SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending October 30, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is NATCA's lead for work on Administrative Software. Below are updates on a couple of these programs.

- **WMT**
    - The support for WMT has apparently been suspended by the FAA. Mr. Santa has brought it to the attention of the national office and they are working on a national response.
    - For now, if you need any WMT assistance, email Mr. Santa at richzdc@yahoo.com.
- **CEDAR**
    - CEDAR has finally been given the green light to be used for training forms nationally.
    - Meetings are scheduled this week to discuss the direction of the project.

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

- Attended weekly ART48 meeting with Jeff Woods, Jim Davis, Mel Davis, James Keith
- Met with ATC Handbook Revision Steering Committee Tuesday through Thursday, finalizing the FY16 list of priorities

AIRSPACE: Jim Davis (PCT) leads NATCA's Airspace Team as the National Representative for Airspace. Below are reports from Mr. Davis and the Team Leads for Airspace initiatives.

- **Atlanta Metroplex**
    - Updated Microsoft Project
    - Telcon with ZTL and ZDC for 2/4/16 implementation
    - Participated in ZELAN Telcon
    - Worked on Briefing for Dispatchers
    - Worked on current vs new routings for airlines
    - Discussion with Delta regarding STAR Speeds
    - Meeting with ZTL POCs about possible speed adjustments to STARs
    - Discussion with Co-Lead about CNS Briefing availability
    - **Milestone/Activity—Completions:**
        - 06252015 Implementation
        - 10152105 Implementation
        - ZTL began full time ATL metering August 2, 2015
    - **Projected Milestone/Activity Completions and Risks**
        - SIDs are scheduled for flight check between 11/16-20
    - Submitted by Joey Tinsley Atlanta Metroplex Co-Lead
- **Denver Metroplex Design & Implementation**

- o **Core Team Meeting – WSA, Seattle, WA**
  - The Core Team met at the Western Service Area this week in Seattle, WA.
  - Primary focus was to begin coordination with OSG and Environmental Representatives.
  - Briefed WSA personnel on the status of the Denver Metroplex and also had discussions concerning next steps
  - Coordinated with the facilities on upcoming schedule changes. We also coordinated through ZDV POCs for an upcoming meeting with ZLC to discuss changes made to the STARs into Denver through ZLC Airspace. A tentative meeting has been set with ZLC in Salt Lake City, UT for December 7, 2015 but has not been finalized.
- o **Upcoming Schedule**
  - November 2 – 5 – Metroplex Leads Meeting in Los Angeles, CA.
  - November 9 – 13 – No meetings scheduled / Annual Leave
- o Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **DC Metroplex**
  - o Participated on a teleconference with ESC FPT and AeroNav personnel regarding the possible procedural slippage of the COLIN SIX SID from February 4, 2016 to March 31, 2016.
  - o Coordinated with ESC FPT and Tetra Tech regarding adding language to the ANTHM 3 and TRISH 2 RNAV STARS for the March 31, 2016 publication cycle concerning R-4001 and a tethered aerostat.
  - o Travel to DCA Tower and briefed the Facility Rep and Operational Manager on the RNAV SID changes occurring on March 31, 2016.
  - o Reviewed the December 10, 2015 LOA changes between ZDC and PCT.
  - o Reviewed the December 10, 2016 PCT SOP changes.
  - o DC Metroplex received preliminary results from our ESC environmental specialist regarding the noise screening for procedural changes affecting KIAD.
  - o Provided revised documents to ZDC FAST for airspace changes impacting FAV 0990, 09909, 09906 and 09903, in which ZDC Fast has completed the required work.
  - o DC Metroplex team developing PowerPoint for ATC and Industry regarding proper phraseology for issuing SID transitions and entry into FMS, in which Ron Renk (UAL) advised he would have simulator this week to accomplish his part from industry's perspective.
  - o Participated on teleconference concerning MWAA Round Table meeting.
  - o Participated in MWAA Round-table meeting held at KDCA.
  - o Reviewed and provided comments regarding PCPSI meeting notes.
  - o Reviewed the update Letter of Understanding concerning Industry utilizing RNAV SIDS at KDCA in regards to P56.
  - o Several Aims tickets were submitted to correct errors on AAR's and ADR's
  - o Participated in weekly Metroplex teleconference.
  - o Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Florida Metroplex**
  - o Activities this week at ZJX

- o Validation week and review of designs of Florida Metroplex (ZMA.ZJX, MIA, RSW, PBI, F11, DAB, JAX, TPA) Teams reviewed and worked the following SIDS, STARS and procedures to incorporate SIM data from industry. **American Airlines present.**
- o **MIA APCH**
  - FLL CONCK SID
  - FLL OLAHS STAR
  - FLL KLADA SID
  - FLL TEEKY STAR
  - FLL SMUGS STAR
  - MIA HERON STAR
  - MIA VIICE STAR
  - OPF DECOO SID
  - OPF/HWO DECOO SID
- o **PBI APCH**
  - PBI TBIRD SID
  - PBI CORZO STAR
  - PBI CLMNT STAR
  - PBI CAPTN STAR
  - PBI CORZO STAR
  - PBI MAHHI STAR
  - PBI BUFIT SID
  - PBI HEFFE SID
  - PBI SLIDZ SID
  - PBI LMORE SID
  - PBI OLAKE SID
  - BCT MYZNR SID
  - BCT TURPS SID
  - BCT MAZOR STAR
  - SUA/VRB/FPR STAR
- o **FMY APCH**
  - RSW CRABB STAR
  - RSW DIDDY STAR
  - RSW CIROK STAR
  - RSW EDSUN SID
  - APF TIDAL STAR
  - APF CTRUS STAR
- o **F11 APCH**
  - MCO SNFLD STAR
  - MCO GRNCH STAR
  - MCO JAFAR STAR
  - MCO PRICY STAR
  - MCO RIDES STAR
  - MCO ALINA STAR
  - MCO FATHE SID

- MCO JEEMY SID
- MCO EPCOT SID
- MCO LEWRD SID
- MCO FSHUN SID
- MCO DDANY SID
- MCO MZULO SID
- ORL NYTES SID
- ORL SNAPY SID
- SFB TTHOR STAR
- SFB SHREK STAR
- SFB TOLLZ SID
- SFB GOHOM SID
  - **DAB APCH**
    - DAB SHRKS STAR
    - DAB BKENI SID
  - **TPA APCH**
    - TPA RUFFF STAR
    - TPA BLIMY STAR
    - TPA BLFRG STAR
    - TPA MAATY STAR
    - TPA RAYZZ STAR
    - TPA CROWD SID
    - TPA KNOST SID
    - TPA GANDY SID
    - TPA GRCYA SID
    - SRQ LOKKR STAR
    - SRQ LUBBR STAR
    - PIE TROPP STAR
    - PGD/FA54 FATER STAR
  - **Other actions:**
    - The teams reviewed proposed airspace changes
    - The teams worked with our support teams for ISIM and HITLS in
    - Preparation for up simulations
  - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Las Vegas Metroplex Study Team (LASST)**
  - Met at Clark County Department of Aviation (CCDOA), Las Vegas, Nevada.
  - Core team worked Monday afternoon to edit deliverables and determine status for Tuesday/Wednesday agenda.
  - Completed PowerPoint presentation for final facility outreach meeting.
  - Reviewed and cleaned up TARGETS files for final TARGETS package.
  - Issues Matrix reviewed for deliverable package.
  - Met with CCDOA. Provided in-depth briefing regarding current flight tracks and proposed conceptual designs. Discussed known noise sensitive areas, future residential development, areas of no known issues, etc.
  - Telcon with ADO Manager. Explained Study Team process, LASST

- o Progress to date, discussed FAA plan to intensify and clarify public outreach
- o Policy sometime in near future. He is planning to come to industry outreach so will meet with him next Thursday.
- o Final Facilities Outreach. Attended by approximately 18 people plus the LASST team, Ed Hulsey and Dawn Ramirez did an outstanding job opening the meeting. Good participation from all in attendance. Outreach went extremely well.
- o Not planning on attending Leads meeting next week. Team has Final Industry Outreach on Thursday as well as a vast amount of work to be completed on Final Study Team Report.
- o **Upcoming Activities:**
    - Las Vegas Study Team Documentation Development – Nov 2-4, 2015
    - Las Vegas Study Team Final Industry Outreach Meeting – Nov 5, 2015
    - Las Vegas Study Team Documentation Development – November 9-19, 2015
    - Las Vegas Study Team Report Due – November 20, 2015
- o Submitted by Las Vegas Metroplex Study Team Lead Art. 48 Ron Myers
- **Charlotte Metroplex**
    - o Leads at CLT Airport offices
    - o Responded to comments and issues identified by each facility during the implementation. Responses have been sent to all facilities
    - o Coordinated with all facilities to expedite the publication of the JUNNR STAR. This will eliminate an over flight concern for CLT TRACON. Still working the logistics of implementation but the procedure will be published in March of 2016
    - o Organized an abbreviated amendment for all CLT SIDS so that these all have identical notes on speed. Waiting on the publication date.
    - o Coordinated with HSI on a TBFM issue that occurs when aircraft are "swapped". HSI is working the item and the facilities have been briefed. The fix should be done by the end of November
    - o Completed lessons learned
    - o Met with CLT Aviation Director and Deputy to discuss the procedures and if any new "hotspots" occurred. Discuss what could be done better for future implementations and for Metroplex as a program. Complaints are down but there are some new ones have occurred. The Airport is happy with the track dispersion. They have briefed City Council and have had no negative feedback
    - o **Issues:**
        - Made modifications to the CHSLY STAR (May 2016 publication) to try to satisfy some of SWA's concerns. SWA is still dissatisfied but the changes do alleviate their "steep descent" concern and the change does meet criteria
        - SWA has raised concerns about the PARQR and FILPZ STARs. SWA will fly conventional procedures on 10/15/15
    - o **Upcoming:**
        - 11/2/15 – L.A. Regional Offices – Leads meeting
        - 11/9/15 – Leads at home facilities
    - o Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **Phoenix OAPM Design and Implementation**
    - o MITRE in McLean, Virginia

- o Validation HITL
- o National Metroplex Telcon
- o Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **NorCal Metroplex**
  - o Weekly National Metroplex Telcon (Wed): discussions re: community outreach and plans for next week's Quarterly Staff Meeting.
  - o Weekly NorCal Team Telcon (Wed)- Team discussed: current issue with the DYAMD2 and subsequent NOTAM at ARCHI; pending cancellation of multiple legacy procedures; cancelled 11/4 Telcon due to Quarterly Staff Meeting and LASST activities; cancelled 11/11 Telcon due to the holiday; discussed Dec 10th Amendments. Discussions re: final Metroplex briefings are ongoing and will continue with the 11/18 Telcon.
  - o DYAMD2 STAR Telcon with FAA and Industry re: the current concerns over the SIAP disconnects and the recently issued NOTAM. The potential options moving forward were discussed.
  - o 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.
  - o Upcoming Activities: Dec 10th Chart Amendments; ongoing weekly NorCal Team Telcons.
  - o 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)
  - o Worked 2 Operational shifts for staffing.
  - o Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **SoCal Metroplex**
  - o The Core team met at the Regional Office.
  - o Rob Henry (FAA Co-Lead) and Mr. Gonzales participated in a telecon with Glen Martin, Regional Administrator, and the Manatt Consultants. Discussed next step in consultant utilization. Discussed requested meetings for the Pacific Palisades area by Congressman Lieu and a request from Congresswoman Bass for her constituents. Work continued on lessons learned from public outreach and ways to improve it document.
  - o Responded to a short notice request from Public Affairs regarding legacy noise issues and procedures off of SAN affecting Point Loma.
  - o Coordinated with Western Service Center to respond to Congressional letters about legacy noise issues and inquiring if SoCal procedures are already in effect.
  - o Assisting SCT and the Regional Administrator in preparing a PowerPoint with 5 years of data over Point Loma. The analysis will also include the effects of ODO during 09/27 operations at SAN.
  - o Developing a "master" PowerPoint of Metroplex 101 and SoCal procedures for the Regional Administrator to use during briefings and presentations.
  - o Team began draft responses to about 30 unique Air Traffic questions received during the public comment period.
  - o Team drafted responses to questions from LA Roundtable.

- o Facility POCs developed an agenda for SMEs meeting next week at ZLA. Review and finalize airspace files. Complete LOA and SOP coordination. Fuel burn analysis with AAL.
  - o The SMO CHANGE.ORG petition has 1,013 signatures
  - o The Culver City CHANGE.ORG petition has 1,633 signatures.
  - o The San Diego/Point Loma CHANGE.ORG has 3,683 signatures.
  - o The No Fly Rally CHANGE.ORG has 1,633 signatures.
  - o The Point Loma Facebook page has 1,093 members.
  - o Newport Beach CHANGE.ORG (NEW) – 51 signatures
  - o Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **CSA PBN 10/18/15-10/31/15**
  - o **Activities 10/18-10/24:**
    - Weekly CSA Team Meeting
    - Weekly NATCA Service Center Telcon
    - 7100.43 Order Rewrite Meetings
    - Coordination with Mark McKelligan, NATCA National D&I Lead and Ed Hulsey, NATCA National Study Team Lead
    - KMSP Project Pre-Telcon to prepare for following week Post Implementation Meetings
    - North Texas Metroplex Final Project Meeting with Metroplex Program Office, D10, ZFW, AAL, and SWA
    - Environmental Review for NorTex March 2016 and May 2016 submissions
  - o **Activities this week:**
    - Weekly NATCA Service Center Telcon
    - 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
    - KMSP Project meetings at M98. M98, ZMP, ZAU, CSA, Minneapolis Metropolitan Airports Commission (MAC), AJV-14, SWA, DAL all represented. Final changes made to RNAV STARs, RNPs, and conventional ILS and GPS products made. Final documents will be sent for workgroup concurrence and comment next week.
    - 20 KMSP publication slots reserved for 1/2017 and slot reservation problem continuing to be worked
  - o **Upcoming Activities:**
    - PBN Dashboard Training and Content Evaluation---Washington DC, November 3-5
    - KAUS Post Implementation Design Meetings---November 17-19 @ TBD (in Austin)
    - 7100.43 Meetings---December 8-10 @ Central Service Area, TriStar Conference Room
    - Chart Date---December 10, 2015 Central facilities publishing include KSAT, KHOU, KIAH, ZHU, KABQ, ZAB, I90, ZFW
  - o Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Metroplex Study Team**

- o Participated in meetings with the Las Vegas Metroplex Study Team to prepare the presentations for the final outreach meeting to be held on October 29
- o Multiple telcons with NATCA airspace representatives to discuss issues concerning Metroplex community outreach efforts and other outstanding issues
- o Participated in the Final Facility Outreach for the Las Vegas Metroplex Study Team at the McCarran Aviation building on Thursday, October 29 in Las Vegas. Participants included representatives from ZLA, L30, LAS, LSV, and LGT
- o Began the initial documentation work for the Las Vegas Study Team Final Report
- o 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
- o Participated in weekly Metroplex Staff Telcon
- o Participated in weekly OSG Telcon
- o Participated in weekly Metroplex Leads Telcon
- o **Upcoming Activities:**
    - Las Vegas Study Team 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
- o Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **NATCA National Airspace Rep**
    - o Discussed community outreach and other activities with Jodi McCarthy (Director of Airspace Services) and Frank Black (Deputy Director of Airspace Services)
    - o Participated on the weekly OSG Telcon
    - o Participated on the weekly Telcon with John Brandt, Mitre Airspace Lead
    - o Participated on the NAS NAV Strategy Telcon
    - o Participated on the weekly Article 48 Rep Telcon
    - o Had multiple discussions concerning community outreach issues
    - o Submitted by Jim Davis (PCT) NATCA National Airspace Rep

DATACOMM: Chad Geyer (ZLA) represents the membership as the DC Based DataComm Article 48 Representative. Mr. Geyer's update for the week is below.

- This week a request soliciting for Subject Matter Experts was sent out from the DataComm Program Office.
    - o The SME's will assist with the roll out of Version 12 Tower Data Link Services to 69 sites though out the country. SME's would travel up to 3 weeks per month to various TDLS facilities.
    - o SME's would also be trained as a TDLS Application Specialist (TAS). This is the person that sets up the adaptation for PDC and CPDLC and also configures the D-ATIS.
    - o The SME's would also receive background information on how PDC works and how CPDLC would work. There is information about the architecture of the system and also how avionics works with the system.

- o SME's would follow current SME's to initial waterfall sites for OJT and then branch out on their own to assist downstream facilities.
  - o The SME's would be representing the DataComm Program office and possibly be the only air traffic fed involved in the deployment at that site.
  - o The SME's would work with Harris contract support and the Local 48 NATCA/management team. Second level engineering will also be available at the center. When someone else is representing the program office as the fed, SME's would assist as documentation and onsite support.
  - o Training will begin as soon possible and deployment will run through October of 2016.
- Attended meeting at Delta Airlines with Facility Representative Brian Kellman to discuss when their fleet would be equipped with CPDLC and be able to participate in CPDLC operations at ATL and other facilities throughout the country.

ENROUTE AUTOMATION MODERNIZATION (ERAM): Julio Henriques (ZNY) serves the NATCA Membership as the ERAM Implementation Lead. The ERAM report for this week is below.

- On Tuesday, October 13th ZNY was the last site to power off host.
- **EAD4000U Status:**
  - o ZDC and ZJX conducted testing in TTL: 10/26-10/30
  - o Many issues were identified and analysis will continue this week. ZJX expects to put this release on the Operational floor Friday 10/6.
  - o ZDC discovered a mapping problem from when FAST merged the new release. They lost Geomap data (airway labels, filters, etc) and are still waiting further analysis. Currently this is the only issue that could prevent ZDC from putting this release on the Operational floor on Thursday night 10/5 as currently planned. They will benchmark Thursday afternoon and make the decision.
  - o After one week or more of operational use at ZDC and ZJX, the sites will benchmark to continue on the release or fall back to the previous build. Authorization for operational use will be given to the remaining sites if no new issues are identified that prevent ZDC and ZJX from continuing on the build.
- **SIG 1656 Track Control:**
  - o A Safety panel was conducted and no hazards with unconditional track control functionality were identified. A team from ZDC and ZNY will be at the Tech Center this week for a prototype demonstration from Lockheed. Assuming the prototype demonstration goes well, the earliest the SIG could likely be delivered is in a EAD400 delta in the February 2016 timeframe. This would be a larger, more complex "delta" build than has been the norm.
  - o NATCA was advised that the Post Implementation Review (PIR) AT Questionnaire that is being performed on the ERAM system will be distributed to the field in the next few weeks. NATCA did approve the survey and recommends participation.
- The following is a summary of last week's National User Team Meeting:
- **ER 119397 Passing 4th Line to ARTS/STARS:**
  - o The task team discussed the draft use case and the desired behavior is to allow passing of 4th line data between terminal and enroute. Changes need to be

made in both ERAM and terminal automation; a case file will be opened based on the completed use case. The task team is updating the use case and problem statement and they will be discussed again next week.

- **ER 90370 Visual Notification of Sector Status:**
    - o The team discussed and reached consensus on the problem statement. The desired behavior is to create an easily viewable notification for a closed sector. Once all team members concur, the problem statement will be sent to SLE. At this time a use case will not be created for this ER.
- **ER 131943 Terminal HERT Coding:**
    - o A PRED, currently packaged in EAD500, exists that can provide a solution for this ER. The team has reviewed the PRED language and is in agreement with it, however changes need to be made to allow for facility adaptation by airport. Language will be added to the PRED and once that is completed it will be brought back to the team for review. If the PRED is acceptable, no problem statement will be written.
- **SIG 1647 Multiple Flight Plans:**
    - o The task team continues to work on this issue. A tracking ER, 151895, is open to facilitate analysis of current issues; there are some specific cases of duplicate strips being looked at. The task team is also looking at procedural solutions as well as the referred reject messages that are currently being generated; a terminal notification strip is also being discussed. Once the task team has completed their recommendations they will be discussed by the full team.
- **ER 136109 Unable Handoff Back to Approach:**
    - o The draft problem statement was discussed by the task team. The desired behavior is to allow a handoff back to an approach control for flights that were recently handed to the center from that approach. The problem statement was sent to the team for review and will be discussed again next week.
- **ER 149703 Logic Check Override for non-US:**
    - o A draft problem statement was discussed; this was written to add a facility adaptation check to behavior changed by ER 112983. Changes from ER 112983 require a logic check override to be used when making amendments to flight plans of an uncontrolled aircraft. The problem statement was sent to the team for review and will be discussed again next week.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) is the IDS-R Article 48 Representative. Mr. Smith forwarded the information below for this week's update.

- The news for the IDSR program has not changed in the past week. This week we will start off with the IDSR program office recount of the weekly telcon:
    - o Program Office and NATCA participated in the PMR at AWI last week. The PMR went well and Program Office came away with Action Items. Action Items are in the process of being reviewed and assigned.
    - o The briefing to the JRC on the proposed strategy was originally scheduled for 10/28/15 but that date was unachievable; the current plan is to be on the December JRC calendar.
    - o Until a JRC decision is made to proceed forward with the waterfall, the Program Office will not start work on any new sites.

- Program Office will continue to work on current sites, which include: SGF, MIA, PVD, SLC, I90, PIT, SCT, PHL, P80, FSM, DSM, MCO, TUS, L30, PBI
- Doug Balint (IDSR Program Manager) is scheduled to meet with the Vice President for PMO today and the PMO PMR on Thursday this week on strategy in preparation for the JRC decision.
- The program office will be working with AWI to complete hardware installation for new facilities at TUS, L30 and PBI.
- NATCA IDSR article 48 lead Richie Smith will be attending a meeting at headquarters on November 3rd and hopefully will have some news to report. The FAA plans to revisit all of the above listed "current sites", at the urging of NATCA, to brief them in person of the future expectations of the program.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is NATCA's Article 48 Representative for NME. Her update for this week is next.

- Ms. Conrad will be meeting with the Program Manager, Aubrey Wiggins, at the Program Management office for a few hours this week when she is in Washington, DC for another event to discuss how the NME is used on a daily basis in a tower environment to give him more insight moving forward.
- A safety panel is scheduled on Dec. 1 and 2nd of which Robert Utley (S&T) will attend in person and Ms. Conrad will be dialing in on the phone to attend.
- **UIC – Universal Interlock Controller**
  - o No update on the UIC.
  - o They are still trying to schedule a date to install the UIC into the current (old) tower at SFO so they may gain experience with the equipment before moving to a new tower.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) represents NATCA on the NVS as our Article 48 Representative. His report for this week is below.

- Mr. Shedden and the NVS User Team were at the second NVS Air Traffic Early User Involvement Event (EUIE) at the FAA's technical center in Atlantic City, NJ all week. The NVS User Team members are:
  - o Chris Bakke (SLC)
  - o Bill Canning (A90)
  - o Nate Johns (ZAB)
  - o Chris Lloyd (ZDC)
  - o Teah Lord (F11)
  - o Juan Serna-Spuler (SFO)
- The team looked at all aspects of the user interface including changes brought about from the first EUIE (April 2014). The team also tested functionality of air traffic functions such as A/G (main/standby/BUEC/ECS) and G/G (OVR, Shout, Chime), as well as special functions like Call Transfer, Call Pickup, and Progressive Conference.
- The team provided critical input necessary to continue to improve the system. NVS is still on schedule for Factory Acceptance Testing (FAT) in 2016, Operational Test and Evaluation (OT&E) in 2017, and Key Site deployment in 2018.
- **Other issues worked:**

        o Update on funding for D10/DFW IVSR deployment
        o NVS OVR call progress tones
        o System Hazard Analysis review
- Mr. Shedden will be at Harris in Melbourne, FL all week (11/2 - 11/6).

NEXTGEN: Mel Davis (SCT) is the DC Based Article 114 Representative to the NextGen Office. Mr. Davis has announced his retirement so Kevin McLaughlin (SCT) will be the new NextGen Representative. There is an overlap period scheduled and Mr. McLaughlin should be taking the position after the beginning of the New Year. Mr. Davis' report for this week is below.

- The primary activity for NextGen this week was transition planning and activities in anticipation of the upcoming representative change.
    - The transition will be aided by the fact that Kevin and Melvin have worked together at SCT for years.
    - The two of them served on the Local's executive board for four years and established a strong bond during that period.
- Additional activities included initiating NextGen Concept of Operations refresh planning and Leesburg Remote Tower testing activities.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the DC Based Article 48 Representative to the PMO. His report for the membership is below.

- Attended weekly meeting with Jim Ullmann, James Keith, Andy Marosvari, Jim Davis and Mel Davis
- Attended monthly meeting with Jim Ullmann, Tom Skiles (AJT), Kathy Heet (AJT) and Jennifer Post (AJT)
    - ATPA waterfall and training
    - D10 Voice Switch
    - IDS 4's
    - NAS Capital Integration Plan
    - N90 FUSION
    - Mitre removing equipment from ZKC that was used during a test for managing flows in the Traffic Management Unit
- Attended a bi-weekly meeting with Kris Burnham (AJM)
    - Funding for D10 voice switch
    - NAS Capital Integration Plan
    - ATSAP
- Attended weekly meeting with Jim Linney (AJM)
    - Jim Ullmann attended and will start attending this meeting once a month
    - ERAW MOU
    - Terminal CHI Team
    - ASSC
    - Off Shore automation site visits
    - Cross lines of business interactions (AJV, AJR, ANG, and AJI)
- Attended a meeting about SWIM Visualization Tool (SVT)
    - AJR, PMO, and AJV 7 present

      o Filtering capabilities
      o Deploy initially to two of the eleven sites for trial
      o Chose one wake recat facility and one that does not have wake recat
      o Additional IP addresses for ZNY to add two positions
      o Site visit to N90 to better understand utilization for that area

- Attended a meeting with Wendy O'Connor (AJV) about Path Stretch Decision Support Tool (DST) and the ERAM Conflict Probe
- Attended a meeting with Matt Tucker (NATCA Weather) to check in to see where the program is at
- Participated on a telcon with Mitch Herrick (NATCA TAMR), Eric Labardini (NATCA SBS), Kevin Maney (N90 Facrep) about FUSION being deployed to N90
- Attended a meeting with NATCA leadership, Kieron Heflin (NATCA Remote Towers), and Mel Davis to prep for the remote tower panel at ATCA conference
- On AL Thursday and Friday

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

- **7100.41A –** Reviewed recent comments on this update to the PBN Implementation order and will meet again prior to a planned Nov.30th draft completion for final review by the FAA.
- **Flight path management assessment –** These are main points on this report on flight crew challenges in managing flight path. Mr. Kelly sent this out as an education piece to explain why something that seems simple to us isn't as simple for the pilot, which affects our operation. It is not an excuse but an explanation of why we have issues.
  - o Variation in aircraft equipage has been a point of interest within the industry for a very long time and it frequently surfaces when cost of equipage, aircrew training costs, or flight path differences are the topics of discussion. Most will agree that variation in flight deck systems is typically the result of continual advances in technology. On a positive note, variation in the flight deck has been created by a host of technology enhancements that have improved the flight crew's ability to function (location of controls, use of color coding, consistency of display formats, automated checklists, etc.) or improved safety operations (EGPWS, TAWS, and other alerting).
  - o However, there have also been negative consequences of change and the resulting variation. For example, operators report that some flight crews require increased training time associated with learning aircraft with corresponding system functions that operate differently than on their previous model. This issue was a frequent comment by those operators, which allow frequent movement between models. Other operators that consider this a threat have opted to segregate those aircraft with unique or different FMSs and have dedicated crews

to fly those aircraft. Such action is common in the industry today and serves to alleviate the threat and enhance safety.

o Interestingly, one segment reported that they would like to see more flight deck compatibility across the industry since today's pilot force is much more mobile than in previous years. Flight crews migrate between models and between sectors (major airline, regional, business, etc.) and from their perspective, more commonality could significantly reduce training costs for all operators. As a result, OEMs are sometimes encouraged by operators to design a new airplane model or variant (and its flight deck systems) similar to previous models. Similar follow-on designs reduce the operator's cost of training for the new aircraft as well as differences training from existing aircraft. It may also provide an avenue for type rating relief. However, this approach can also be a disincentive to introduce new technologies and design characteristics in an effort to limit the training impact.

o The data on variation also suggests that there are higher frequencies of pilot error resulting from negative transfer of learning between multiple versions of the same function. Variations of the same function are highlighted in fleets that have multiple versions of the same FMS. Some operators have several different combinations of FMSs and software on the same airplane type. As a result, a flight crew could fly several legs in one day and use different FMSs with different versions of the software on each leg. This taxes flight crews to ensure they are operating the system correctly and when combined with the associated aircraft systems differences, higher rates of confusion and error can be expected. Some operators understand these operational and training issues and have subsequently taken aggressive action to address problems brought about by variation by standardizing the path management hardware and software within their fleets.

- **Flight Procedures Team (FPT) –** A lot of people do not understand what the FPT does, including myself sometimes, and there is a guide that came out last year that lists their responsibilities within the OSGs. Most of the subjects covered are IFP coordination, rulemaking, waivers, NOTAMs, MAGVAR and specials. If you are interested in this riveting read, I can send you a copy.

- **NPA**
    o VOR MON - This was a review of the program. Funding for this program was approved 9/30/2015. Phase 1 will discontinue 74 VORs by 2020. Total targeted for removal is 308 and 649 will be retained. Service area breakdown: Eastern 131, Central 162 and Western 15. Review of Existing Draft Recommendations
    o Ability of FAA to maintain NAS is being stretched. Options include:
        ▪ Reduce numbers of procedures – *focus of NPA*
        ▪ Augment workforce to maintain procedures through increased staff and/or outsourcing the work

- ▪ Increased use of technology to expedite the maintenance process
    - o Draft Recommendation: Re-augment FAA procedure maintenance and development through contract support to increase capacity of this organization
    - o Draft Recommendation: Continue to invest in automation and technology improvements that have the potential to improve the FAA's productivity in procedure maintenance and development
- **ASR and PAR procedures**
    - o Draft Recommendations for the FAA:
    - o Evaluate existing ASR procedures and propose cancellation for those at a non-joint DoD (civilian) facility.
        - ▪ Note: initial analysis by DoD/ANG suggests about 84 out of 221 ASR procedures may fit this category
        - ▪ Also removes a corresponding circling procedure
    - o Continue to engage other parts of government (DoD, CBP, etc.) to regularly evaluate necessity of ASR procedures at joint use facilities
    - o If procedures will be maintained, FAA must maintain training and currency of controllers to offer the procedure
    - o Facility that cannot provide ASR/PAR approaches due to training should NOTAM those procedures out of service until such time that staff are trained
- **NSPP –** Metroplex Procedures: CLE/DET announces 3-phase plan for 87 procedures for DTW, YIP, CLE and CAK for publication cycles 11/10/2016, 3/2/2017 and 4/27/2017. HOU – IAH adds 1 RNAV SID for the 5/26/2016 publication cycle. NoCal – SJC adds 11 procedures for the 7/21/2016 publication cycle.
    - o SIDs/STARs/RNP: 6 procedures added for 7/21/2016 publication cycle for numerous airports.
- **PARC GBAS –** Here is a possible strategy proposed if the FAA were ever to adopt GLS. ILS Divestment Service – There is a minimum amount of GLS/LPV capability that needs to be attained to trigger removing ILSs. The model starts out with the logic is once GLS/LPV-capable operations exceed 25%, divest 25% of ILSs when their lifecycles expire, once GLS/LPV-capable operations exceed 50%, divest 50% of ILSs when their lifecycles expire and once GLS/LPV-capable operations exceed 75%, divest 75% of ILSs when their lifecycles expire. Minimum ILS per airport, NSG1 – 4, NSG 2 – 2, NSG 3 & 4 -1 and NSG 5 -0. Think of NSG as busiest to not busy.
    - o Some had issues with the model as it is too generic and doesn't take into account specific airports and circumstances.
- **SEA -** AJV-142 participated in a Safety Risk Management Panel (SRMP) at Seattle TRACON (S46) to consider a change to local procedures for concurrent operations at Boeing Field (BFI) and Seattle-Tacoma International Airport (SEA) in less than visual conditions.
    - o The current agreement between S46, BFI Airport Traffic Control Tower (ATCT) and SEA ATCT applies only to Instrument Landing System (ILS) approaches to

BFI and SEA; the proposed change would add specific PBN approaches (at both airports) to concurrent operations when in south flow configuration.

- o This change proposal includes the curved path Required Navigation Performance (RNP) Authorization Required (AR) approaches published to support the Greener Skies Over Seattle project and, if approved, the change would enable increased utilization of these RNP AR procedures.
- **PBN Strategy–** This latest meeting was to discuss the PBN Aviation Rulemaking Committee (PARC) comments on the FAAs new strategy. This is fairly important because this committee is leaned on often to make recommendations that the FAA often adopts.
  - o The schedule is: Nov 13 will be a telcon to deliver the action team final reports. These are on:
    - GBAS
    - Mixed Equipage
    - ILS Rationalization
    - Circling Minimums and Decision tools.
  - o Nov 23 FAA reviews PARC comments, 12 7 will be the final face to face with PARC in St. Pete, FL and Feb 25 2016 will be the final report to the NAC.
- **PBN on ATIS –** This program has just started and is too early to tell the results but use is slightly up. Advertising on the ATIS is different at each airport and we talked about a possible consistent message to be able to accurately gauge the data change. Mitre stated that pilots are looking for a specific approach, like RNAV RNP Y or RNAV Y instead of a generic RNAV approach and because of this, they would probably just take the ILS when not knowing what is specifically available.
  - o Only the RNPs with RF legs can be base lined because their tracks are the only ones that can be positively identified. ABQ said there was a small increase in use and no safety issues.
  - o P80 said there was a definite uptick in the # of requests, which were usually accommodated if there was no conflicting traffic and expect the use to increase as comfort levels rise.
- **Available Presentations –** FPT Guide, RNAV approaches and how minimums are made and VOR MON.
- Attended meetings/telcons for PBN NPA, NSPP, 7100.41 comments, WSC, PBN ATIS, PBN Strategy PARC Comments, PBN GBAS, PBN Mixed Equipage.

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) is the Article 48 Representative to the SBS Office. Mr. Labardini and the NATCA Members of the SBS Article 48 Team have provided the reports below.

- **Eric Labardini (ZHU), National SBS Article 48 Rep**
  - o Traveled to Minneapolis to attend meetings on MEARTS 3nm Fusion Tuesday thru Thursday. The highly technical discussion worked through several

automation and design issues. Enhancements identified by SMEs during the January MEARTS Ops Eval are expected to be complete with Build 15.03. ZAN is currently running Build 15.02 which addressed a few issues present before and after their Fusion start. SBS Program Office targets September 2016 for completion of a MEARTS 3nm SRMD, but technical work to reach that goal seems to be potentially slipping the date.

- o Participated in the SBS Implementation telcon. Pointed out that ZDC was not in fact using ADS-B operationally despite SBS belief they were.
- o Participated in telcon to discuss an upcoming SBS System Wide Test. The effort is intended to monitor effects of ADS-B Radio degradation as they systematically disable components. Though TechOps centric, the effects from an Air Traffic perspective need to be better understood as well. NATCA pointed out that staffing would not allow support on the planned date in December, and SBS agreed to move to January.
- o Participated in a discussion with NATCA TAMR, NATCA OSF, NATCA PMO, and NATCA N90 reps on the plan forward to reach fusion at N90. All agreed that the risks and workload involved do not justify rushing toward fusion in CARTS. Instead, the better approach of establishing N90 on STARS and providing additional radar feeds will offer the best chance of success.
- o Led our weekly NATCA SBS telcon. Discussed ongoing events of the week and planned activity.
- o Participated in a discussion on the draft Notice for CLT WAM operations and test strategy for an upcoming informal operational assessment.

- **Craig Bielek (A90)**
  - o Monday Worked on Currency
  - o Tuesday traveled to Fresno
  - o Wednesday and Thursday conducted fusion evaluation at Fresno (FAT). The fusion tracker looks very good. There are some false targets that are present from one of the radars being used, however they should be easy to mitigate.
  - o Wednesday participated in a discussion on Fusion at N90 and conducted and ADS-B only briefing for Norfolk (ORF).

- **Dan Hamilton (SFO), National Airport Surface Surveillance Capability (ASSC) Rep**
  - o **ASSC:** Initial integration work continues at SFO with the current ASDE3. Installation of ASSC will start in the new tower at SFO next week.
  - o **Vehicle ADS-B:** further research is being done regarding STIR regions implemented by Harris. A meeting will take place next week to include NATCA, NASE engineering and the Program Office to discuss STIR regions and how we move forward with mitigating issues.
  - o **ASDE-X Refresh:** continues with no issues.
  - o Traveled to Fresno (FAT) to assist Craig Bielek with a Fusion evaluation. Mr. Bielek was extremely helpful in Mr. Hamilton education of the Fusion system. Knowledge was also gained as to how surface surveillance can assist in mitigating potential issues that radar controllers may experience.

- **Andrew Stachowiak (I90)**
  - o Participated in the R90 and TUL ADS-B only Refresher, CLT WAM VR Draft Document, and the NATCA SBS weekly teleconference.

- o Continued testing at the Tech Center for STARS ELITE OT&E. Tested all of the ADS-B CHI functionality to include DA and CSMM alerts in Fuse and Multimode. Saw new Multi Func Z slew on a track, Enter functionality; this gives a real time display of the last 10 radar hits. This is a valuable new tool that was used throughout my testing.
- **Tom Zarick (ZDV), National Interval Management Rep**
  - o RTCA Special Committee 186, Working Group 4 Meeting was held this week. A majority of the week's discussions included the benefits, feasibility, and complexity of several Advanced IM applications. These applications include Dependent Staggered Arrival (DSA), Paired Approach, Dependent Converging and Crossing Runway Operations (DCCR), and Pair-Wise Trajectory Management (PTM). Also discussed the operational possibilities for A-IM in a voice only environment.
  - o The ZDV GIM-S Adaptation visit still scheduled the week of Nov. 2nd at the Tech Center.

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.

- **1900.47E:** The Air Traffic Control Operational Contingency Plan is back from SRM and will now go out for signatures.
  - o **Tech Center Meetings** have been completed and the TOCO is collecting data and divestment plans from the POFMs on a KSN website. These plans will not be implemented into the Operational Contingency Plans (OCPs) until the .47E becomes effective in December. One issue with this is that some facilities feel they do not know the expected requirements of the .47E until they have access to it, understandably. The facilities will be given sufficient time to add divestment procedures to their OCPs.
  - o The **TOCO's Survey** is slowly coming in from the west participants of the October meetings. There remains an inconsistency of expectations with several facilities. Most are uncertain of the role of the Command Center during an ATC Zero event. Most facilities can meet the administrator's goals with their current infrastructure, but others need additional requirements to support an affected facility's outage when supporting divestment plans.
  - o The **Technical Worksheets** are being collected by the TOCO's Tech Ops specialist, Jimmy Black and Assistant Project Manager, Deborah Brady. Each ARTCC's contingency team will work with tech ops to tell them their requirement needs from neighboring infrastructure to support an outage. Tech Ops will tell them what is available. This worksheet will be shared with surrounding facilities, and everyone will know what is available for support. Because of future builds coming, tech ops have been asked to keep their requirements realistic: Do they have spares… Can they substitute…
- **Upcoming Travel:** The TOCO will be scheduling a visit to the Command Center to meet with management concerning their role and expectations during ATC Zero events. Recently, numerous FAA and Industry representatives met at the Command Center to discuss the recent ZDC ERAM outage. Industry reps stated they would like to see

improvement in both contingency and continuity of service for future events. The Industry stated its need to have realistic return to service estimates with 30 minute rolling updates. They also wanted each ARTCC to establish individualized tower-enroute plans using currently established routes for the Command Center to issue during an outage. These are the current OCPs in place, and the Command Center chose not to use them. All of these issues will be addressed.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) leads NATCA's TAMR Team in accordance with Article 48. Below is Mr. Herrick's report for the week.

- The biggest news this week was the Atlanta TRACON (A80) and all associated towers transitioning to STARS ahead of schedule. This is a significant milestone for STARS/TAMR because Atlanta was one of the most technologically complex facilities. STARS/TAMR has now completed 7 of 11 large Common ARTS TRACONS conversion to STARS. Leaving only St Louis (T75), Chicago (C90), Potomac (PCT) and New York (N90) which will all be completed prior to July of 2016.
- Worked with N90 FacRep Kevin Maney and STARS/TAMR Rep Mike Stone along with NATCA OSF Rep Candy Barr, NATCA SBS Rep Eric Labardini, NATCA Surveillance Engineer Joe Yannone and Segment 1 Lead Doug Peterson to collect all information relative to an N90 transition to Fusion. Having all of the NATCA experts on the subject together in one place made it much easier to understand and to make a good decision.
- Conducted Section 804 Checkpoint 3 telcons with Kalamazoo (AZO), Grand Rapids (GRR), Muskegon (MKG), Lansing (LAN), Flint (FNT) and Saginaw (MBS) to finalize position validations and staffing estimates for several different realignment scenarios. Also worked with T75 804 Rep Buel Warden on some issues related to position validations and staffing estimates prior to check point 2.
- **STARS/TAMR Phase 3 Segment 1 update submitted by Doug Peterson-D10**
  - Atlanta TRACON completed a successful transition to STARS on only their second test run. A large TRACON Common ARTS facility typically schedules at least 4 test runs to try to ensure all operational problems are resolved prior to transitioning to continuous operations on STARS. The A80 Air Traffic and OSF team was so well prepared and worked so well together along with Tech Ops, that they completed this transition far ahead of schedule.
  - The segment 1 TAMR team also joined a telcon with N90 concerning their transition to ADSB/Fusion and regularly weekly transition telcons with T75, SCT, MSP and PCT.
- **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 TAMR3 SEG2 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:

- Testing continues at the tech center for software baseline S6, release 4, Drop 2 (R4D2) for STARS G4 ELITE;
- S804 continues its work through its process with GRR, MKG, LAN, FNT and MBS for possible realignment. S804 and TAMR are running on parallel paths to ensure that regardless of the S804 outcome, all ARTS IIE sites will be transitioned to NEXTGEN via STARS;
- Common Terminal Digitizer risks are continuing to be developed and work through the process;
- K90 is in the process of being moved from the STARS SEG2 waterfall site to a Phase 1 F&E project for realignment to A90;
- ABI is in the process of being moved into the STARS SEG2 waterfall as a TRACAB. Prior to S804 consideration, ABI was planned to be realigned to D10. Now ABI will be a standalone facility;
- FAR achieved CAI;
- GSO continues with IOC planning. GSO is the next SEG2 ARTS IIE to transition to STARS;
- FAI began adaptation work for a July 2016 IOC;
- BTV began the Site Implementation Review (SIT);
- CHS began STAMP review;
- CHA: The team with the CTD group on the ASR-8/BI-5/TDX Site. CHA has a Parrot Performance/Pedestal Replacement issue that requires attention to be resolved prior to STARS transition.
  - o Currently, the NATCA SEG2 team of seven AT SMEs and three Engineers are expending a significant amount of time and resources assisting the agency in addressing poor performing radar systems at DLH, CHA, TLH, ALO and others as well as the development of the Common Terminal Digitizer (CTD) which will replace may of the aging components in the ASR8 and produce a digital signal. The NATCA team has help the agency develop risks on the "fix on fail" approach the FAA has taken with ASR8 and other systems and outlined how it is affecting the agencies transition to NEXTGEN.
- **STARS/TAMR Phase 1 update submitted by Jimmie White-PHL**
  - o Successful final week of ELITE S6R4 (Merg build) Risk Mitigation Testing. No Type 1 or 2 (DR) discrepancy reports, which is a show stopper to make it to final testing.
  - o Meeting with all stakeholders in reference to L30/LAS (Vegas) transition plan to their new building with G4 hardware. The major issue is whether to transition the facility on the new X2000 RAIDS (data recording device) which requires R4 software to run. or transition L30/LAS on the older Dell 710s (data recording device). There is no guarantee the X2000 will be ready for prime-time AND will carry a risk of transitioning from an S4 baseline to an S6 baseline (never before, formally tested). Going the S4 baseline route means, transitioning the facility on their legacy system, and from an OSF perspective, allow them to maintain 2 familiar adaptations. The S6 transition could leave the OSF maintaining up to 5 adaptations. The different adaptions are required because the TCW allocations are different from the old building to the new, thus requiring separate platforms. With an S6 transition it would require adaptions for G1, G4, R27 (bridge to S6), R2A (S6 baseline), finally R4. This gets very complicated for the

      stakeholders and without a current Training Delta to brief the differences between the systems to controllers. The tentative plan is to stay with the legacy system to the new building, then follow the nature progression to upgrade to S6R4. Although this is the most organic way to transition, the risk is with the availability of the Dell 710 RAIDS. This is end of life hardware, and an increasingly hard piece of equipment to secure. The plan is for the program to continue to use the Dell 710s from ELITE facilities upgrading to X2000. The stockpile will support facilities with failing RAIDS throughout the NAS, until X2000 is available to G4 systems. L30/LAS were briefed on the difficulty ahead and have requested to attend the next R4 risk mitigation testing event, which NATCA agrees to.

- o S46 (Seattle) suffers a dual RDP failure, resulting in transitioning to full EFSL. Complaints ranged from not having data blocks in EFSL, to taking up to 10 minutes for the system to recover. The RDP failure was due to a keyboard command that was accepted, but should have been rejected. This flaw has been identified and is in process of correction. The facilities slow recovery was due to not following proper transition procedures from Air Traffic and Tech Ops. These problems were also recognized locally and will be dealt with, with refresher training for all. This should be a call to action for ALL facilities to test their new G4 capabilities, so they will be ready in case of system failure. The 10 minute delay in recovery is within the 15 minute allowable time frame.
- o PHL (Philadelphia) TRACON starts key site for V2.04 (more debugging software) for the MDM3. It also allows more data collection capability, to help TSLE track down issues with the MDM that have been reported NAS wide.

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

- Monday - Traveled to DC, Ops staff meeting, AEFS 5.3.0.2 build meeting
  - o We are in the process of selecting another key site for phase two of the EFSTS replacement keyboard project.
  - o There will be a site survey to PHL and BNA for phase one sometime within the next 6 weeks. They are coordinating with the facilities to determine a good time.
  - o The DALR time sync has been installed into the current build and is updating to the AEFS screens as requested.
- Tuesday – Participated in the weekly AEFS update, and a SVT meeting
  - o CLE and PHX both had screen freezes this last week, an issue the team is hoping will become less frequent with the new build coming to both facilities by mid Nov.
  - o For SVT they are looking at asking two facilities to run a 45 day test on a few filtering updates. Once those updates have been tested, they will be sent out to the remaining facilities to update their system.
- Wednesday - Had a weekly EFSTS Keypad replacement meeting, a TFDM Early Implementation Risk meeting, and an AEFS training meeting.
  - o The EFSTS requirements manual is 85% complete and the Tech Manual is 75% complete, both are on or ahead of schedule.

- o The replacement keypads should be delivered to PHL and BNA by the end of this year.
- o A site survey to both locations will be done by the end of this year as well, to determine additional adaptation needs, as well as planning for actual replacement strategies based on each facilities schedule.
- o Training for AEFS at EWR and SFO will hopefully begin near the beginning of the year.
- o With the help of NATCA Training Rep Tom Adcock, a decision on how many NATCA trainers are needed will be made, then the team will move forward with the standard selection process.
- Thursday - Sat in the TFDM VisSpec meeting, TFDM Program Schedule Review, TFDM Risk meeting as well as the weekly ops team meeting.
  - o TFDM VisSpec team discussed how to determine and organize runway configuration in the GUI as well as how to display delays for each aircraft.
  - o The key deliverables for TFDM FID are still on schedule and the FAA is planning to award the contract in early April of 2016.
- Friday - Traveled home to Houston, no other meetings

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

- Last week the TBFM Ops Team supported four activities. Mr. Owens had NATCA SMEs in ZOA and ZLA helping with Coupled Scheduling (CS) discovery site.
  - o They have delayed the key site event because ZOA is not able to complete necessary training due to Super Bowl training currently taking place. The Ops Team will help provide necessary training needed for CS key site to take place.
  - o From Mr. Owens' understanding, ZLA is ready to move forward with CS.
  - o They also had a NATCA SME at MITRE helping with the PHX MetroPlex HITLs. The HITLs demonstrated dual STARS and SIDs as designed by the MetroPlex Team.
  - o Although the team was trying to get the ZAB controllers to turn on their DCTs and hit the times generated by TBFM, the majority did not.
- Mr. Owens was at Raytheon working on CHI for Terminal Spacing and Sequencing (TSAS).
  - o He had controllers and TMCs from Seattle TRACON, Houston TRACON, Denver TRACON and Chicago TRACON at this event.
  - o They made a lot of progress and things appear to be moving forward. The plan is to meet every eight weeks to discuss CHI and integration issues. Since there are two contractors working with the TBFM Team, they have asked that both be present for future activities.
- An issue occurred last week with TBFM at ZTL.
  - o After the STARS install at A80, it was identified that there was code that STARS introduced to the system that is not within requirements, which created issues with TBFM.
  - o The ZTL TBFM feed temporarily from A80 was temporarily cut. Lockheed Martin is currently working to correct this issue.

TRAFFIC FLOW MANAGEMENT SYSTEM (TFMS): Cliff Keirce (DCC) is the TFMS Article 48 Representative. His report on the activities of TFMS for the past couple of weeks is below.

- The Traffic Flow Management Deployment Team (TFM DT) met October 14-15 at the FAA Tech Center. Activities during this meeting included:
  - o TFMS Release 13 early look. This is an opportunity for members of the group to have hands on time with the new release capabilities. Release 13 consists of:
  - o SWIM (systemwide information management) TFM Data interfaces.
  - o Departure Viewer. This is a new tool that is focused on showing departure data. It can be sorted by airports or departure fixes. There currently is not a member on the team representing towers/tracons. This is a tool that will most likely be used frequently by tower/tracon TMCs. I have asked that a tower/tracon TMC attend one of our upcoming meetings so that we can get their input on this tool.
  - o Additional reports that can be generated from the list reports tool or command line.
  - o NTML advisories. Gives NTML users more flexibility in choosing which types of advisories they can subscribe to.
  - o TFMS messaging. This is a new email system to be used for sending messages through the TFMS system.
  - o TSD enhancements. New features available on the TSD. Most of these changes are enhancements to the Collaborative Trajectories Options Program (CTOP) tool. There are also enhancements to the FEA/FCA filtering tool.
  - o OIS Summary Page enhancements.
- There will be two Release 13 Operational Testing sessions, March 8-10 and March 29-31. Keysite testing will be at Atlanta Center April 18-28, with deployment planned for April 29.
- Reviewed changes to the List Tool (part of TFMS Release 12 described in previous updates) that were recommended by the TFM DT and participants from the first R12 Operational Testing Session. Also reviewed changes to the Departure Viewer tool that were recommended by the TFM DT.
- The TFM DT had a telcon with members of the ERAM team to review some concerns about the interaction between the TFMS and ERAM systems with routes sent from TFMS to ERAM through the Airborne Reroute (ABRR) Route Availability Dialog (RAD) tool.
- Met with the engineering team for CSC to discuss the changes that need to be made to the ABRR RAD optimize feature in order for it to behave as expected. It is hoped that these changes can be made in time for us to exercise the tool at our next meeting in November.
- Conducted the TFMS Release 13 Safety Panel.
- Reviewed one of the items being considered for Work Package 4. This is the next group of TFMS enhancements planned for the time period of 2016-2020. This session focused primarily on tools to improve prediction demand modeling for sectors.
- The team discussed which facilities should have access to another ARTCC's departures through the PDRR RAD tool. Currently, the system is designed so that any ARTCC can amend flight plans that depart from any other ARTCC. The TFM DT members do not support this functionality. We are currently pursuing a configuration that will allow each

ARTCC to determine which other ARTCCs will have access to amend flights departing from their facility.

- Reviewed the CBI for the Departure Viewer tool.
- Release 12's operational date has been pushed back until late January due to the delays created by the power upgrade at the Tech Center. Due to the delay, there will most likely be another OT session scheduled for some time in January.
- The second R12 OT session occurred October 14-15 with members from DCC and ZME participating.
- On October 18 I participated in a telcon to review the issues found from the second R12 OT session. These issues were ranked for severity and prioritized for getting fixed.
- The next TFM DT meeting is scheduled for November 17-19 at the FAA Tech Center.

UNMANNED AIRCRAFT SYSTEM (UAS): Steve Weidner (ZMP) is the UAS Article 48 Representative and is assisted by Jeff Richards (ZAU). Mr. Weidner's report to the membership is below.

- Participated in discussions on the Pathfinder 3, Beyond Visual Line of Sight (BVLOS) operations. NATCA attached a dissenting opinion to the SRMD for this operation siting several issues with the panel and the proposed operation. BNSF flew it's first BVLOS operation in rural New Mexico last week under the Pathfinder 3 umbrella. The Insitu Scan Eagle was used for this operation.
- Met with Elizabeth Soltys (FAA Program Manager, Pathfinder 4) to discuss Pathfinder 4 operations. Pathfinder 4 is a new effort to attempt to detect rouge UAS operating in the airport environment. The FAA entered into a Cooperative Research & Development Agreement (CRDA) with CACI to test equipment and procedures under this effort.
- Participated in the weekly Pathfinder 4 meeting hosted by Marke "Hoot" Gibson (Senior Advisor for UAS Operations)
- Met with Jodi McCarthy (FAA Director of Airspace Services) to discuss UAS operations. This is a regular meeting.
- Met with Lynn Ray (ATO Vice-President, Mission Support) to discuss UAS operations. This is a regular meeting.
- Participated in a call with Travis Mason (Google) to prepare for Mr. Weidner's appearance on a UAS panel at the Google UAS Airspace Seminar
- Participated in the Google UAS Airspace Seminar panel at Google's Washington DC HQ.
- Participated in a call to prepare for his appearance on as UAS panel at the ATCA conference.
- Participated in a telcon with Tom Adcock (NATCA National Training Rep) to discuss training development for the newly released FAA Notice 7210.889.
- Participated in an AJV-7 meeting for Model AC/UAS Concepts and Ops Requirements Development

WAKE TURBULENCE OFFICE: Scott Pressley (BHM) represents the NATCA bargaining units by working with the Wake Turbulence Office. Mr. Pressley forwarded the information below for the update.

- The week of October 26th was spent working on organizing the more than 4 years of data gathered while performing article 48 duties as the Wake Turbulence rep. The task became more daunting when Mr. Pressley realized that he saved everything.
  - With over 200 presentations and the volumes of studies that Mr. Pressley has had access to, one would expect the process of going through it all and determining what to keep and what to delete will take a couple of weeks.
  - Mr. Pressley has announced his retirement at the end of this year. It is expected his replacement will not have as fractured of a thought process as he does (better known as scatter brained in Alabama) so it is important to first delete the duplicate documents and better organize what is left. Then the same will need to be done, although on a smaller scale, for the data gathered with his IFATCA duties.
- Time was also spent on telcons working out issues with the upcoming RECAT implementation in the Denver area.

WEATHER: Matt Tucker (ZTL) represents NATCA's membership on all things weather. Mr. Tucker's update for this week is below.

- Operational two days.
- **NWP – National Weather Project**
  - Attended multiple CHI meetings for the NEXTGEN Weather Processor (NWP) to work on workflow and initial display requirements. The program is still waiting for Raytheon to respond on how they want to work through the CHI process.
- **Contract Weather Observer (CWO)** to **Limited Aviation Weather Reporting Stations (LAWRS)**
  - The agency announced last week the 57 sites that will begin the process for transitioning from CWO to LAWRS. An email was sent to all the affected FACREPS to explain the process.
  - The first order of business will be conduct SRMP's at each of the facilities.
  - The main thing to remember is that is a financial decision by the agency. NATCA did not pursue the transition.
  - Controllers already do the observations at a couple hundred sites, it is part of facility pay band determination but that was never part of the decision process. If facilities have a legitimate staffing issue then their transition would be delayed until staffing is sufficient for the transition. If the facility determines a valid safety case then that would also be considered in the transition.

Dale Wright

Dale Wright
Director, Safety and Technology