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## SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending December 4, 2015

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

- **Atlanta Metroplex**

- The Atlanta Metroplex project has been working toward our 12/10/2015 implementation throughout the past month. There was minor miscommunication with one of our facility Video Maps, but that issue has now been resolved. We have also conducted numerous Telcons with all the affected facilities and everything looks to be on track for the upcoming implementation. All of the facility training for 12/10 will be completed by 12/8. We recently had a meeting with Delta on 12/1 in which we briefed the entire project update to them including a possible West Departure restriction off of ATL for up to 3 days. ZTL04's airspace volume is almost doubling in size and a temporary (as needed) 280kt restriction will allow the controllers to become comfortable with this change.
- The team has also been tracking the new ATL SIDs, which are scheduled for publication on 2/4/2016. The SIDs have now been flight checked as of 12/4/2015. For the SID publication we have been working closely with A80 and ZTL to insure they have everything that they for training.
- We recently met with Delta and ZTL to discuss some speeds that are on the ATL STARs at high altitudes. After having some lesson learned discussions with other projects we determined that speeds above FL290 were not a good idea. In this meeting the team took all the speeds off above FL290 and added a note, "Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by the STAR, or assigned by ATC." The team feels that this will increase our success with OPDs into ATL.
- Submitted by Joey Tinsley, ATL Metroplex Article 48

- **NorCal Metroplex**

- The final scheduled amendments for the NorCal Metroplex project are scheduled for implementation on Thu, Dec 10<sup>th</sup>. NCT and ZOA are on track for training / briefing the workforce prior to implementation. Support on Dec 10<sup>th</sup> will mirror the support utilized effectively for the Oct chart amendments: Airspace & Procedures Staff will be on hand at both facilities and A. Hodge will be on the ops floor at ZOA to provide support and troubleshoot any issues. Occasional incorrectly filed flight plans, FMS databases that haven't caught up with the current chart changes, and minor automation issues are expected and will be handled accordingly.
- The NorCal Metroplex Co-Leads will continue the project close out planning with the appropriate NATCA, FAA and MITRE personnel.
- Upcoming Travel / Activities – Dec 10<sup>th</sup> Chart Amendments; ongoing weekly NorCal Team Telcons; 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
- **Phoenix Metroplex**
  - The team has completed both validation and TBFM HITL's at MITRE and is confident the design will work with the use of properly adapted TBFM solution. Phoenix TRACON (P50) has concerns off being over saturated with traffic due to the addition of another STAR with out adequate airspace needed to vector in order to give a manageable feed to Final. Therefor, a properly adapted TBFM solution is vital the success and usage of the proposed dual STAR on the northeast corner of P50 airspace.
  - The Metroplex MIST team, along with the National TBFM team, have worked with TMU at both ZAB and P50 to get their current adaption updated and functioning at a much more efficient level. However, we are still facing trust issues and lack of usage by the workforce at ZAB. The NATCA local and FAA management are addressing this, but the lack of staffing is making it hard to get everyone trained
  - The team has finalized all design packages along with creating a "Hand Off" document. This document has been created in order to allow any entities that may resume the validation and implementation of these procedures a starting point for the work to be done. The unclear nature of what is to become of the Phoenix Metroplex designs' needs to be decided and briefed to the local facilities and the Western Service Center so that they can decide their next course.
  - Submitted by Mark Ostronic Phoenix Metroplex NATCA Lead
- **Washington DC Metroplex**
  - The DC Metroplex prepared several Power Points (PPTs) over the last few weeks, which were used to explain the procedural amendments made under the Post Implementation Phase of the project through Go-To-Meeting briefings affecting Joint Base Andrews (KADW), Washington Metropolitan Airport Authority (MWAA) for KDCA, Maryland Airport Authority (MAA) for KBWI, and Capital Region Airport Authority (CRAC) for KRIC. We learned through the briefing to MAA that a few communities have voice their concern regarding KBWI departures flying the TERPZ RNAV SID from runway 15R and 28. Although the procedures were designed under FAA guidelines and are also in compliance with language under the Part 150 and Noise Abatement Procedures for the airport, we advised that the Vector to Altitude (VA) has been increased from 667 feet to 850 feet and the aircraft will climb at 500 feet per Nautical Mile (NM) until reaching 4000 feet, which should reduce or eliminate their concerns voiced by these communities. As for runway 28, our track data indicates the aircraft are within the same track range prior to the TERPZ being implemented. However, MAA claimed their track data was different than ours, so we have requested copies of the data they are using, but it has not been provided yet.
  - The DC Metroplex participated in IAD Noise Modeling teleconference with Noise Modelers and ESC Environmental specialist to provide answer questions concerning procedural amendments that affected Washington Dulles International Airport (KIAD). After providing that data it was determined that the lateral variation of flight tracks near the airport will be essentially the same post-

amendment vs. pre-amendment for the RNAV SIDs. This is because of how flights are currently being vectored to join the RNAV SIDs or Initial Departure Fix (IDF) for the procedures, which will remain essentially the same post-amendment. As such, no further analysis is required and supporting documentation for the file is being drafted for signatures

- The DC Metroplex continues provide the appropriate training for the upcoming December 10, 2015 publication cycle as well as working on the training packages, video maps, automation, etc., for the remaining two publication cycles, which are February 4, 2016 and March 31, 2016. Additionally, we participated at the request of MITRE in “Lessons Learned” portion of the project. We provided numerous issues, in which all were discussed, in which some has already been implemented while others will be discussed during the next Co-Leads meetings.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Charlotte Metroplex**
  - The Charlotte Metroplex Project is working on several post implementation issues and planning for our next implementation cycle. We met with the AAL station manager, assisted PSA and CLT with airline specific issue and had meetings with the southeast Manager of Tactical Operations (MTO) and the Charlotte Aviation Director. We have been working with the Charlotte airport officials and the Eastern Service Center (ESC) on community outreach and assisting to respond to a specific noise complaint. We have a concern with the south departures and have reached out to local NATCA and management to gauge their concern.
  - The team met with the CLT, ZID and CTL teams to resolve several LOA issues and to make a few improvements to three procedures from our October implementation. AAL and SWA assisted in the procedure designs and this work was cleared by our environmental specialist and the subjected to safety risk management review. Work was done to improve the next group of procedures to be implemented. By applying lessons learned from the October implementation we should limit the issues for the next group of procedures. An airspace issues was identified via ATSAP and the CLT team has a solution they are working at the facility level.
  - The station manager is pleased with the October implementation and we had productive discussions on how we can improve communication on subsequent efforts. The MTO offered advice for the future and asked that we work with the Atlanta team to help smooth their implementation. The MTO is pleased with the implementation. The Charlotte aviation director is pleased with the procedures in that these disperse noise more equitably. They have asked us to do outreach for the future cycles and this information has been passed up out chain of command. The ESC received a specific single noise complaint and we assisted in providing data to respond. Charlotte airport received this complaint as well and are comfortable that this was to be expected given the dispersion built in to the procedures. The south departures seem to be working and the manager and FACREP are comfortable. Given that Charlotte has a waiver for these departures we asked the team to design a replacement procedure for the off chance that this situation changes. We are keeping the procedure on the shelf as insurance.
  - Submitted by Bob Szymkiewicz CLT Metroplex Article 48 Rep

- **Southern California Metroplex**
  - The SoCal Metroplex Core Team continues to respond to Air Traffic related public comments to the Draft EA. ATAC is continuing the work of “bucketing” public comments into specific topics to provide topical responses.
  - Rob Henry (FAA Co-Lead), Ryan Weller. FAA Lead Environmentalist, and Mr. Gonzalez continue to work with Glen Martin, Regional Administrator, and his staff in providing support, analysis and information for responses to elected official’s requests. Glen Martin’s office and the SoCal project continue to receive requests for additional public outreach, meetings with elected officials, and even re-opening of the public comment period.
  - The team took Thanksgiving week off. From your SoCal Team we wish you and your families a safe and Happy Holiday Season.
  - Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Florida Metroplex December report**
  - The leads of the Florida Metroplex, have been given new direction from the Metroplex program office to revise our upcoming schedule to include time, meetings and briefings to ADO’s, Directors and Airport officials on the current status of Metroplex.
  - The central portion of Florida Metroplex team has just completed the second of two scrub weeks for the upcoming HITL simulation scenarios at MITRE the week of December 7, 2015. The team will evaluate the notional procedures and airspace changes that have been proposed.
  - Some facilities are working with one of our contractors in developing ISIM scenarios that will also evaluate notional procedures and airspace changes that have been proposed.
  - Submitted by Greg Harris, Florida Metroplex NATCA Art 48 rep
- **Detroit/Cleveland Metroplex**
  - The project is on a timeline freeze due to the changes in the Agency’s outreach methods. We began this week with the first outreach to the CLE airport System team, along with the Great Lakes regional Administrator, FAA Airport Environmental Division, MITRE & Project Managers from Headquarters. As a result of the meeting and discussions with Mark McKelligan (NATCA D&I Lead) and his Management counterpart it was determined to be impossible to meet our Environmental deadlines for a resulting April 2016 Draft EA. The outreach meeting with CLE and the soon to be scheduled meetings with DTW Wayne county officials will stretch us into March with the sub meeting scheduled from those initial talks, thus forcing us to continue to hold back submission on the final design package to CSA Environmental staff.
  - In the last couple of weeks we have scheduled submission timelines with the flight procedures staff, completed initial sector design within D21, Scheduled Flight Simulation time with Delta Airlines, Created new slides for outreach presentations to conform with the new headquarters standard, Worked with DTW and the service area on the possible movement of the localizer on runway 4R to resolve years of interference in a wide offset critical area, Lessons Learned with MITRE, Criteria issues with the teams on the new procedures and other Metroplex items.
  - Submitted by Don Ossinger Article 48 Rep, CLE/DTW Metroplex

- **Eastern Service Area PBN Report**
  - PBN projects - Currently in the Eastern Service Area (ESA) there are approximately 30 projects.
  - SDF and BOS are the two pressing projects both projects were generated out of safety issue. CVG, RDU and MEM have initial request in for multiple procedures and those projects should kick off by February. There are request to decommission 4 NAVAIDs CMK, DKK, PLB and PXT which have produced request to replace the Victor airways with T-routes or amending SIDs and STARs attached to the NAVAIDs. RNP's are being amended at RDU, ORF, BDL, CVG and BVT. Indy Center has requested amendments to three Q- routes for connectivity between the Atlanta, Charlotte and Detroit Metroplex Projects.
  - STAR Amendments: CVG (4), JAX (1), RDU (1), TEB (1), BOS (4), SDF (5), MIA (1).
  - SID Amendments: MEM (7), TEB (1), ROA (1), TEB (1).
  - RNP's: BDL (2), ORF (2), CVG (8), BVT (1), RDU (4).
  - Q-Routes: ZID (3).
  - T-routes: DKK (5), PLB (1), CMK (11).
  - Bermuda SIDs and STARs – The FAA has offered to help Bermuda develop RNAV SIDs and STARs. ZNY is the lead facility and is working with multiple lines of business and contractors to look at preliminary designs.
  - 7100.41 Rewrite – We completed the rewrite several weeks ago and are waiting for the finalized Draft for Lynn Ray's signature.
  - 8260.43 Rewrite – AFS was hoping to complete the new RAPT order the week of December 7 but have taken a step back due to concerns from both NATCA and management after the initial draft was circulated. The process will resume in January or February.
  - Submitted by Bill Wise ESA PBN A48
- **Western PBN and EoR 11/10-12/4**
  - During this period two new RNAV STAR projects were kicked off. One serving KPAE (north of Seattle) and one serving KSUU (Travis AFB). Atlas Airlines made the PAE request. Atlas flies parts in for the Boeing Plant in Everett, WA. NCT requested the new STAR for Travis as the previous legacy STAR was cancelled with Metroplex. For both projects initial designs are completed and follow-up work is underway. A new SID for LAX to support mid ODO operations has passed initial environmental review. This SID will give controllers almost immediate divergence with departures and arrivals staying over water. Waiting for ZLA to make adjustments to enroute transitions. SWA has issues with the procedure but it was designed to the needs of air traffic.
  - NCT has a large T-route request for the Bay Area in preparation of losing Manteca and Maxwell VORs. At the request from AJV-14, meetings were held at NCT to have the SMEs rework the design in an effort to reduce the number of T's being requested (US only allotted 300 T's nationwide). We were able to work modifications to existing T's and reduce the number of requested T's by 40% so the Baseline Analysis Report will be updated and submitted this week for approval. ZLA also has a large T-route request and we are already looking at interactions with the NCT/ZLA designs in an effort to consolidate.

- Completed a Baseline Analysis Report for a new RNP serving Grand Junction, CO (KGJT). The BAR has been approved by AJV-14 and the full workgroup is being scheduled for a kick-off meeting in Denver. This project will be kicked-off at the same time as a project for a new RNAV SID at Aspen (KASE). Meetings will be at Denver TRACON. A request has been made to AJV-14 for travel funds for the FacRep and ATM at ASE to come down to D01 as it is a small facility with a tight budget and cost prohibitive for Co-leads and contract support to travel to Aspen. The kick-off for these procedures planned for the week of 2/1. Also, completed Baseline Analysis Report for amending an RNAV STAR serving KSEA (Seattle, WA) and sent it out to the facilities for comment. This BAR will be submitted to AJV-14 on 12/7.
- EoR: Controller refresher training is underway at Seattle TRACON in preparation for the resumption of EoR operations. EoR was implemented at Seattle on 4/7 but shortly after the center runway closed for construction and EoR was suspended. The third runway reopens on 12/18. I plan to be in the facility once EoR commences to observe.
- Projects with processing activity during this period: LAX SID, STARs for BLI/PAE/SUU/AEI/AED, GJT RNP, ASE SID, SEA SID, TUS STARs/SIDs/RNPs, EAT SID, SAN SID, SJC SID, Guam CAR, Seattle EoR, NCT T's.
- Submitted by Phil Hargarten Western OSG Article 48 Rep
- **CSA PBN 20151205**
  - Over the last two weeks we have been working with KCMH on notional ideas. Our TetraTech Specialist sent over notional designs and it looks like KCMH and ZID have had meetings on their own and have a direction they'd like to see their project go that is different. We will discuss this via Telcon with them and make plans to move forward. We have also developed graphics of existing traffic patterns to help them in the decision process. Those graphics will go out next week.
  - The NorTex Metroplex funded project has concluded but there may be a desire by D10, ZFW, KDFW, and/or KDAL to make further adjustments. There is a Telcon planned next week to discuss what the facilities desire to do. We have requests from Industry already and we'll share those submissions on the call, but this discussion will help us decide what will most likely move forward.
  - I've been helping the Environmental Specialist working NorTex and KAUS projects by developing graphics, change summaries, and traffic usage to ensure reviews are completed and submitted. The Environmental Review process continues to evolve and will be a subject for upcoming Co-Lead meetings between all 3 Service Centers.
  - The KMSP Post Implementation has been completing final document reviews after our meetings last month. We have all designs complete except for one outstanding criteria question that will be resolved next week. The KIND Post Implementation Project had a Telcon to discuss proper form and distribution package review. Those facilities are looking through the documentation to ensure accuracy and these projects will be submitted to the FPT soon.
  - End of Day Reporting for the December 10th Chart Date has been coordinated and all affected facilities were sent the charts from the Digital Terminal Procedures/Airport Diagrams (d-TPP) website so they can view them prior to

Thursday. There is one problem identified for the KAUS SEWZY2 STAR concerning navigation past the final waypoint. All forms submitted by Central were correct, but a mistake was made at AIS and the final waypoint WRRDD will publish as a Flyby WP with no Heading, when it should have been a Flyover WP with a FM Leg (Heading 173) departing the WP. AeroNav is aware and we'll know the solution next week. Both NATCA and facility Management is aware and controller briefs are being developed to mitigate.

- 7100.43 Rewrite meetings for December were cancelled by AFS. There is another proposal for the .43 from AJV-5 circulating within Management. This hasn't officially been shared with NATCA, but we have a copy and are awaiting official notification if the Agency intends to put it on the table for discussion.
- Upcoming Activities include: NorTex Facility Telcon---December 8, to discuss work being done via the 7100.41 process...Chart Date---December 10, 2015 Central facilities publishing include KSAT, KHOU, KIAH, ZHU, KABQ, ZAB, I90, ZFW...and PBN Co-Lead Meetings---Washington DC, January 26-28, 2016.
- Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Metroplex Study Team**
  - The Las Vegas Metroplex Study Team completed all of its' conceptual design work by November 6 and then began work on the Study Team Final Report. The Study Team Final Report has now been edited by the team and the Metroplex Program Office Leads and has also finished going through the tech writing process. The final report has been received by the Metroplex Program Manager for delivery to the Director of Airspace Services for a decision on whether to move forward with the D&I phase of the project. The study team analysis of the conceptual designs has determined roughly \$7.5M in potential benefits to the Las Vegas Valley.
  - There continues to be a lot of energy around the issue of community noise. We're currently involved with efforts to address noise concerns at several locations where PBN procedures have been implemented and to look into ways we can enhance our processes to improve the outreach to the local communities and increase awareness of PBN projects throughout the NAS. In Las Vegas, for example, we met with the local airport authority to discuss potential noise sensitive areas and environmental hot spots in advance of our team beginning work, which had not been done before during the study team phase. We continued to communicate with the airport authority, along with the Airport District Office, throughout the study team process.
  - We are also in the process of refining our agenda for the Metroplex Summit Meeting that is currently scheduled to take place on March 1-3, 2016 and have also begun preliminary discussions of what Metroplex Segment 2 (S2) will look like and the possible prioritization of potential sites.
  - Submitted by Metroplex Study Team Lead Art. 48 Ed Hulsey
- **Nation Design and Implementation Rep**
  - The FAA is focused on community outreach before the draft environmental assessment record of decision is released. Essentially they want to make sure that Airports District Office (ADO) and Airports are briefed on a regular basis during procedure development and to find potential "hotspots" before procedure design packages are at 100%. We have worked out when the ADO/Airports will

be briefed for Metroplex both in the study and design phases and are working on when to do these briefings during the 7100.41 process. What we have not figured out is if “hotspots” are identified who and how will the community (Politicians/Public meetings) will be done. Jim Davis (National Airspace Rep) and Ed Hulsey (National Study Team Rep) and I are meeting with Lynn Ray (VP mission support) and her staff on 12/11 to attempt to work this out. Realistically most implementation timelines will slide to right.

- Mr. McKelligan attended a briefing given to Cleveland ADO/Airports by the Metroplex Co-leads, it was the first step in starting community outreach for Cleveland and Detroit project, as well satellite airports. The meeting went well there will be a subsequent meeting in January to identify noise sensitive communities and figure out how we will move forward.
- Mark McKelligan National D&I Rep
- **NATCA National Airspace Rep**
  - Community outreach is still the number one concern for all airspace projects, we continue to meet with Lynn Ray (VP of Mission Support) and other managers to develop a process to address this concern. Most likely, the efforts of additional community outreach will force projects to extend their timeline. A couple of the Metroplex projects have started additional community outreach and the rest will follow shortly.
  - We are on version 9.2 of the NAS NAV Strategy document and will meet with the PARC on December 7<sup>th</sup> to address their issues. The FAA is also trying to find resolutions with the DOD and gain their support for the strategy. The plan is to deliver a finished product at the next NAC meeting in February.
  - We are still working with the FAA and Mitre to help improve the PBN Dashboard. Recently, the 3 NATCA OSG reps took a class on the PBN Dashboard. It is our intention to draft a document to deliver to the FAA and Mitre outlining what we see as problems with the Dashboard and offer suggestions for future improvements, our goal is to deliver NATCA’s issues before the end of January.
  - Submitted by Jim Davis NATCA National Airspace Rep

**RNAV and PERFORMANCE BASED NAVIGATION (PBN):** Dennis Kelly (PHL) is the Article 48 Representative for the criteria work on RNAV and PBN initiatives. Mr. Kelly forwarded the information below for this week’s update.

- **DEN** – They report November RNP-AR count was 1536 approaches, bringing the total since they’ve been conducting the RNP’s to approximately 26,000. Their total drops on days they have IMC because they don’t have the waivers/criteria to conduct EoR to their favorable runway pairs and must sequence with straight-ins during IMC. Their widely spaced runway layout is not conducive to arrivals during IMC. Their fleet mix for RNP capable is 50-50, which is another limiting factor.
- **IAP cancellation initiative** – Some underutilized and redundant VOR and NDB IAPs are finally being removed. Criteria developed was specified in the Federal Register on 6/27/2014 and legacy IAPs that will be cancelled in the 12/10/2015, 02/04/2016, and 3/31/2016 publication cycles were proposed for cancellation in the Federal Register on 4/13/2015, which received no comments in opposition to their cancellation. On 12/10,



57 procedures in 29 states will be removed. On 2/4/2016, 144 and on 3/31/2016, 133 procedures in virtually every state will be removed. A list is available.

- **National Procedure Assessment (NPA) Update** – The operational stakeholders are developing criteria to establish which SIDs and STARs can be removed. Some things considered are: is it an ODP, regularly used, a special, for weather, for noise abatement, shared at other airport, etc. A recommendation was put forth that the FAA should identify ways to improve efficiency and apply automation to expedite the instrument procedure review cycle and the reduction in the overall amount of lines of minima in the NAS to reduce FAA workload and thus, save money. Circling minimum removals will be developed in collaboration with aviation stakeholders. The goal is to retain a minimum number of circling approaches at designated airports to meet current requirements for pilot training, airport access, and resiliency. These circling approaches would be phased out as training requirements are updated and user demand for circling approaches subsides.
- **NSPP** – Upcoming 12/10 procedures to be published for Non-Metroplex:  
SIDs/STARs/RNP: Upcoming 12/10 procedures to be published for Non-Metroplex: CVG 9 RNAV SIDs (top altitude), PWM 2 RNAV SIDs (top altitude) and 2 RNAV STARs, RIC 1 RNAV SID, ROA 3 RNAV SID (9 top altitude), CRW 1 RNP, YTSJ 4 RNAV SIDs, ABQ 2 RNP, AUS 1 RNAV STAR, DFW 1 RNAV SID, SAT 3 RNAV SIDs (top altitude), AFA 3 RNAV STARs and 3 RNAV SIDs, BOI 7 RNAV STARs, BZN 2 RNAV SIDs and RNO 3 RNAV SIDs (top altitude).
- **PARC NAV WG Items** – Being worked are:
  - allowing RNP AR in precipitous terrain
  - RNP to ILS, GLS and LPV
  - RF use as it relates to minimum distance to and FAC and SIDs/STARs,
  - Climb gradients
  - RNP AR minimums
  - RNP values and transitory obstacles.
- **PBN Dashboard** – There was a 3-day meeting was held in Washington, D.C. to inform PBN Co-Leads about the methodology used to calculate metrics in the PBN Observer Dashboard, and to discuss ways to promote use and confidence in the PBN Dashboard. This will be tough as there are many obstacles to include: Who has access, ongoing validation, issue handling, data change notification, ease of use features and display features. Other things being considered are RNP AR usage, Routes airway usage and level off metrics.
- **PBN Strategy for the future**- The latest here is that AFS is talking about DoD aircraft and that they recommend that they be excluded from any rulemaking associated with this strategy due to the many different types of operations they have and where they operate, which is mostly outside of the civil area. They also do not feel that they need to fit into this and will not pay to equip for the RNAV standards anyway. SWA's request to not use both TFs and RFs but just RFs was rejected. The FAA wants to match the procedures to the equipment, right tool for the job.

- New TERPs criteria established will increase the number of airports that qualify for vertically guided approaches, therefore more of these throughout the NAS. PBN usage goals states that success requires that the procedures be used as intended.
- **Runway transitions on Clearances** – This has become an issue in that there are some who are issuing clearances that are not correct or pilots not selecting the enroute transition in the FMS causing pilots to navigate not as planned by ATC. Specifically, you must issue the Enroute Transition including the word “transition” if there is one when assigning a SID verbally or through PDC. If you do not use the word transition, then the pilot may proceed direct to the last waypoint which the transition is named after and bypass part(s) of the procedure. If the pilot doesn’t load the transition correctly, then the same thing can happen. PCT has come up with a refresher PowerPoint briefings on SIDs and their issuance for both ATC and industry, which is a good one if anyone would like to view it.
- **WEB Based Training** - Air Traffic Training Programs; AJI-2321
  - Safety & Technical Training, PBN Group AJV-142 and NATCA have been working on web based training for a PBN\RNAV course and the Climb Via\Descend Via course that will debut in Jan. 2016. Mr. Kelly had a chance to view the content and this should provide some additional information that will reinforce what is already out there now.
- Provided presentations for DEN RNP graph and Fleet mix, IAP removal list, latest PBN Strategy, PCT SID PPTs and the latest VOR MON list.

**TRAFFIC FLOW MANAGEMENT (TFM):** Cliff Keirce (DCC) is the NATCA Article 48 Representative for TFM. Mr. Keirce has provided the information below for his November activities.

- The Traffic Flow Management Deployment Team (TFM DT) met November 17-19 at the FAA Tech Center. Activities during this meeting included:
  - TFMS Release 12 Operational Testing scenario walkthrough. An additional R12 OT session will be held during the week of December 7 at the Tech Center. It will be done concurrently with an end-to-end testing session with ERAM to ensure that the ABRR/PDRR functions are operating properly
  - Met with three members of FAA Headquarters En Route Procedures members to review PDRR/ABRR procedures and gave them a demonstration of the tool.
- Reviewed TFMs Release 13 CBI. Then had some early hands on time with the Release 13 tools/changes.
- Release 13 consists of:
  - SWIM (systemwide information management) TFM Data interfaces.
  - 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. Mr. Keirce has asked that a tower/tracon TMC attend one of our upcoming meetings so that we can get their input on this tool.
  - Additional reports that can be generated from the list reports tool or command line.

- NTML advisories. Gives NTML users more flexibility in choosing which types of advisories they can subscribe to.
- TFMS messaging. This is a new email system to be used for sending messages through the TFMS system.
- 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.
- OIS Summary Page enhancements.
- Reviewed changes to the ABRR/PDRR tool that were recommended by the team. Also had hands on time with the tool.
- Completed the TFMS Release 13 Safety Panel.
- Release 12's operational date is now scheduled for January 29 or 30.
- The next TFM DT meeting is scheduled for December 8-10 at the FAA Tech Center.

**VOR MINIMUM OPERATING NETWORK (MON):** John Vogelsang (P31) is the VOR MON Article 48 Representative. His report is below.

- The project is attempting to move forward with 7 VORs scheduled for discontinuance in 2016. They are:
  - PLB
  - PNN
  - AOH
  - BUA
  - EDS
  - SYO
  - BTL
- These were all VORs that have either been off the air for years or had no procedures attached to them. The low hanging fruit. A waterfall has been established for FY 17 & 18 and these are going to be significantly more difficult as some of these have many procedures and airways attached to them and it's still not clear how these are going to be mitigated. The program will have another meeting in February with representatives of the Metroplex and PBN teams to further discuss the procedures that will be needed to safely bring these nav aids off line.
  - FY 17:
    - FKN
    - MXW
    - ABB
    - JKS
    - PXT
    - STE
    - DDD
    - ENW
    - HRK
    - HUW
    - HZL
    - DKK
  - FY 18:

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- RNL

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