEFS update, an AEFS ATC training meeting, SVT CCB meeting, and traveled to SFO for an AEFS site visit.
 - Testing for AEFS build 5.3.0.2 continues and should be ready by the beginning of November. Once completed, the build will be installed in CLE and PHX shortly after.
 - A 32" screen has been approved for AEFS, and we are working to obtain an acceptable model.
 - The BOS OER has been pushed back to the beginning of 2016 due to budget constraints from the CR.
 - Final word has been sent to the Eastern Service Area notifying them of the two key sites for the EFSTS keypad replacement process, congratulations to PHL and BNA. Thank you to all the other facilities who stepped up and volunteered.
 - With the help of NATCA Training Rep Tom Adcock, we are working to have a validated training for AEFS in a couple of months.
- Wednesday - In SFO to meet with the local AEFS team.
- SFO will receive the AEFS training system in mid November and begin training around April 2016.
- Thursday - In SFO to finish meeting with the local AEFS team.
- Friday - Traveled home.

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

- The week of October 12, 2015, the TBFM Ops Team supported MetroPlex at ZID and ZME. Both facilities were using TBFM to schedule departures to CLT. Our team assisted the facilities with this effort.
- Mr. Owens continued efforts with the Program Office to determine what caused the IDAC system at ZID to fail.
 - A test was run which recreated the failure. However, the team has yet to determine the underlying cause.

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.

- **TOCO:**
 - The TOCO continues to assist and track deliverables assigned to each of the Integrated Product Team (IPT) Leads. The TOCO has transferred 32 deliverables

to Technical Operations and has completed 17 of 49 remaining deliverables. The TOCO IPT has completed 4 of 9 deliverables.

- This information, other TOCO activities, our budget and the manager's message are reported to our sponsors, monthly. We are providing information to ATO and ASH for their presentation to the Executive Council: *Resiliency, Security, and Contingency Update : Lessons Applied from ZAU*: The presentation, due at the end of the month, will show improvements in the NAS one year after the National Corrective Action Plan (CAP) was created. The TOCO has had significant accomplishments this year as we move toward the completion of the mitigations defined in the National CAP.
- **POLICY:**
 - The 1900.47E has completed the SMS process and awaiting signatures. It is estimated to be published in November with the effective date shortly after.
- **REQUIREMENTS:**
 - Significant progress was made across all ARTCCs to complete prep work in advance of September / October Tech Center meetings.
 - All ARTCCs have completed pre-work for their respective centers and are at varying degrees of completion for coordinating across neighboring centers. The TOCO's tech ops specialist has created a *Technical Requirements Worksheet* that has gone out to all ARTCCs.
 - Field tech ops will meet with the OCP field teams to complete these worksheets.
 - When completed, everyone will know exactly what communications (FTI primary and backup line numbers, VSCS radio interface cards available, etc.) they have available to support an affected facility in order to write their requirements for Operational Contingency Plans (OCPs)
- **REVIEW & COMPLIANCE:**
 - The Review and Compliance IPT worked with the Central Service Center Operations Support Group to develop a job aid to use in development and review of facility contingency plans after JO 1900.47E is effective.
 - Review and Compliance IPT members are participating in the TOCO meetings at the William J. Hughes Technical Center in support of development of airspace divestiture plans for ARTCCs.
- **TRAINING:**
 - The Quality Control Group POC's from Eastern, Western, and Central have committed to conducting an audit for deliverables D022-Facility Readiness for Unplanned Transition to EBUS and D025-Facility Readiness to Execute OCP that will provide the training leads with a report of findings document.

- **TECH CENTER MEETINGS:**

- The TOCO will be at the WJHTC October 19-23 to complete meetings with the western CONUS ARTCCs in developing divestiture agreements.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the NATCA Article 48 Representative for the UAS work. Jeff Richards (ZAU) is assisting Mr. Weidner due to the workload of this exploding technology. It is estimated there will be one million drones sold for this year's Christmas season. Below is Mr. Weidner's report for the week.

- Mr. Weidner traveled to Boise, ID to observe an optionally piloted K-MAX helicopter operation hosted by the Department of Interior. The DOI will be using the K-MAX for wild land firefighting operations.
 - While in Boise, Mr. Weidner participated in a meeting with the Department of the Interior to discuss their UAS operations.
 - The meeting was hosted by Mark Bathrick, the DOI Director of the Office of Aviation Services.
 - The meeting was also attended by Colin Milone, DOI Senior Aviation Training Specialist Office of Aviation Services, Dan Williams, FAA ATO UAS Integration lead, Joe Morra, FAA AFS-80, and Michelle Duquette, MITRE
- The FAA has entered into a Cooperative Research and Development Agreement (CRDA) with CACI. This effort will be known as Pathfinder 4 (the first 3 Pathfinder efforts have been described in previous updates).
 - The purpose of this Pathfinder effort is to test UAS detection equipment and procedures.
 - The information gathered will help inform the FAA as to how to curb the unauthorized and often dangerous UAS operations around airports. Mr. Weidner participated in two telcons regarding this activity this week.
- Continued to work on the Pathfinder 3 SRMD. This is an ongoing effort given the challenges that have been presented with this Beyond Visual Line of Sight research effort.
- Mr. Weidner will be on annual leave next week.

WEATHER: Matt Tucker (ZTL) is the NATCA Weather Article 48 Representative. He works with several FAA offices since weather is not confined to one particular office or specialty at the FAA. Mr. Tucker's update for this week is below.

- Traveled to ONT to observe the installation of the new Wind and Weather Sensor package (SWS) this system consists of an ultrasonic anemometer, temperature, dew point, and altimeter sensors.
 - The installation of SWS will be deployed to replace all analog wind systems, like the F420 and wind measuring equipment.
 - The ultrasonic wind sensors are already in service on ASOS, AWOS-C, LLWS-RS, and ITWS sites with LLWAS-NE+.
 - Some work needs to be done with requirements to change the algorithm so that in multiple sensor locations the gust algorithm can be run on all sensors and displayed to the controller, currently each airport only has one designated airport wind and with this system and others, winds can be more runway specific eliminating some conflicting wind reporting issues that exist between ASOS, ATIS, and other wind reporting systems.
- At ONT the team brought two different displays to evaluate and right from the start one will is not acceptable due to glare issues, two other displays have been ordered to evaluate and there will be a meeting in OKC to evaluate the new displays and to readdress a data format for displays where there are multiple wind sensors.
 - ONT is the key site will be operating under a test NCP until the new displays are finalized and then will be taken to ONT for final installation.
- **NWP (NEXTGEN Weather Processor)**
 - Attended the monthly program management review (PMR) with Raytheon.
 - The items that are of concern are schedule and budget as this system is replacing multiple weather systems that directly impact controllers.
 - The systems that are being replaced, ITWS, CIWS, and WARP have been in the field for a number or years and are reaching their life expectancy. The current deployment for NWP is late 2019 early 2020 timeframe. The budget currently only gets the program to the Tech Center for FAT and SAT.
- **FSNI remote clearance relay.**
 - Attended the weekly meeting about clearance relay, the team is currently only looking at large TRACONS that have a number either published or available from FSS for pilots to call and receive there clearances.
 - The team agreed to a data collection of facilities and how they handle the calls and weather they want the number actually published in the AFD.

Dale Wright
Dale Wright
Director
Safety and Technology

