



National Air Traffic Controllers Association
1325 Massachusetts Avenue NW, Washington, DC 20005
Safety and Technology Department
Office: 202-220-9818
Fax: 202-628-7286

SAFETY AND TECHNOLOGY UPDATE

Week ending November 6, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is NATCA's Article 48 Representative for Administrative Software initiatives. Below is Mr. Santa's update for this week.

- **A-SISO**
 - We are still aggressively installing at facilities that volunteer.
 - The program gets updated often and Mr. Santa is involved in the testing. If you are a facility that is using it and they ask to update, know that it has been vetted.
- **CEDAR**
 - The group is trying to schedule time for the training adaptation module.
 - Hopefully the MOU will be signed this week.
- **WMT**
 - Still no support but they are working to see what can be done.
 - Mr. Santa has a telcon this week and should have more answers soon.
- **ATOMS**
 - They are planning another meeting to finalize some of the schedule functions in mid December.
- **OPAS**
 - No new information.

AIR TRAFFIC REQUIREMENTS (AJV-7): James Keith (D10) serves the membership as the DC Based Article 48 Representative to the AJV-8 office. Mr. Keith's summary for this past two weeks is below.

- 10/26-30
 - Attended RTCA 10/27-29. The subject was Interval Management.
 - Attended a conference call with Candy Barr, Troy Barr, and other members of the OSF adaptation team. The OSF members are going to work to provide AJV-7 the data and information necessary to help construct further short fall analysis on AIM SIG3.
 - Weekly meeting with Jeff Woods, Mel Davis, Jim Davis, Andy M., Jim Ullman, and Dale Wright.
 - Attended the last virtual session for TRACON evolution. A great job by all participants. AJV-7 will take the information collected over the six four hour sessions and build a shortfall and concept of operations for TRACON evolution. Terminal work package 1 will come from the TRACON evolution package.
- 11/2-7
 - Attended AJV-72 managers meeting via conference call.
 - Attended weekly meeting with Jeff Woods, Mel Davis, Jim Davis, Andy M., Jim Ullman, and Dale Wright.
 - Visited D21 to see ATPA and PMR.

- Attended a meeting with AJV-72 on the subject of enroute runway assignment. I have forwarded this to the ERAW committee.
- Attended ATCA conference.
- Attended with Steve Weidner the UAS notification work group.
- Attended the Interval Management (IM) systems engineering work group. The group worked operational scenarios for the IM concept of operations.
- Met with Greg Burke Director of AJV-7. Meeting was a touch base and overview of programs under AJV-7.
- Met with Tim Funari to review programs under his supervision.
- Met with Wendy O'Connor for further discussion on Enroute runway assignment.

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

- **Atlanta Metroplex**
 - Signed ZTL15 and ZTL50 change control sheets
 - Scheduled to brief CNS Taskforce on 12/9/15
 - Discussed and gave Delta dates for waypoint speed discussion
 - Leads Meeting
 - **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
- **NorCal Metroplex**
 - Weekly National Metroplex Telcon cancelled due to leads in LA for the Quarterly Staff Meeting.
 - Weekly NorCal Team Telcon cancelled due to Quarterly Staff Meeting and LASST activities; cancelled 11/11 Telcon due to the holiday. Discussions re: final Metroplex briefings are ongoing and will continue with the 11/18 Telcon.
 - Attended the Quarterly Metroplex Staff Meeting in LA, Nov 3-5.
 - Tue: Participated in a video teleconference with Lynn Ray (VP, Mission Support Services) and additional personnel at HQ to discuss community outreach, status of the program and upcoming changes and goals. Participated in a deeper discussion onsite with Josh Gustin (Program Mgr, PBN Programs and Policy Group) and Jodi McCarthy (Director, Airspace Services) re: the video teleconference discussion topics from earlier in the morning. Received multiple updates: Program Office, F & E Budget, Metroplex Handbook, and KSN Site. Post-Implementation Environmental discussion continued.
 - Wed: Discussed upcoming amendments / publications and what information is needed for HQ and why. Discussed the ongoing effort re: public outreach. TBFM and ACM planning and preparation discussion. Brief project updates provided to the group, followed by individual site

- discussion with team leadership. Lessons learned discussion with Howie Callon (MITRE).
 - Thu: Individual site updates completed in the morning. Afternoon discussions included an in-depth look at outreach responsibilities and actions moving forward, and an update on the Metroplex Summit.
- DYAMD2 STAR Telcon occurred last week with FAA and Industry reference the current concerns over the SIAP disconnects and the recently issued NOTAM. Discussions will continue with another Telcon on Mon, 11/9. P. Daniel to represent NorCal Metroplex.
- 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. Hodge leave scheduled Nov 9-13.
- Upcoming Travel – Jan 25-29: Quarterly Staff Meeting (San Diego); TBD 2016, tentatively Mar 1-3 – Metroplex Summit (DC); TBD – Meeting with SoCal Metroplex Team; TBD – NorCal closeout meeting(s)
- Submitted by Amanda Hodge Article 48 Rep, NorCal 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 Industry Outreach.
 - Began work on LASST Final Report
 - Final Industry Outreach (Nov 5th). Very well attended. Approximately 25 people plus LASST team. Ed Hulsey and Dawn Ramirez did an outstanding job opening the meeting. Good participation from all in attendance. Bob Lamond, NBAA, LASST Lead Operator, spoke at end of presentation and gave all kudos for the work that team had accomplished. Lead Carrier (SWA) not present. Howie Callon commented on how in-depth this study team went in defining the conceptual designs in relation to the early study teams that he was a part of. Outreach went extremely well.
 - **Upcoming Activities**
 - Las Vegas Study Team Documentation Development – November 9-19, 2015
 - Las Vegas Study Team Report Due – November 20, 2015
 - Submitted by Las Vegas Metroplex Study Team Lead Art. 48 Ron Myers
- **Charlotte Metroplex**
 - Leads at LA district offices for quarterly program meeting
 - Coordinated with facility on concerns with the new west SIDs. The Operational Support Group and Quality Control Group are helping to determine if there is an issue and will respond early next week
 - Organized travel for the team for the week of November 16th
 - Contractors worked on post implementation issues and deliverables

- CLT STMC advised that TBFM seems to be stable. There is an identified solution that should be ready the week of November 16th
- **Issues:**
 - Another issue with the CHSLY was raised and we are looking at solutions. The PBN office is looking at this as well. This will not delay the May publication and implementation
 - SWA has raised concerns about the PARQR and FILPZ STARs. SWA will fly conventional procedures on 10/15/15
- **Upcoming:**
 - 11/9/15 – Leads at home facilities
 - 11/16/15 – At ZTL and Esc for re-design and post implementation issues
- Submitted by Bob Szymkiewicz, Charlotte Metroplex Team Lead
- **Florida Metroplex**
 - Activities this week at ZJX
 - Second week and review of designs of Florida Metroplex (ZMA,ZJX, F11,DAB,TPA) Teams reviewed and worked the following SIDS, STARs and procedures to incorporate SIM data from industry. American Airlines present.
 - MIA APCH (ENROUTE ONLY)
 - FLL VACAY SID
 - FLL TWZTR SID
 - FLL BHIA STAR
 - MIA AARPS SID
 - MIA MHITO SID
 - MIA BNGOS SID
 - MIA GLADZ SID
 - MIA LARGO STAR
 - MIA CSTAL STAR
 - MIA DORAL STAR
 - PBI APCH (ENROUTE ONLY)
 - BCT MYZNR SID
 - F11 APCH
 - MCO RIDES STAR
 - MCO SNFLD STAR
 - MCO JEEMY SID
 - MCO FSHUN SID
 - MCO DDANY SID
 - MCO MZULO SID
 - SFB GOHOM SID
 - TPA APCH
 - TPA BLYMY STAR
 - TPA HNING STAR
 - SRQ LOKKR STAR
 - **Proposed Q-routes**
 - PQ -56,PQ- 59,PQ-67,PQ-71,PQ-74,PQ-100,PQ-102,PQ-116,PQ-118,PQ-544
 - **Other actions:**

- The teams worked with our support teams on upcoming HITL scrubs I attended the Metroplex national leads meeting in Los Angeles, CA
 - Submitted by Greg Harris Article 48 Rep, Florida Metroplex
- **Phoenix OAPM Design and Implementation**
 - Western-Pacific Regional Office in Los Angeles, CA
 - National Metroplex Meeting
 - Discussions on Outreach, TBFM, Environmental, Funding, RNP Usage, and initial direction of next evolution of Metroplex
 - Core team continued work on Design Packages, Task Trackers, and Procedure Trackers
 - Requested additional Documentation support
 - Mark Ostronic Phoenix Metroplex NATCA D&I Lead
- **SoCal Metroplex**
 - Rob Henry (FAA Co-Lead) and Mr. Gonzalez attended a quarterly leads meeting at the Regional Office.
 - The POCs and SMEs for the team met at ZLA for the week.
 - The SMEs assisted Wes Googe, American Airlines, in collecting information on the difference between existing procedures and Metroplex procedures that will replace them to help calculate fuel burn modeling.
 - Procedures were reviewed by the team to address Data Comm and ERAM automation issues.
 - A list of issues with procedures is being compiled for review and possible correction in post-implementation
 - Review of the updated proposed LOAs was reviewed for accuracy by the SMEs.
 - A list of issues and concerns was compiled for the scheduled TMU HITLS.
 - The SMO CHANGE.ORG petition has 1,017 signatures
 - The Culver City CHANGE.ORG petition has 1,666 signatures.
 - The San Diego/Point Loma CHANGE.ORG has 3,694 signatures.
 - The No Flay Rally CHANGE.ORG has 1,666 signatures.
 - The Point Loma Facebook page has 1,106 members.
 - Newport Beach CHANGE.ORG has 51 signatures
 - 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. They completed our facility site introductory briefings on Wednesday at ZDC.
 - On Thursday the group met at MITRE to evaluate where each facility is at, for “Q” route development. Throughout the project the team will work with each facility to develop, new more efficient routes(Q), remove “Jet” routes that are not needed or used, and overlay current, needed “Jet” routes with “Q” routes.
 - **Upcoming Activities**
 - The week of November 16-19 the leads are available to meet the respective ACRP teams at ZDC, ZNY, and ZBW with PEDARS, TAGETS and support staff to help each facility prepare for the Multi facility meeting at ZNY the week of Dec 7-11.

- December 7-11, they will meet with all 3 facilities at ZNY to begin notional route development between the 3 facilities for routes from the northeast facilities.
- At some point the leads will meet with the South Florida Metroplex group to evaluate where the development from the northeast will join up the Q-routes developed from ZSU, ZMA, and ZJX.
- Submitted by Jorge Rivera Article 48 Rep National Route Structure Program/ACRP
- **DC Metroplex**
 - Attending the Metroplex Quarterly Meeting in Los Angeles where we received a briefing from Lynn Ray, Vice President of Mission Support, Jodi McCarthy, Director of Airspace Services, and Joshua Gustin, Program Manager of PBN Programs and Policy Group concerning the evolving process of Metroplex and outreach expectations. Additionally, the team reviewed open action items as well as discussed RNP Design and Advocacy, Project Closure Memorandum Guidance, Program Updates, Metroplex NextGen F&E Budget, Metroplex KSN Site, Metroplex Ops Handbook, Metroplex Ops Budget, Post Implementation Procedure Environmental Requirements, Post Implementation Instrument Procedure Amendments, Procedure Implementations, Reporting Template, Metroplex Airports and Public Outreach Guidance, TBFM and ACM Planning and Preparation, Lessons Learned, and Site Project Updates from Charlotte, Atlanta, Northern California, Southern California, Washington, Cleveland/Detroit, Denver, Florida, Phoenix, and Las Vegas.
 - DC Metroplex PCT POC's coordinated the use of rooms throughout PCT for the Dec. 10 Implementation Training.
 - DC Metroplex reached out to AOPA due to Part 135 operators filing incorrect routes, which was corrected quickly and those aircraft have updated their route database.
 - DC Metroplex team members from ZDC and PCT met to create a Route Book for Industry, but it still requires one member to review it before it can be completed.
 - DC Metroplex POC's have been working on a Power Point (PPT) to address the vast amount of issues PCT is experiencing with RNAV SID's. The PPT is almost complete and needs some slight refinements before briefings begin.
 - DC Metroplex PCT POC's worked with the PCT-530 Office regarding the ACE IDS Route pages not loading and this should be corrected in the near future.
 - DC Metroplex reached out the ESC SRM Specialist regarding an SRM panel for next week.
 - DC Metroplex PCT POC's followed up with JAZZ Airlines about bad routing filed BWI-YYZ, in which they also assisted them with routing to BWI that they had issues with in the past.
 - DC Metroplex POC's sent AIMS trouble report to PCT Automation Specialist for an adaptation that partially applied, but created an offending scratchpad that did not make sense.
 - DC Metroplex contacted the ESC and AeroInfo group to advise the upcoming SPIDR TWO RNAV STAR contained incorrect information. The information has been corrected and will be published correctly on December 10, 2015.

- DC Metroplex replied to USAF Liaison concerning USAF attempts to correct the LINCEN1 and JEFSEN1 SIDS, in which language was recommended as it pertains to the enroute transitions.
- DC Metroplex PCT SME's continued work on training plans, in which training will commence next week regarding the procedural changes for December 10, 2015. However, this training may be postponed for a few days due to a change in SOP language regarding Holding Pattern Airspace.
- DC Metroplex responded to several emails from ZDC FAST concerning the December 10, 2015 adaptations.
- 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.
- Coordinated with ESC FPT and Tetra Tech regarding requested changes to MEAs for the KDCANAV SIDS.
- Reviewed the December 10, 2015 LOA changes between ZDC and PCT.
- DC Metroplex still waiting to receive final noise screening results from our ESC environmental specialist regarding procedural changes affecting KIAD.
- Participated on documents regarding MWAA Round Table meeting.
- Participated on a teleconference concerning "climb via" phraseology and the numerous questions being asked by pilots departing KDEN.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **CSA PBN**
 - Meetings in DC with AJV-14, NextGen Office, MITRE regarding PBN Dashboard. Discussions included data sources, analysis performed, web presentation, methodology for evaluation, metrics, and accuracy
 - Coordination with Mark McKelligan, NATCA National D&I Lead and Ed Hulseley, NATCA National Study Team Lead
 - Agenda development/Project review for next OSG Team Meeting
 - Environmental reference documentation prep for NorTex March 2016 and May 2016 submissions
 - KCMH Telcon to set deadlines for project scope determinations and timelines to begin BAR development
 - Meeting with Devine Overton (FAA) to discuss Task Order 18 and Statement of Work for TetraTech contractors
 - Discussions with John Belk and the AJV-14 Service Center Liaisons concerning all of the project activity between Eastern and Central Service Centers at KIND, KCMH, KDAY, KSDF, KCVG. Discussion also included TetraTech Task Order and Statement of Work.
 - Coordination with KAUS and cancellation of upcoming PBN design meetings due to massive flood damage. Discussed moving the meetings to 1st quarter of 2016, but will keep in contact with FAA and NACTA leadership as they work through the repairs.
 - **Upcoming Activities:**
 - PBN Dashboard Training and Content Evaluation---Washington DC, November 3-5
 - 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
 - PBN Co-Lead Meetings---Washington DC, January 26-28, 2016
 - Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Western Service Area PBN and Established on RNP (EoR)**
 - 10/26-30 PBN processing activities Western OSG
 - 10/27 Weekly Service Center Telcon
 - 10/29 Seattle Airspace Efficiency Meeting, Alaska Air Ops and Training Center
 - 11/2-6 PBN Dashboard Methodology meetings with MITRE and AJV-14
 - 11/5 Weekly PBN Processing Meeting
 - 11/5 Seattle EoR preparation Telcon
 - Procedures worked: LAX ODO SID, PAE RNAV STAR, OAK RNAV STAR (discontinue), NCT T Routes, SJC STAR, SUU STAR, BUR RNAV Visual IRF, EAT RNAV SID, SEA RNAV SID, ASE RNAV SID, GJT RNP BAR completed, SOCAL Q's, PSP RNAV SID BAR
 - Submitted by Phil Hargarten, WSA PBN Rep
- **Metroplex Study Team**
 - Multiple telcons with NATCA airspace representatives to discuss issues concerning Metroplex community outreach efforts and other outstanding issues
 - Participated in the Final Facility Industry Outreach for the Las Vegas Metroplex Study Team at the McCarran Aviation building on Thursday, November 5, in Las Vegas. Participants included representatives from Industry, ZLA, L30, LAS, LSV, and LGT
 - Began the initial documentation work for the Las Vegas Study Team Final Report
 - Participated in Telcon with VP FAA Mission Support (AJV-0), FAA Director of Airspace Services (AJV-1), and others reference community outreach and the status of several Metroplex sites
 - Participated in Metroplex Leads meeting in Los Angeles at the FAA Regional Office on Tuesday, November 3 through Wednesday, November 4
 - **Upcoming Activities:**
 - 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 Leads Meeting – San Diego - January 26-28, 2016
 - Metroplex Summit – February 2016
 - Metroplex Leads Meeting – Boston – May 17-19, 2016
 - Submitted by Metroplex Study Team Art. 48 Ed Hulsey
- **National Design and Implementation Rep**
 - Traveled to LA for Metroplex leads meeting.
 - Lynn Ray (VP Mission support) and Jodi McCarthy (Director of airspace services) talked to the leads about community outreach. We are in discussions on how to work additional outreach into the Metroplex and 7100.41 processes.
 - The group received briefings from Next Gen, Environmental as well as receiving their budgets for FY16.
 - Received a briefing on PBN Dashboard training and issues.

- Participated on several telcons about community outreach
- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - Participated on the weekly Telcon with Jodi McCarthy, Director of Airspace Services
 - Participated on the weekly Article 48 Telcon
 - Participated on multiple Telcons concerning community outreach for Metroplex and the .41 process
 - Participated on a NAS NAV Strategy Telcon
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

DATAComm: Chad Geyer (ZLA) provides the membership with representative in accordance with Article 48 on the DataComm project. Below is Mr. Geyer's update for this week.

- This week facilities from the waterfall sites were at the technical center for the 120 day briefings.
 - SME's spend two days briefing the facilities on upcoming events, how the system works, show them the system in the lab and view the avionics lab.
 - The teams will take the information and begin to draft local procedures on how clearance delivery will send revised clearances when they are available.
- The En Route SME's were in ACY as well to begin to look at the Task and Skills Analysis for En Route training.
 - This is the first step in training development.
 - The group also viewed the on frequency indicator and portal CHI. The new CHI will be deployed on the glass sometime in 2016/17.
- Met with Julio Henriques, ERAM, and John Glassley, S1P2, to begin discussions on SME involvement for En Route.
 - Members can expect a solicitation for SME's to come out in the near future. SME's will be involved in testing, training, implementation, procedures and other events as needed.

INTEGRATED DISPLAY SYSTEM REPLACEMENT (IDS-R): Richie Smith (N90) is the Article 48 Representative to the IDS-R program. His update for the week is below.

- NATCA IDS-R Article 48 Representative attended meetings at FAA headquarters last week. The meeting was supposed to be a follow up to the October 29 JRC meeting but the program was not given time for their discussion list and it is not projected to be addressed until late December at the earliest.
- Below is an excerpt from an email, sent out by the program office, describing the forecast for FY16:
 - At this time, IDS-R has not been given any direction to change its current objectives or course. The APB milestone is still to complete program installation of 71 networks by July 2017.
 - As you are aware, the IDSR Program Office halted the IDSR deployment waterfall due to software concerns. With the release of SSM-IDSR-011, the IDS-R Program believes that the software is now stable and is beginning to work with various stakeholders to restart the deployment schedule. The NIDS deployment

schedule rotation has not changed and Program Office is working with its stakeholders to coordinate with the following sites to achieve ORD in FY16.

- PIT, PHL, MCO, MIA, PVD, SGF, P80, SCT, I90, FSM, S56, DSM, PBI (tracon), TUS, L30/LAS
- Beginning in January, IDS-R will be contacting the following facilities to begin discussions about schedules and planned activities.
 - N90, R90, ZSU, YNG, LEX, LIT, M98, MEM, D01, GSO, ACY, D21, BDL, ICT, RDU, ORF, TOL, AVL, C90, TUL, TYS, MCI, CVG, CRP, SDF, SYR, HSV, MOB, A11, MGM
- The program office has stated that their goal is to get 29 networks (sites) to ORD status in FY16. This lofty goal would bring the total NIDS ORDs to 41.
- **In review:** The IDS-R program office claims that they will restart the waterfall, in January, after a six month stoppage, and with an as of yet undefined budget cut attain the above mentioned goals. NATCA will do its best to protect our membership from being goaded into anything that they are not comfortable with and will support the refusal of any facility moving forward if they are not completely comfortable with a decision to do so.

NAS VOICE SYSTEM (NVS): Jon Shedden (ZFW) is the NVS Article 48 Representative. The NVS update for the membership is below.

- Mr. Shedden was at Harris in Melbourne, FL all week. The following are the items discussed in Melbourne:
 - Latest NVS prototype touch screens
 - Concentric knobs for volume/side-tone controls
 - Override call progress tones (origination/destination)
 - Volume control audio delay (existing PTR)
 - FAVES-VSCS interoperability
 - PC Position User Interface demo
 - NVS Air Traffic Early User Involvement Event observation consolidation

NEXTGEN: Mel Davis (SCT) is the National NextGen Representative in accordance with Article 114 of the NATCA/FAA Agreement. Please see below for this week's update.

- The primary activity for NextGen this week was the annual ATCA conference in DC.
 - During the conference NATCA participated on many different panel discussions and the NATCA NextGen representative spoke about the increased access of aviation information and the possibilities and potential problems associated with it. In a non-punitive culture safety culture, more data are better, however translating data into information isn't always easy.
 - New programs like System Wide Information Management and Terminal Flight Data Management will help the entire aviation system make better informed decisions and react quicker to disruptions.
- Additionally, during the conference many opportunities presented themselves for interaction with vendors and aviation leaders to discuss a wide ranging set of topics that face the future of the NAS.

PROJECT MANAGEMENT OFFICE (PMO): Jeff Woods (I90) is the DC Based NATCA Article 48 Representative assigned to the PMO. This week Mr. Woods' spent most of the week in San Juan with his work on the Micro-EARTS project. The team was in San Juan for a site visit.

REMOTE TOWER: Kieron Heflin (IAD) is the Article 48 Representative for the Remote Tower Data Collection activities at Leesburg Executive Airport (JYO).

- This past week there were conversations between several NATCA Technical Representatives and Staff Employees reference making sure the input from the bargaining unit is known by upper management at the FAA.
- NATCA's National NextGen Representative, Mel Davis (SCT) has done an excellent job of keeping the pressure on to make sure as many operational procedures and regulations between the Leesburg project and the Remote Operations initiative in Colorado are the same.

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

- **Caribbean** – Good way to start the update. From AJV-142: actively participated in a Caribbean Region teleconference with member states on October 29, 2015. Discussion items at the conference:
 - Reduced oceanic lateral separation in the Flight Information Region (FIRs) in Central America, South America (SAM) and the Caribbean (CAR).
 - Potential new Performance Based Navigation (PBN) based routes from North America (NAM) through the Central America and the Caribbean to South America.
 - Controller and Airspace designer Performance Based Navigation (PBN) training
 - Participants discussed the proposal to reduce Oceanic Lateral Separation from North America (NAM) through the Caribbean (CAR) and Central America, to South America (SAM) from 80 to 40 NM (nautical miles) with future hopes of further reducing separation to 20 NM based on International Civil Aviation Organization (ICAO) criteria.
 - The teleconference also focused on preparing for the Miami meeting to ensure that representatives from all parties were prepared to discuss linking/building PBN based routes from North America through the Caribbean and Central America down to South America to improve air traffic flow through the regions.
- **DEN/D01** - Overall, Denver is pleased with EoR and they are looking at ways to expand EoR use to include widely spaced parallel runway operations during non-Visual Meteorological Conditions (VMC). Denver is also considering using RNAV visual approaches to use an EoR like concept during VMC for their dual and triple runway operations. The TRACON controllers like EoR but the tower controllers (who also like EoR) are concerned that the current widely-spaced runway operations may not work well with their optimum ground movement patterns. Additionally, ground movement during de-icing conditions would make EoR operations virtually unusable most of the time.
 - We had a meeting on climb via use at DEN as the PARC PCPSI group is concerned with topics: Climb via, except maintain, and subsequent climb via SID

after departure and the subsequent pilot confusion. The pilot confusion is mostly a pilot training issue, however the bottom line is that there is confusion even when most of the pilots seem to understand so we are approaching a stage where we either have redouble/triple the training or reinforcement end, reevaluate whether we are all doing the same thing at every facility and/or reevaluate whether we need to go in a different direction.

- **Diverse Vector Areas (DVA) Guidance** - There have been some modifications to expand their coverage area. Previously we had a 45-degree limit on how far off the reciprocal course an aircraft could be placed before being directed to proceed to the initial fix (IF). New criteria allows a 90 degree intercept with either a normal radar vector SID or an Open SID. Establishment and rules for DVAs is contained in the 7210.3. DVAs should be considered when an obstacle(s) penetrates the airport's diverse departure obstacle clearance surface (OCS). The OCS is a 40:1 surface and is intended to protect the minimum climb gradient. If there are no obstacle penetrations of this surface, then standard takeoff minimums apply, obstacle clearance requirements are satisfied and free vectoring is permitted below the MVA.
- **Understanding ODPs** - With the inclusion of Climb Via, this ODP issue has become a critical safety issue. It is introducing confusion in the execution of departures and risk in obstacle clearance. The responsibility for the first 1000 feet vertically (or as required for higher obstacles) is squarely on the aircrew's shoulders until an initial minimum safe instrument altitude has been reached. It is important to note that diverse vector areas do not exist everywhere and that every departure has an implied gradient if none is listed. A review of the following documents would help in understanding, FAR 91.175(f), FAR 121.189(d)(2), AIM section 5-2-8, AC120-91, IPH 8261-1 Chapter 2, and AFMAN11-217. There is a need to get the design of new RNAV procedures, the CV versus CM issue, and the radar vector SID or just plain radar vectors in 7110.65 5-6-3 to match the AFS and pilot guidance out there.
 - Instrument departure procedures are preplanned instrument flight rule (IFR) procedures, which provide obstruction clearance from the terminal area to the appropriate en route structure. There are two types of DPs, Obstacle Departure Procedures (ODPs), printed either textually or graphically, and Standard Instrument Departures (SIDs), always printed graphically. All DPs, either textual or graphic may be designed using either conventional or RNAV criteria. ODPs are recommended for obstruction clearance and may be flown without ATC clearance unless an alternate departure procedure (SID or radar vector) has been specifically assigned by ATC. There is a ton of more information on this and a good report from one of the pilots from APA has summarized this if you are interested in reading it.
- **PARC Mixed Equipage** - One of the main problems with mixed equipage operations is the lack of information available to the controller. An example would be: In the case of CAT I,II or III minimums you have to ask each pilot if he can accept the approach which slows down the system beginning with the enroute controllers. In the future, the system should allow the information on equipment capabilities to be made readily available to the controller so that they are fully aware of the aircraft and pilots capabilities without playing 20 questions.

- Airline or operator preferences will determine the equipage of an aircraft much like today. It depends on where they fly and the usual weather patterns. A good example of this is:
 - TEB with the CAT II ILS. The FAA is willing to install the system but how many companies will train their pilots to fly it? A survey was done of over 100 pilots that use TEB on a regular basis and given the limited amount of time it would be used, Approximately 30 hours a year.
 - Many of the TEB customers have said that they will NOT train their pilots to fly the Cat II. It is simply because of the costs associated with the initial and recurrent training requirements combined with the limited use but how would we know that, unless we play the question game.
- **PARC NAV WG** - AFS tasked this group with coming up with possible standards for RNP AR approaches in precipitous terrain. Currently, RNP AR approaches are not allowed in precipitous terrain and this group feels that they should be able to and apply the same rules that are used on ILSs and other RNAV approaches. There are instances where an obstacle penetration in certain surface areas would affect ILSs but not RNP AR, thereby making their minimums lower. If the obstacle penetrates both, then the affect should be the same (precipitous correction).
 - If penetrates RNP and not ILS, then the minimums will be higher than ILS. The recommendation is to allow RNP AR in precipitous terrain without changes to surface area adjustments or to align with GLS and LPVs, which have different criteria (the HAT cap does not apply). This recommendation will probably reach the steering group in 2016.
 - MITRE was tasked by AFS to analyze and provide data for criteria, which they are attempting to do with software called CSRS by drawing in the FAA order requirements to develop specifications and an engine to drive it to get evaluation results. AJV-5/AFS400 will enter into a Memorandum of Agreement with MITRE to use this. They are developing a 5-year plan to update design tools and criteria engines for all procedure types. IPDS will be AJV-5 tool for approaches. TARGETS will be the tool for all other procedures (Routes, STARs and SIDs).
- **PBN dashboard** - FAA PBN Dashboards provides automated, NAS wide analysis and reporting of operational metrics for PBN. They enable data driven discussions, decisions and reporting. The underlying data used for procedure studies and benefit analysis has been a point of contention for some time as to how it is verified. You only get out what you put in. There are 3 dashboards: Public (NextGen website with generic information), Observer (FAA and MITRE, 431 FAA, 84 MITRE) and Analyst (FAA/MITRE only). Why do we need PBN analysis capability? The number of procedures, both conventional and RNAV, continues to increase and many are under-utilized or unused and need to be evaluated if they need to be removed because the FAA cannot afford to maintain all of them. They provide ID equipage levels for new development and data for local facilities for a better understanding of their operations.
- **PBN on ATIS** – After reviewing the various facility ATIS content, it was discovered that everyone was doing it slightly differently, so it was decided to come up with a standard message that the facilities could use so everyone is on the same page. “RNP approaches available on request”. It will be up to the facility to determine if they want to

use. The Alpha designator (Y, Z, etc.) could be used at the facility's discretion. If any other facility wants to advertise RNP approaches, this would be a good way to go.

- **Wing Harrison Traffic Analysis Strategic Aircrew Requests (TASAR)** – Out of the last CNS Taskforce meeting was a briefing on some new equipment that NASA Langley is working on to combine multiple informational inputs into one system to give flight crews the ability to request different routings based on the scientific data available. These would include Navigation database, aircraft performance ace, real time aircraft data, traffic, weather data, airspace and dispatch coordination. This appears to be a lower cost option to combine a lot of information in easily read display format. If industry or some in industry were to adopt this functionality, it would result in more organized information at the pilots fingertips and a more educated request for different routes depending on the situation. I am not sure if this would help (more informative requests) or hinder (too many requests) us in the long run.
- **Presentations provided:** Understanding ODPs and TASAR.
- Attended meetings/telcons for PBN on ATIS, 1 of 3 day PBN Dashboard, PARC NAV WG 2 day, PARC GBAS, PHL/AAL, DEN Climb Via 1 day floor.

SURVEILLANCE and BROADCAST SERVICES (SBS) OFFICE: Eric Labardini (ZHU) is the Article 48 Representative to the SBS Office. Reports from Mr. Labardini and the other members of the SBS Article 48 Team are below.

- **Eric Labardini (ZHU), National SBS Article 48 Rep**
 - Monday, traveled to ZNY for Space Based ADS-B (SBA) meetings.
 - Participated in the TSLE weekly telcon. Raytheon confirmed the acceptability of virtual radar configuration for CLT WAM, and a feed from the CLT WAM virtual radars was established at the Tech Center this week. Some issue remain with Elite sites lacking 5nm maps, but TAMR has been working to ensure these issues do not recur for future sites.
 - SBA Safety Risk Management Panel was held Tuesday and Wednesday. Terrific support from all ATOP facilities. A well rounded team of NATCA ATOP SMEs was present from ZAN, ZNY, and ZOA.
 - SBA in this first phase of deployment is intended to be a supplement to existing procedures and ADS-C. SBA surveillance is expected to be capable of reporting intervals as low as 14 seconds. However, ATOP may be overwhelmed with that frequency and therefore throttled back to 30 to 45 second intervals.
 - The implications for search and rescue are tremendous. Given the reporting intervals, SBA could reduce current search areas from as much as 391nm radius to 4nm.
 - Some of the challenges for SBA surround the fact that it does not drive a separation standard itself, but could interfere with procedural separation established by ADS-C. Transition to and from airspace covered by SBA, terrestrial ADS-B, or radar needs to be considered. ICAO flight plan filing consistency needs to be addressed.
 - A separate Reduced Oceanic Separation benefits discussion was held after the SRMP concluded. The intent was to obtain feedback from the ATOP SMEs present for use in building a business case for ROS. Alternatives to be examined

in ROS include SBA, ADS-C, and a couple of other sources. Each ATOP facility's largest benefit area was discussed. It was pointed out that should the Agency pursue an investment that guaranteed operators a reduced oceanic separation and therefore optimal altitudes and departure times, this would likely drive the user to equip earlier. Some users derive as much as 80% of their revenue from oceanic operations. If the Agency does not pursue ROS and other ANSPs do, then the threat will become more and more real that US control of oceanic airspace should move elsewhere. However, ICAO grants the US control of this airspace for more than efficiency; they also grant it due to the US Navy's search and rescue capabilities in the areas in question.

- While at ZNY, received feedback on ADS-B offshore operations. This test procedure allows ADS-B equipped aircraft to continue to operate via offshore routing to the Caribbean during radar outages. ADS-B provides more than adequate surveillance, and there are definite operational benefits to this operation. Several concerns were raised regarding inconsistent filing of ICAO ADS-B information, pilot education, controller familiarity, and potential automation issues. Until these are resolved NATCA does not intend to continue the test.
- Thursday, participated in a CLT WAM flight test telcon. Work continues on system development. Tests in mid-November will be used for Separation Standards analysis. Tests in early December will be used by Harris to verify system performance meets their expectations. A flight inspection in early February will be to verify performance meets FAA and SME expectations.
- Led our weekly NATCA SBS telcon. Discussed ongoing work with ASSC, Terminal efforts, GIM-S, and upcoming events.
- Friday, participated in an SBS/AJT/AJV telcon. Discussed the need to expedite the CLT WAM Notice through AJV approval process, but this will likely require leadership intervention to prevent a delay in the schedule.
- Participated in the weekly SBS Hot Topics telcon. Program updates were discussed.
- Discussed ADS-B Intent Data available via avionics. Recent newsworthy events have highlighted the fact that part of the ADS-B message set includes the assigned altitude entered into avionics. Today, automation systems ignore this data. A significant safety enhancement could come from accepting the information and highlighting discrepancies for the controller. Working with SBS leadership to help them understand the operational implications.
- Participated in a NATCA SBS/TAMR telcon. Regular dialog to ensure all NATCA reps are working towards common goals.
- **Craig Bielek (A90)**
 - Monday participated in the weekly Implementation Team telcon, weekly SBS telcon, and TSLE workgroup telcon.
 - Tuesday traveled to South Bend (SBN).
 - Wednesday participated in SBN ADS-B Fusion Cadre class.
 - Thursday participated in the SBN ADS-B Flight Inspection and weekly NATCA SBS telcon.
 - Friday participated in the NATCA TAMR/SBS telcon.
- **Dan Hamilton (SFO), National Airport Surface Surveillance Capability (ASSC) Rep**

- **ASSC:** This week the team received official direction to fuse ASDE3 with ASSC at all sites scheduled to receive the system. ASDE3 Integration work continues at SFO as the team works on reevaluating the IOC schedule.
 - Traveled to CLE to meet with local NATCA and participate in initial ASSC optimization. This trip was very successful and the team greatly appreciates the hospitality of CLE NATCA.
- **Vehicle ADS-B (V-ADS-B):** The team continues to research the effects of STIR regions and hopes to create a presentation for Harris in the near future.
 - Technical data is provided by NASE Engineering for the team to discuss.
- **ASDE-X Tech Refresh:** No issues to report.
- **Andrew Stachowiak (I90)**
 - Traveled to Springfield, MO this week to evaluate their Fusion presentation. SGF is a unique two sector/service volume contiguous airspace set up. Combined, the Mizzu and SGF sectors cover about 115 miles of airspace. Each area has one SRR and two LRRs.
 - Only wrote up false targets over the freeway near the runways in the Springfield sector. This can be fixed in adaptation with a TPV Filter. Tech Ops and the OSF are working to minimize these radar reflections.
 - The support staff, ATM, FacRep and controllers were outstanding. Very impressed with their collaborative workplace. The facility's 5nm MVA Maps will be arriving soon. SGF is good to go for operational use of Fusion before Thanksgiving.
- **Tom Zarick (ZDV), National Interval Management Rep**
 - Spent the week supporting the ZDV GIM-S Adaptation demo at the Tech Center. Two adaptations will be delivered to the facility for further development.
 - GIM-S Orientation Meeting now scheduled at ZLC for the first week of December.

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.

- **One-Year Anniversary of the ATO's Report on 30-Day Assessment of Operational Contingency Plans:**
 - 11/17/2014: The FAA Administrator called for review of all FAA operational contingency plans following the ZAU ATC Zero event. Additionally, he established requirements to improve air traffic control service delivery during irregular operations. The TOCO was created to manage this plan, and in no longer than one year, devise procedures to recover more efficiently from an ATC Zero event while maintaining safety.
 - On November 17, 2015, the TOCO will report to the ATO the accomplished tasks and ongoing activities to meet the requirements of the Administrator.
- **1900.47E: The Air Traffic Control Operational Contingency:** In an effort to facilitate the implementation of JO 1900.47E, AJT is requesting a meeting to define the SMS required at the facility level. This meeting will occur November 12th.
- **Audit by the AIG to begin this month-**

- *FAA's Ability to Manage Air Traffic Control System Disruptions:* In August 2015 the Chairmen of the House Committee on Transportation and Infrastructure and its Subcommittee on Aviation raised concerns about the causes of recent disruptions and whether FAA possesses the ability to manage air traffic control crises that may arise within the National Airspace System." *Accordingly, our objectives are to (1) assess the effectiveness of FAA's operation disruptions, and (2) assess FAA procedures for updating operational contingency plans in light of recent events.al contingency plans and the actions taken to mitigate the impact of recent air traffic control system."*
- **Technical Requirements Spreadsheet:** This is the final spreadsheet that the TOCO will use to consolidate all the data received from the individual spreadsheets that each ARTCC is presently working to complete. We will be able to create the Technical Requirements Package from the data collected. This must be completed before the one-year date set in the 30-day Assessment requirements: November 17th. While new OCPs are being developed with existing infrastructure, the NVS Program Office will fast-track development of several NextGen capabilities that will leverage infrastructure and enhance the resiliency with additional solutions, operational and support capabilities.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Mitch Herrick (MIA) is NATCA's Article 48 Representative for TAMR. Mr. Herrick and leads of TAMR Segments have provided the reports below.

- **TAMR Article 48 and Section 804**
 - Mr. Herrick was in Washington DC this week and spent a good deal of time with the Segment 2 deployment team reviewing lessons learned and establishing a plan for the extremely busy year ahead. Also met with Program Director Jeff Yarnell and his Deputy and Program Managers in a leadership meeting. The three Program managers are all new in their roles so we reviewed a great deal of internal processes and made some plans for the programs future. We have an enormous workload for 2016 and it will be a constant strain to ensure that all areas are communicating and working together. Collaboration with the NATCA leads will be a key element to the success of the program. Thus far TAMR has made every single Acquisition Program Baseline (APB) milestone on or ahead of schedule. That is unheard of for an FAA program of this magnitude. Between the three parts of TAMR it is a \$1.5 Billion dollar acquisition project. We were recently "re-baselined" because one Segment was approximately 6% over budget. Also a very small figure by comparison for such an enormous project.
 - Mr. Herrick and Mr Yarnell met with Deputy Administrator for NextGen Ed Bolton on Thursday morning to talk about program accomplishments and goals. This was an extremely enlightening and rewarding meeting because we were able to highlight the level of collaboration taking place within the TAMR program and success it is bringing.
 - **Section 804.** Co-lead Don Chapman travelled to Bakersfield, CA (BFL) to begin the collection of data from the site as we begin the analysis of a potential move of the BFL TRACON functions to either Fresno (FAT) or Santa Barbara (SBA). As with all Section 804 activities this is simply data collection and it is pre-decisional.

- **CLE/AZO decisions.** The recommendations as to what will happen with some of the facilities under analysis for potential realignment in both Michigan and Ohio are written and we are awaiting a briefing with the Administrator and President Rinaldi as well as PASS President Mike Perrone prior to a meeting with the involved facilities to give them the recommendations in person. We are hopeful those decisions will be made public by the end of November.
- **STARS/TAMR Phase 3 Segment 1 Update submitted by Doug Peterson-D10**
 - Southern California TRACON continues to be a high priority for segment 1. The R3a software delivery that was installed 2 weeks ago was a significant improvement, but it has not solved all tracking problems. Tracking anomalies continue to be reported. Radar performance has also gotten significant attention and notable improvements have been made. The "easy stuff" has been done. The largest remaining improvements, which are critical to continued success, will likely come primarily through adaptation and additional software.
 - Kyle Ness (M98) and Doug Peterson (D10) visited Potomac TRACON for a Lessons Learned meeting. A great deal of useful information was exchanged and it was a successful meeting. In a breakout session with Air Traffic, a software discrepancy that threatened the current IOC schedule was discussed at length and a plan was developed that would allow the facility to transition on schedule.
- **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), 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:
 - On Tuesday, November 3rd, and Wednesday, November 4th, the SEG2 team met with the full deployment team from the TAMR program office for two days worth of meetings on lessons learned, messaging and strategic planning moving forward. To date, the ARTS IIE replacement program with G4 STARS ELITE is on time and on budget. All milestones has been reached and we are poised to transition 24 more sites in 2016;
 - The team participated in the Common Terminal Digitizer Risk Board and the TAMR Risk Board;
 - More work was put into the K90 and the process of being moved from the STARS SEG2 waterfall to a Phase 1 F&E project as part of realignment to A90;
 - BGR began adaptation work via their OSF Adaptation Kick Off Meeting;
 - GSO continued planning for IOC on December 10, 2015;
 - PWM began adaptation work via their OSF Adaptation Kick Off Meeting;
 - CRW began adaptation work via their OSF Adaptation Kick Off Meeting;
 - Work continues to try and improve the performance of the ASR8's across the NAS. To do so, there are ASR-8 Digitizer Service Area Implementation Monthly Teleconference to track progress.

- **STARS/TAMR Phase 1 Update submitted by Jimmie White-PHL**
 - Touched base with TLSEs (software lead) Rob Padilla, and a couple of things came to light.
 - First, while facilities capable of upgrading to R2A (TAMR archive) may seem desirable, they will undoubtedly regress in overall satisfaction.
 - There are tracker improvements, and ATPA upgrades that didn't make it into R2A.
 - I90 in particular would suffer in this regard, with the tracker upgrades added in R27. Not to mention, there is no training delta to brief controllers on TAMR additions (EFSL etc.).
 - Touched base with TBFM Article 48 Rep Eric Owens on Terminal Sequencing And Spacing (TSAS) CHI evaluation in Raytheon Marlboro. Productive week, but without enough CHI demos, only one consensus was reached with regard to using TSAS within terminal, and that was the slot marker. Being that a data block work group hasn't been formed yet.
 - The TSAS work group limited it's potential data block changes to the slot marker. Raytheon needed to get started of advancements and changes have to made to keep TSAS on track. CHI demos are requested at the tech center, but Raytheon is not far enough along yet to pull it off. TSAS is not quite ready for STARS.
 - When it is ready, lab space and resources at the tech center will be a challenge. Eric Owens opens the door for TAMR leads to participate in a demo, so we can all get on the same page with what the TSAS tool will become or how (or not) it will be used in Air Traffic in the future.

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, no other meetings
- Tuesday - Participated in a TFDM Tactical meeting, AEFS update, and TFDM Monthly Program Review
 - High fidelity modeling for TFDM locations is complete. These models are used to show where gains in efficiency on the ATC side, as well as the ramp/user side, will be most beneficial.
 - AEFS build 5.3.0.2 was installed in CLE and began regression testing Monday night but had to fall back to 5.3.0.1 due to a few issues. The tech center was later able to find and fix the issue, however, further on site testing will be delayed until early December.
 - The overall TFDM FY17 budget was cut, pushing IOC at the first facility from 2019 to 2020.
 - There will be a 45 day test of new filtering options for SVT in two facilities. Once approved, those changes will be added to the baseline software and made available for the other facilities.
- Wednesday - Worked in the AEFS lab to go over the DR list, no other meetings
- Thursday - Sat in a TFDM VisSpec meeting, and a DSP meeting
 - VisSpec team identified additional user interfaces from ARMT and TFMS that are beneficial to tower TMC's and will add those functions into the TFDM GUI.

- With N90 moving to STARS next year, they are looking at different ways to have departure flight information moved to the departure controller.
- Friday - Traveled home, no other meetings

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) represents NATCA on the UAS work as the Article 48 Representative. Jeff Richards (ZAU) also works with Mr. Weidner on this project due to the many meetings and extensive workload. Below is the UAS report for this week:

- Participated in a UAS panel for the ATCA Convention at the Gaylord National Resort. The panel was entitled UAS in the NAS: Insights in Navigating the Regulatory and System Operations in the Air Traffic Control Airspace. The panel was hosted by Steve Pennington (DoD). Mr. Weidner was joined on the panel by Dan Williams (ATO UAS Integration Team Lead), Dallas Brooks (New Mexico State University, Co-Chair of the FAA/DoD/NASA/DHS UAS Science and Research Panel), Giorgi Cioni (NATO), and John McGraw (John McGraw Aerospace Consulting).
- Participated in the UAS ATC Notification Working Group Kickoff, hosted by Maureen Keegan (AJV7). Mr. Weidner was joined by James Keith (NATCA AJV7 Rep) in this meeting.
- Mr. Weidner and Mr. Richards met periodically during the week to discuss UAS activities.
- Participated in the full VA Unmanned Systems Commission Meeting at GWU in DC. Mr. Weidner also participated in the Policy sub-group committee meeting of the commission.
- Participated in his bi-weekly call with Sabrina Saunders-Hodge (FAA ANG-C2)
- Participated in a telcon with Randy Willis (FAA AJV115 Manager) for their weekly meeting.
- Mr. Weidner and Jacqui Smith (NATCA Outreach Department) met with Sean Cassidy (Amazon Prime Air, Director of Strategic Partnerships) to discuss Amazon Prime Air participation in NATCA's Communicating for Safety conference.



Dale Wright
Director, Safety and Technology