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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending October 23, 2015

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

- **Administrators' TOP 5**
 - Attended the first meeting for the TOP 5, the focus for this meeting was the loss of long range radar weather in the terminals that use LRR to make up for airspace outside of standard ASR coverage. This stems from the ATSAP CAR about P50 TRACON and the Northern Arizona Airspace. In addition the team also is addressing the lack of weather radar in the enroute airspace outside of standard NEXRAD Coverage, this also stems from an ATSAP CAR from ZMA.
 - This meeting was conducted using the SRM process and a Hazard Assessment Worksheet was started to cover the hazards that came out of the meeting. Discussions were focused on the use of the NEXRAD precipitation Mosaic to augment STARS/TAMR Weather display. A lot of focus was also on the CARSR upgrades and the ability to optimize and validate the weather capability.
 - The Miami Center weather issue is being address in the research community right now in the Offshore Precipitation Capability (OPC) project being conducted by MIT/LL.
- Met with Tom Skiles (ATO Director of Air Traffic Operaitons) to discuss contract weather and facilities that will be transitioned to LAWRS, more in a follow up email coming. Also talked about the PIREP/METAR entry into AISR and the operational priority clause of the 7110.65.

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

- **Tech Center Meetings:** October 20-22, the TOCO had the final divestiture meetings with the western ARTCCs.
 - The meetings were successful and all facilities have a divestment of airspace agreement signed.
 - The *Technical Worksheets* will continue to be worked with the facility contingency teams and their local tech ops. The completion of these worksheets will supply detailed information to write their requirements to meet divestiture agreements to achieve administrator's goals in ATC Zero events. Divestment plans are based on what capabilities the facility has on hand, currently.
 - The Technical Worksheets shall be completed and submitted to the TOCO by October the 30th.
 - Divestiture plans and requirements shall be in the POFMs' KSN site for review by the TOCO's sponsors by November 17th.

- Operational Contingency Plans (OCPs) with divestment of airspace shall be due after the effective date of the 1900.47E. There are expectations a November publication date and an early December effective date.
- **ISSUES:**
 - There are many obstacles that come with the publication of the 1900.47E:
- **The Command Center** is a first responder to ATC Zero outages. Before the divestment of airspace can occur, some facilities cannot reach administrator's goals without using CPSS routes. The Command Center management rep does not support facilities using Contingency Plan Support System (CPSS) routes, and he further created confusion in the TOCO's divestiture meetings stating that the concept of using CPSS routes is a "fairy tale" when briefing the responsibilities of the Command Center. The Command Center will treat the affected airspace like a thunderstorm and route aircraft around; however, they do support tower-enroute traffic flow. Some ARTCCs out west do not have adjacent approach controls to allow for tower-enroute traffic flows. The TOCO manager conveyed, the Command Center assumes ATC Zero airspace until it can be divested. The Command Center shall support facility OCPs, and they shall allow the supporting facility to use CPSS routes, if requested. The TOCO will request future meetings with the Command Center manager. There must be consistent knowledge of expectations and compliance of responsibilities.
- **Accessing OCPs:**
 - The ACT2 Database is the designated repository for OCPs. Currently, the ACT2 is managed at the Command Center. It is "beyond broken", states the TOCO manager. The system is too unreliable, in its current state, to handle the volume of data and access OCPs. A request was made to fund the update of the ACT2, but the TOCO has not received any information on the update request.
 - Every facility is required to keep paper copies of their OCP and surrounding facility's OCPs. There shall be paper copies in the Go Bag, as well.
- **Go Bag (Evacuation Bag):**
 - Mitigation 4A, from the Corrective Action Plan, introduced the requirement for each facility to possess and maintain a "Go-Bag" that would store communication devices (among other things) within a waterproof container. This requirement will be published in FAA Order 7210.3(Z). To comply with the order and meet the requirements for Mitigation 4A will necessitate a capital outlay along with a Line of Business to provide the funding. The Temporary Operational Contingency Office is proposing that the Lines of Business LOBs that are signatories to the Corrective Action Plan provide funding for the communication devices and waterproof containers as stipulated in Mitigation 4.
 - The Temporary Operational Contingency Office is requesting that FAA Executive Management validate our position or provides an alternate solution which will resolve the issue of funding for the requirements addressed in Mitigation 4A. The determination reached by the executives should be communicated to the TOCO and respective service units prior to publication deadline for FAA Order 7210.3. That date is 31 October 2015.
 - Some facilities have all OCPs in ERIDs so that controllers and all personnel can access the OCPs readily, as needed. OCPs and support agreements must be available in operational quarters to operational personnel in either hard copy or

through electronic means. If the OCP is provided through electronic means, hard copies must also be maintained in the operational area to provide backup.

- **ERAM:**

- When a facility declares ATC Zero and divests airspace to surrounding facilities, ERAM doesn't recognize the outage (ATC Zero airspace).
- Automation between facilities that do not "touch" (AORs don't touch) before the outage does not exist. These issues are being addressed to correct this in ERAM, and there is testing with overlapping AOIs and other workarounds for flight plan transfer and radar hand-offs.
- Corrected, the system would be extremely efficient without manual flight plan coordination; thus requiring less staffing.

TIME BASED FLOW MANAGEMENT (TBFM): Eric Owens (I90) represents the controllers on TBFM as the Article 48 Representative. His update for this week is below.

- Last week the Ops Team had members at ZME and ZID supporting the CLT MetroPlex activity.
 - Everything appeared to go well.
 - Mr. Owens is doing some work to follow-up on an issue he was told about between ZTL and ZDC.
- Mr. Owens was in DC attending meetings at headquarters and at Lockheed Martin.
 - On Thursday, the group met about TSAS requirements.
- This week Mr. Owens will be at Raytheon working on TSAS CHI.

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

- Monday - Traveled to Phoenix to observe their AEFS system with the EWR AEFS team.
- Tuesday - Called into the AEFS update, shadowed Mike Schrempp in PHX tower
 - AEFS build 5.3.0.2 is still in testing with an implementation date in CLE of Nov. 1 still likely. Once the build is installed and stable in CLE, we will update the PHX system a couple of weeks later.
 - CLE is having a couple of minor issues with the system in the new tower, but those are being addressed in the next couple of builds.
 - SFO will be getting their training system in mid Nov. and their local adaptations are currently being built into that system.
 - Mike Schrempp showed Mr. Baugh around PHX tower and walked him through their local adaptations and operations. Their system is still working well, they are only resetting about once a week.
- Wednesday - Met with the EWR AEFS team and Mike Schrempp again, attended an SVT meeting as well as a DSP waterfall discussion with the EWR team and Surface Ops.
 - Mr. Baugh and the EWR team were given an overview of AEFS by Mike Schrempp, and he showed us the PHX training lab, and went over their adaptations so that the EWR team could gain a greater understanding of what to look for in their local adaptations.

- The group, which included EWR OM Bob Gibney, discussed how AEFS works with their arrival strips, their local adaptation needs, DSP and where the team wants to go moving forward into next year.
- DSP replacement waterfall is still moving ahead as planned with PHL and EWR being key sites, and the other New York area airports following.
- The SVT group discussed how the wake RECAT categories would be displayed on the monitors as well as other filtering options that could be locally adapted.
- Thursday - Met again with the EWR team and Mike Schrempp.
 - The group was able to go to the TRACON and the tower cab to observe the morning rushes and see first hand how AEFS benefits their operational awareness and efficiency.
 - Overall the meetings went very well and EWR, and Mr. Baugh gained a great deal of information from watching PHX work with the system. Mike Schrempp and his team impressed us all with their willingness to work with and grow into AEFS.
- Friday - Traveled home to Houston, no other meetings.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is the Article 48 Representative on the TAMR program. Mr. Herrick and other TAMR Team leads have forwarded the reports below for this week's update.

- Mr. Herrick was on Annual Leave the entire week, however he still participated in some critical daily telcons as well as Section 804 activities. Section 804 is nearing some recommendations on Cleveland and Michigan area facilities and there has been some resolution between NATCA and the Agency on the methodology for determining future staffing. That issue has been holding up the recommendation process. Along with Don Chapman (PHL) Mr. Herrick briefed NGL RVP Bryan Zilonis as well as President Rinaldi and EVP Gilbert on the activities and up coming recommendations.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10.**
 - At the 30-hour mark the STARS transition at Atlanta TRACON (A80), the seventh of eleven segment 1 sites, is going extremely well. Jon Bealles and his SME cadre did an exceptional job preparing their controllers. They are well trained, know what to expect, and are actively engaged in reporting and analyzing anomalies. The Gulf Coast OSF team, led by Chris Hannah, had built an extremely strong adaptation and have addressed each trouble ticket so efficiently that there is no backlog. This is the second of four planned test runs at A80, but if things continue as smoothly as they have so far, Atlanta could remain on STARS and render the next two events unnecessary.
 - A new STARS software delivery, R3a, was tested at the Atlantic City Tech Center and declared operationally suitable. This is an extremely important improvement, and critical to the continued success at Socal TRACON. The improvements to tracking are considered so important that the software has already been installed at SCT. An approval process that normally takes weeks was compressed to less than two days to get this critical software deployed.

- The TAMR team met with Chicago TRACON and related towers for a TAMR kick-off meeting. All aspects of the transition were discussed from a high level perspective including installation, training, requirements and adaptation.
- **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:
 - Team of three (3) NATCA SME are at the tech center to test software baseline S6, Release 4, Drop 2 (R4D2)
 - Dialed into the TAMR Staff Meeting
 - Attended the Y90 Joint Site Survey (JSS) for G1 to G4 ELITE tech refresh
 - Dialed into the NMM Joint Site Survey (JSS)
 - Dialed into the CMH Joint Site Survey(JSS)
 - Attended the AMA Training Kickoff Briefing
 - Attended the GRB Training Kickoff Brief
 - Made preparation for PBI cutover. Point of interest: VRB and FPR FAA Towers will become remote towers off of PBI and will require STARS cutover.
 - Worked with the Common Terminal Digitizer (CTD) Program Office on engineering and test plan work and accommodations
 - Dialed into the Common Terminal Digitizer (CTD) Risk Board
 - Dialed into the LCH ASR-8/Mode S Radar Coverage Assessment I Checkpoint 1 Telecon
 - Dialed into the TDX-2000 End of Service Life (EOS) telecon. The TDX-2000 is the current method of digitizing the ASR8.
 - Dialed into the Common Terminal Digitizer (CTD) TAMR Schedule Risk Reduction Telecon.
 - Dialed into the CRW ATCBI-5 System Performance Verification (SPV) Out Brief Telecon
- **OSF/Adaptation update submitted by Candy Barr-Multi Unit**
 - Monday - Friday Paul Shireman and Sean Mcgrail attended the TAMR S6R4D1 STARS G1, G2 G4 Operational test
 - Steve Sims attended the Anchorage Off Shore meeting to capture functionality of MICO EARTS
 - Monday - Mr. Barr and Ms. Barr attended the MR Weekly Staff Meeting
 - Tuesday – Monday - Randy Garcia traveled to A80 for IOC events 1 and 2
 - Tuesday - Ms. Barr attended the A80 IOC planning Telecom
 - Ms. Barr attended the SCT Post CONOPS Telecom
 - Thursday - Matt Thomas and Candy Barr attended a Rules Draft SRD Telecom
 - Ms. Barr attended the STRWG Telecom
 - Friday - Mr. Barr and Ms. Barr attended the weekly TAGUP Telecom
 - Ms. Barr Attended the A80 Event 2 Go/No go Telecom

- Ms. Barr attended the NATCA SBS/TAMR biweekly Telecom

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) serves the NATCA Membership as the Article 48 Representative to the SBS Office. The weekly reports from Mr. Labardini and other members of the SBS Article 48 Team are below.

- **Eric Labardini (ZHU), National SBS Article 48 Rep**
 - Full week of telcons started with a discussion on Fusion at New York Approach (N90) with FacRep Kevin Maney and NATCA PMO Rep Jeff Woods.
 - Weekly SBS Program status telcons included the Implementation Team and SBS Weekly. Just over 16,000 aircraft are ADS-B equipped in the NAS today. Legacy ADS-B avionics are also being upgraded in the Gulf of Mexico (40 of 47 complete) and Alaska (189 complete). United continues to pre-wire their B737 fleet for ADS-B with 72 aircraft complete.
 - Participated in the SBS/AVS, TSLE, SBS SV IPR, SBS RIO Board, Fusion Focus Group, MEARTS 3nm Fusion, SBS Hot Topics, and SBS/AJT/AJV telcons.
 - Several telcons this week surround CLT WAM flight test activity. Multiple flight tests and a final flight inspection will be performed as we work toward a CLT WAM IOC event. William Agee and Anthony Schifano from CLT NATCA have been very helpful in the discussions.
 - Coordinated with NATCA TAMR this week on a variety of subjects including CLT WAM, N90 Fusion, FMA/Fusion safety work, and a Terminal mapping issue. Seems a number of Elite sites trying to reach Fusion are being delayed due to a lack of a 5nm map.
 - Participated in the ERAM NUT telcon this week. A number of changes are being sought including: promotion of ADS-B in 5nm sort cells, modification of ADS-B outage information, and Track Based Display Mode. Also discussed operational implications of recent ADS-B avionics anomalies.
 - A review of the MEARTS IOA assessment of ZAN Fusion was completed with no new risk assessments.
 - Participated in a discussion on the risk associated with the inconsistent use of ICAO flight planning and the lack of capability to predict ADS-B equipage. The risk is really one of a loss of opportunity or efficiency versus safety. ERAM processes ICAO flight data and presents info via EDST or tracking, but many sites still use flight progress strips where there's a lack of indication. In addition, STARS does not process ICAO flight plan data today.
 - Participated in several Reduced Oceanic Separation telcons, including one on HITL development.
 - Led our weekly NATCA SBS team telcon.
- **Craig Bielek (A90)**
 - Monday traveled to Anchorage.
 - Tuesday and Wednesday conducted fusion evaluation at Anchorage Approach (A11), reviewed their SOP and training materials, as well as evaluating the presentation of fusion on the scope.
 - Also participated in several telcons in support of flight checks for Charlotte WAM.
 - Participated in the NATCA SBS weekly telcon.
 - Thursday and Friday traveled home.

- **Dan Hamilton (SFO):** Airport Surface Surveillance Capabilities (ASSC) Representative
 - **ASSC:** Traveled to Washington, DC for an ASSC TIM/PMR. Overall the meetings went well. The team continues to make progress with ASDE3 integration. Initial integration started at SFO. The program office still has yet to receive the official green light to proceed. Until this occurs, the team continues with integration and site development at future sites which includes a successful SAT (Site acceptance test) at CLE that occurred this week as well.
 - Additionally there was a meeting with AFS-400 (flight standards) to discuss transponder compliance. The purpose was to brainstorm ideas to get pilots to turn their transponder on prior to pushback and leave it on until they shut the engines down at their destination. This could also contribute as another added layer of defense with the growing problem of CSMM (Call sign Mismatch) that occurs in the NAS in addition to aircraft that tag up with incorrect information.
 - Airports with ground surveillance systems would be able to see these anomalies and take corrective action prior to aircraft becoming airborne.
 - **Vehicle ADS-B:** while attending this week's meetings it was discovered that STIR regions may potentially be a cause of some ASDE-X false alerts. Further research is being done in collaboration with NASE Engineering.
 - **ASDE-X:** continues with no major issues.
- **Andrew Stachowiak (I90)**
 - Participated in the FFG, PVD ADS-B only Refresher, SCT False Targets in STARS Mitigation, Tech Center CLT WAM OT&E planning meeting, NATCA SBS/TAMR, and our NATCA SBS weekly teleconference.
 - Traveled to the FAA Tech Center to participate in the R27 Drop 8 OT&E. The testing involved reviewing all 7 Type 2 DR's that I90 wrote up. The scenarios were played back in their original states and then again with resolution. All issues were fixed and R27 Drop 8 was deemed suitable to return to Key Site testing. The next day, participated in a similar demonstration in the TAMR lab regarding DR's that SCT had written up. Observed the same software fix logic applied to the TAMR build with Matt Mortar from NATCA SCT. All issues were fixed and SCT will also be loading the new adaptation changes very soon.
 - Continued participation in STARS ELITE OT&E. Tested all of the ADS-B Chi functionality to include DA and CSMM alerts. Initiated a modification to a scenario where we track suspended an ADS-B aircraft, changed the call sign while it was suspended, then initiated the track, and verified it would still show CSMM (it did). The test team leaders were impressed by this and added it into their test scenarios. Verified the 3nm rule for ASR11's out to 60 miles rule was still in the build. Checked ADS-B only airspace was correctly adapted and that Multimode was also functioning correctly. Wrote a DR Type 3 against the functionality existing whereas a Controller could turn the brightness down completely off on a Full Data Block even with an EM specialty code.
- **Tom Zarick (ZDV),** National Interval Management Rep
 - SC-186 Pre Meeting was held this week to discuss slides and agenda for next week's full meeting
 - Two ZDV Demo Update meetings held this week to discuss ongoing adaptation work at the Tech Center. Demo to be held the first week on November.

- Worked for currency.

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

- **Airbus FMS** – Some of you may already know about this but the Airbus has issues with its FMS logic in reference to altitudes being deleted that are at or above their cruise altitude. This is actually quite a complicated problem but in a nutshell, if a pilot is at or below an altitude constraint coming up and they re-cruise the FMS when given a descent (a descend via clearance would trigger this), the box will delete that next restriction because it will think it has already met that constraint and the aircraft will start down to the next restriction too early. This can also happen in the initial clearance if cleared or filed below some higher constraints as the box will remove those since the aircraft won't reach them. If they are then later climbed to one of those constraint altitudes, then they won't be there. Airbus is aware of the issue and has agreed it is a problem. While they are taking steps to modify the logic of the FMS, it is not a quick process.
- **Atlantic Coast Rout Project (ACRP)** - On October 14, 2015, AJV-14 briefed personnel at the New York Air Route Traffic Control Center (ARTCC) in Ronkonkoma, NY on the upcoming ACRP. The facility indicated support for the project and they already have notional designs to discuss. They identified severe staffing shortages and scheduled overtime that will make getting the necessary National Air Traffic Controllers Association (NATCA) representatives off the schedule difficult. They discussed the possibility of holding some planning meetings in their conference facility to alleviate the need for travel days for these participants.
- AJV-14 is scheduled to meet with Washington ARTCC on November 4, 2015 to brief on the project. A planning meeting of key headquarters and service center personnel will take place the day after to begin initial scheduling and drafting the agenda for the first Inter-facility meeting. They anticipate this ACRP Northern Tier kickoff meeting will be held the first full week of December if all facilities agree and can get the necessary personnel released from their schedules.
- **DataComm** - The DataComm Program Office has encountered a problem with aircraft at select locations being able to accept DataComm clearances when published procedures don't include key fixes as transition fixes (for example when sending someone direct to a fix on a procedure, say on a shortcut, that fix may not be coded and therefore is not loadable). They have identified, and AJV-14 has agreed to pursue, 12 procedures spread throughout the country that require small tweaks (usually coding changes to transition fixes) to existing published procedures that will enable aircraft to participate. Obviously, any change to a published procedure has the potential to be more than just a minor amendment and careful consideration needs to be directed at thoroughly evaluating those changes. We don't want to get into a situation of having to revamp a ton of procedures in the system by coding all waypoints as enroute transitions so a lot of variables need to be considered before moving forward. Designers of procedures need to be briefed/trained on this issue, procedures already in the pipeline can adapt to this and how this fits in with existing orders and production priority.
- **NSPP** – No Changes

- **PBN Strategy , PARC GBAS and GLS** – If this were ever to occur, mixed equipage is going to be an issue for us like mixing RNAV and ILS now, we would have to have a way of knowing who is equipped and be able to fit in with other approaches like ILS or RNAV. They suggested a controlled environment to test only GLS approaches like on its own runway but this presents capacity issues as there aren't as many equipped for this to possibly fill up enough capacity that wouldn't affect others with an unused runway. This type of operation would help as far as critical areas are concerned because you wouldn't have aircraft holding from the runway like you do for ILSs. Another concern brought up if you get rid of too many ILSs at medium airports, then everybody including very small aircraft will end up going to larger airports during an outage causing capacity issues. The final advantage is the possibility of multiple glide paths too avoid wake turbulence and some study will be done to see what the higher paths and maximum path would be but how much higher can they really go above the normal 3 degrees comfortably. This may not be realistic.
- **RNAV Holding** – As previously reported, there is no RNAV, RNP or precision course guidance defined holding in the NAS or internationally. It is all based on 60 year-old patterns based on NAVAIDs. This is going to be addressed at the Aeronautical Charting Forum. One change of interest for us is when the pilot slows for pattern entry. Current guidance has the pilot slowing as to cross the holding fix at a certain speed but knowing that using an RNAV system for conventional holding presents an accuracy issue and it is possible the pilot to slow too late and not remain within the confines of the pattern. A proposal for a requirement for the pilot to accomplish the speed reduction 3 minutes prior to the entry fix will ensure compliance and will probably pass at the forum.
- **Speeds when vectored off procedure** – A memo dated 10/21/2015 from Air Traffic Procedures, AJV-8, has come out in response to a central service area request to clarify whether or not speeds on a procedure apply once an aircraft is vectored off a procedure. In Mr. Kelly's opinion, this is not as clear as the author of this memo states as there are conflicting information amongst the different references and situations. There are a total of 7 clarifications but two are of note: A speed restriction specified as a note in accordance with FAA Order 8260.46E Departure Procedure Program applies until:
 - Deleted or amended by ATC, or
 - The aircraft is vectored, cleared or deviates off a SID, or
 - The aircraft reaches the end of a SID
- Having to issue a speed when being vectored off a procedure is not in the 7110.65 but this memo overrules this.
- **Training** - On Thursday, October 8, 2015, AJV-142 presented a narrated version of the PBN 101 Module 6 "Flight Management Systems" to Air Traffic Organization, Safety and Technical Training (AJI-2321) and their Air Traffic Control (ATC) Recurrent Training Subject Matter Expert (SME) workshop in Washington, D.C. Portions of this module will become part of the curriculum for nationwide instructor led presentation and discussion with Air Traffic Control Specialists (ATCSs), and forms part of AJV-14's efforts to address the need to improve ATC PBN training identified in several key internal and external PBN documents. AJV-142 received invaluable Module 6 feedback from AJI which will be incorporated into the next update. AJI and AJV agreed that ATC training and controller PBN acceptance is critical to the success of PBN throughout the NAS and will work closely together to ensure this occurs.

- Project stakeholders were issued the demonstration Kick-Off Meeting Presentation Materials on Oct. 9, 2015 as part of the Automatic Terminal Information System (ATIS) PBN Approach Initiative Project Plan. Stakeholder facilities will begin advertising the availability of PBN procedures on their respective ATIS starting on October 19, 2015.
- **Available Presentations** – SIDs and aircraft not flying procedures as designed. This is a presentation from the DC OAPM and covers improper phraseology and enroute transition selection. Airbus Automatic Deletion of Altitude Constraints on the FMS, 7110.65 Termination of Speeds memo and RNAV holding briefing.
- Attended meetings/telcons for NSPP, PARC GBAS, PBN ATIS, PBN Dashboard, 1 day floor, 2 days leave.
- Provided presentations on SIDs and aircraft not flying procedures as designed, IFATCA Operations Readiness of Automated ATM Systems Presentation, Airbus Automatic Deletion of Altitude Constraints on the FMS, 7110.65 and Termination of speeds memo.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) leads NATCA's efforts within the PMO as the Article 48 Representative to this office. Mr. Woods' update for this week is below.

- Attended weekly meeting with Jim Ullmann, James Keith, Andy Marosvari, Jim Davis, Robert Utley and Mel Davis
- Attended site visit to Anchorage ARTCC for MicroEARTS all week
 - National SMEs worked with Local SMEs to capture functionality from MicroEARTS
- Participated on multiple telcons about SWIM Visualization Tool (SVT)

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) is the Article 48 Representative to the NVS project. His update for this week is below.

- Mr. Shedden participated in the NVS Test Technical Interchange (TIM) on Tuesday, Wednesday, and Thursday. Topics included the test schedule overview, equipment order/configuration for Factory Acceptance Testing (FAT), and testing procedures.
- **Other meetings this week:**
 - NVS Human Factors Working Group (HFWG)
 - Subsystem Hazard Analysis (SSHA)
- **Other issues worked:**
 - Discussion on PCT's tunable radios
 - Coordination of the position maps for next weeks Early User Involvement Event (EUIE)
 - Scenario discussions for next weeks EUIE
- Mr. Shedden will be at the WJHTC in Atlantic City all next week for the second Air Traffic Early User Involvement Event (EUIE).

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) is the IDS-R Article 48 Representative. This project is also referred to as NIDS. His update for this week is below.

- Unfortunately there is not much new information to report about the IDS Replacement program this week.

- The program office has started scheduling revisits to facilities that have had the NIDS hardware installed and have or will be conducting site surveys at only three facilities: L30/LAS (new tower project), TUS (also new tower project) and PBI (new sector in the TRACON).
- These are the only new facilities that have been inserted into the waterfall. Eleven facilities have been identified for re-visits to help them along the path toward IOC: PIT, PHL, MCO, MIA, PVD, SGF, P80/PDX, SCT, I90, FSM and S56. Dates and times of these visits have not been coordinated with NATCA yet nor the question of whether or not all the towers of a TRACON network will be visited or just the TRACON itself.
- The second level engineering team, located in Atlantic City, has recently been complaining about facilities making local database changes and these facilities having to call the help desk or file a help desk ticket because the changes that were made caused problems in the database.
 - The FAA has not shared a list of these facilities but it needs to be made clear- no facility is supposed to make changes to the database at a local level. When a facility asks for help and a SLE walks a POC through changes to the database, those changes are recorded.
 - If the facility POC makes uncoordinated or unauthorized changes problems will occur. If any facility is having database issues please contact the NATCA IDS-R rep, Richie Smith at eao101@yahoo.com.
- Coupled with the focus on the eleven above listed facilities is the fact that the SLE team is under pressure to complete their databases. The complete turn around from the introductory exchange of data, to the engineering team telling facilities that they didn't need data at a certain time, to the pressure of "we need your data ASAP" is frustrating.
- Rumors continue to swirl about the NIDS project. The truth is that there is no news. There is no allocated funding or budget at this time. Some of our brothers and sisters have taken this to mean that the program is dead. At this time there is no data to back this viewpoint but rather only speculation.

DATAComm: Chad Geyer (ZLA) is the DataComm Article 48 Representative. Mr. Geyer's report for this week is below.

- This week DataComm SME's were at the Tech Center to brief the local 48 teams of the waterfall sites.
 - The groups included controllers from BOS, PVD, LAX, LAS, MEM, and BNA.
 - The teams receive a briefing to advise them of what to expect over the coming months and also to show them the new system.
 - The next time the teams will travel is to OKC to receive training on how to set up adaptation in Version 12 of TDLS. Some sites currently have Technical Operations set up their adaptation.
 - With the new Version 12, controllers will take over the responsibility due to the fact that a greater understanding of SID charts and automation will be required.
- Other SME's were in OKC for the PDC and CPDLC operational tryouts and the TDLS application specialist First Course Conduct.
 - This is an initial review of the training material by AJI. Controllers from JFK, CVG, and SAN were involved.

- Both events appear to have been successful and training should be completed by December.

AJV-7 (AIR TRAFFIC REQUIREMENTS): James Keith (D10) is the DC Based Article 48 Representative to the AJV-7 office. Mr. Keith provided the summary of his week's activities below.

- Weekly NATCA S&T meeting with Dale Wright, Jeff Woods, Mel Davis, Jim Davis, Andy Marovari and Jim Ullmann.
- AJV-7 managers meeting. Topics discussed:
 - Commercial airspace and the conversation with the ATO.
 - AJV-7 is working on a shortfall analysis to determine how the operations of air traffic are effected by space launches.
 - Learned that the E-IDS IOD is June 16.
- Attended AIMM SIG3 weekly work group. AIMM SIG3 will digitize LOA/SOP, approach plates, etc.
 - The information will be available at the workstations via SAIDS.
 - Mr. Keith asked the question about how would a developmental access the information in training rooms. The question was not answered and we will work to find that answer.
- Attended the 5th virtual session for TRACON evolution. The group has one more session and this will be complete. The SME's NATCA provided are doing a great job providing essential information to allow the agency to build upon TRACON evolution.
- Met with AJV-7 FAA leads Trish Horan, Sharon Kurywchak and Wendy O'Connor.
 - They briefed him on the financial picture of enroute system enhancement funding for FY16, sector enhancement FID and that it will cover FY17-20.
 - They also discussed the path of tech refresh and which pots of money will cover the cost.
- Met with Ms. Kurywchak to discuss terminal CHI team. Further discussion on this subject will be had next week.
- Visited the command center with AJV-7 specialist and engineers. The purpose was to talk with the NOTAM office to gather information for the development of AIMM SIG3.
- Met with Frank Lias (FAA AJV-7) after talking to Jeff Woods (NATCA PMO) to clarify the white paper sent out by AJV-7 on AEFS in EWR.
- Met with Jim Ullman to brief him on AIM SIG3, Federal NOTAM system FNS, and the finance path for enroute.
- Attended an Article 48 meeting with NATCA Leaders and briefed them on the subjects listed above.

AIRSPACE: Jim Davis (PCT) is the NATCA Lead for Airspace projects. Below are reports for Mr. Davis and the leads of various airspace teams.

- **Atlanta Metroplex**
 - Updated Microsoft Project
 - Monthly Implementation Telcon for 12/10/15 implementation
 - LOAs and SOPs are complete for 12/10/15 implementation
 - Created images for AGS ATCT showing 12/10/15 airspace changes

- Finished Doc explaining all the ATL OAPM procedure changes for HQ
- SIDs are scheduled for flight check between Nov. 16-20
- Briefed Current and Future Co-Lead on all weekly activities
- **Milestone/Activity—Completions:**
 - 06252015 Airspace Implementation
 - ZTL began full time ATL metering August 2, 2015
- Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **NorCal Metroplex**
 - Participated in the Weekly National Metroplex Telcon (Wed): received information from Program Office and all other Metroplex projects; reviewed upcoming Quarterly Staff Meeting agenda; provided team status update.
 - Participated in the Weekly NorCal Team Telcon (Wed): discussed Oct 15th Chart Date at NCT and ZOA- no new or ongoing issues reported as a result of the chart date changes; planned agenda items for 10/28 Telcon; cancelled 11/4 Telcon due to Quarterly Staff Meeting and LASST activities; discussed initial plans for Dec 10th Amendments- will continue on 11/4 Telcon.
 - Feedback for recent NCT ATSAP reports forwarded to the WSA and NCT Facility Leadership.
 - 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: Dec 10th Chart Amendments; ongoing 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
- **Phoenix OAPM Design and Implementation**
 - American Training Center and Phoenix-Mesa Gateway Airport, Phoenix AZ
 - National Metroplex Telcon
 - Design Package finalization
 - Conventional SID and ILS redesign
 - Meeting with P50, IWA, and Allegiant Airlines on new RNP SID for IWA
 - HITL procedure review
 - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **DC Metroplex**
 - DC Metroplex identified errors via IFP coordination website on multiple procedures in the pipeline slated for Flight Check. Breakdown in process as to cause of posting errors and source of changes in procedures not readily identified.
 - DC Metroplex coordinated with ESC Flight Procedure team and AeroNav POC's to identify and implement corrections and solutions to IFP Coordination errors for TERPZ, TRSTN, and FIXET procedures to ensure February 4, 2016 chart date.

- Coordination and validation of JRV 09902 & 09909 FAV's, as well as MTV 09906 and SHD 09903 FAV continues with ZDC FAST to ensure FAV's are correct for ERAM mapping.
- Coordination completed to ensure VUDOO and SPISY refined procedures on track for December 10th chart cycle through local FAST. Previous reported issue resolved locally.
- 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 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.
- Coordinated and scheduled meeting with DCA Tower concerning refined procedures scheduled for March 31, 2016 publication date.
- Participated on teleconference concerning MWAA Round Table meeting scheduled next week.
- Reviewed the update Letter of Understanding concerning Industry utilizing RNAV SIDS at KDCA in regards to P56.
- Participated in weekly Metroplex teleconference.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Denver Metroplex Design & Implementation**
 - October 19-22, 2015 SID Design discussion with POCs and SMEs at D01
 - The Team worked on West and East side SIDs.
 - Primary focus this week was determining if we should use RNAV off the ground or a Radar Vector model for the West and East SIDs.
 - One of the major issues identified by the Study Team was, in their current model of RNAV off the ground SIDs, there is many occasions where the tower has to change a flight plan at the runway and issue headings. This was industries number one complaint for the SIDs and also a major concern for DEN Tower. The tower has documented many errant engagements from aircraft that have been issued this new clearance at the runway and inadvertently engaged their LNAV which cause a deviation.
 - In order to eliminate those issues the team decided to build a Radar Vector model for the East and West SIDs. This will provide a SID for industry that shouldn't require changes at the runway.
 - They will have to address the same issues on the North and South SIDs, however, a Radar Vector model may not be the best solution because we need to build a procedure that separates from TRACON arrival airspace around their downwinds. The team will address these issues the next time the Design Team meets.
 - The Design Team also had the opportunity to split the ZDV reps out this week and begin work on the Design Packages.
 - **Upcoming Schedule**
 - October 27 – 29 – Core Team Meeting in Seattle with Service Center

- November 2 – 5 – Metroplex Leads Meeting in Los Angeles, CA.
 - Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **Charlotte Metroplex**
 - Leads at CLT TRACON
 - 10/15/15 implementation – continued to go smoothly with minor problems. Many of these were bad routes and automation glitches that were fixed quickly. The TRACON made some adjustments to how departures are delivered on a south operation
 - The leads met with TRACON team to discuss lessons learned
 - Telcon with ZTL and ZID for lessons learned
 - Organized PARQR/FILPZ re-design meeting for the week of Nov 16. Invitations have been sent
 - Provided environmental information for leadership
 - Prioritized feedback and working these issues
 - Worked on metrics
 - Monday the parties will discuss the arrival rate. The plan is to raise it Monday and then again Thursday to the original 92. This will be based on several factors and be made collaboratively
 - Thank you to the NATCA POCs at CLT (*Jim Williams*), ZID (*Chris Wampler*), ZTL (*Eddy Tucker*) have done a great job of managing the implementation. The work force at these facilities having working hard to make the project a success and have helped to identify issues and corrections when needed
 - **Issues:**
 - SWA has raised concerns about the PARQR and FILPZ STARs. SWA will fly conventional procedures on 10/15/15
 - **Upcoming:**
 - 10/26/15 – At CLT TARCON (working at airport offices)
 - 11/12/15 – LA Regional Offices – Leads meeting
 - Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **SoCal Metroplex**
 - The Core team met at ZLA.
 - Team participated in a weekly telecon with ATAC and Ryan Weller, WSC Environmental Specialist, to discuss the status of “bucketing” the comments to the Draft EA.
 - ATAC stated that the new Noise Analysis is expected to be completed by November 17, 2015.
 - Team participated in a telecon with George Reese, WSC Flight procedures Team, to discuss the revised Procedure Publication List.
 - Discussed mitigation and alternatives with the 20:1 penetration issues that have arisen with SMO procedures.
 - ZLA SMEs participated in a telecon with ZLC specialist to continue LOA negotiations. There are a few items that still need to be addressed, a date for another meeting is being discussed.
 - The team discussed the data that may need to be used to address concerns with the proposed IIBEE SID off of SAN.
 - The SMO CHANGE.ORG petition has 1,005 signatures
 - The Culver City CHANGE.ORG petition has 1,599 signatures.

- The San Diego/Point Loma CHANGE.ORG has 3,611 signatures.
- The No Flay Rally CHANGE.ORG has 1,599 signatures.
- The Point Loma Facebook page has 1,067 members.
- Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **National Route Structure Program; Atlantic Coast Route Plan (ACRP)**
 - With the first phase of the program being 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. The team continued their facility site briefings.
 - On Wednesday attended a meeting with NATCA and FAA folks from ZNY. They explained the concept and went through a power point briefing for the facility.
 - **Upcoming Activities**
 - In 2 weeks the team will be visiting ZDC with the same presentation and briefing for that facility.
 - There is a Telcon Monday 10/26 to strategize and develop schedules for team building and design and implementation 2016.
 - A meeting will be held in DC on 11/3-6 after the ZDC briefing to begin looking at possible facility teams from each facility, for notional Route development phase.
 - Submitted by Jorge Rivera Article 48 Rep National Route Structure Program/ ACRP
- **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 discussed to airspace change
 - Teams discussed MIA satellite departures
 - Attended the IFATCA America Regional Conference in Montego Bay, Jamaica with EVP Trish Gilbert and RVP Jim Marinitti
 - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Western Service Area PBN and Established on RNP (EoR)**
 - 10/13 Weekly OSG Rep Telcon

- 10/13-16 OSG PBN activities will co-lead
- 10/19 OSG PBN activities with co-lead
- 10/20-22 LAX ODO SID kick-off meeting at SCT
- 10/23 OSG PBN activities
- Projects worked: LAX ODO SID, NCT T routes, K36U SID, VNY IRF, BJC IRF, COS IRF, GJT IRF, SUU STAR
- Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
 - Participated in meeting with PBN Policy and Support Group Manager to discuss WSA Action Plan for noise concerns in Northern California, Metroplex Summit, and Metroplex community outreach efforts
 - Multiple telcons with NATCA airspace representatives to discuss issues concerning Metroplex community outreach efforts and the ongoing workgroup to rewrite the 8260.43 (RAPT Order)
 - Met at D10 (DFW TRACON) with representatives from ZFW, D10, CSA, and Industry to finalize the closeout of the North Texas Metroplex project
 - Attended the 8260.43 re-write workgroup at the Central Service Area
 - Participated in Telcon reference upcoming Las Vegas Study Team facility and industry outreaches and the need for an additional airport outreach as the conduit for community outreach information
 - Participated in weekly Metroplex Leads Telcon
 - **Upcoming Activities:**
 - 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
 - Metroplex Summit – February 2016
 - Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Rep**
 - Attended a meeting with Josh Gustin (PBN Manager) and Ed Hulsey (National Study Team Rep). They discussed Metroplex issues, Data Comm putting requests into the IFP gateway, NCT Noise Action Plan and VOR MON.
 - Participated on a Metroplex Summit Telcon
 - Participated on weekly Metroplex Staff Telcon. We discussed N Texas Metroplex close out and a request to cut Metroplex operational budget by 20%.
 - Participated on a NATCA Telcon with Trish Gilbert, Jim Ullman, Jim Davis and Ed Hulsey to discuss issues the NATCA representatives are having with management,
 - Traveled to Dallas to complete the closeout of North Texas Metroplex, any additional procedures or amendments will go through the 7100.41 process.
 - Worked with Brent Luna(COSG Rep) and Ed Hulsey to rework/reword the 8260.43c (WRAPT order)
 - Attended a meeting on the Metroplex Summit.

- Attended a meeting with Paul Rinaldi and Ms. Gilbert and other Article 48 reps to brief status of our projects.
- Participated on numerous telcons about community outreach and the issues with it.
- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated in the weekly Telcon with Frank Black, Deputy Director of Airspace Services
 - Participated in the weekly Metroplex Telcon
 - Participated in multiple Telcons concerning community outreach
 - Attended a Metroplex Summit agenda meeting
 - Attended the Article 48 rep meeting with Paul Rinaldi and Trish Gilber
 - Participated in a NAS NAV Strategy Telcon
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

Dale Wright

Dale Wright
Director, Safety and Technology