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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending January 1, 2016

AIRSPACE: Jim Davis (PCT) is the Article 48 Representative leading NATCA on all National Airspace initiatives. Below are the reports from various airspace team leads for this week.

- **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. We are working with the east coast centers in notional development and joining of “Q” routes.
 - We met with ZDC, ZBW, and ZNY at ZNY Dec. 7-11 to kick off the notional design of “Q” route and planning for removal of Jet routes. All 3 facilities participated and great progress was made. We are all on the same page. The BAR was finished and submitted through the proper channels.
 - **Upcoming Activities**
 - January 5th at ZBW to review facility specific needs and removal of Jet routes.
 - January 7th at ZNY to review facility specific needs and removal of Jet routes.
 - January 14th ZDC to review facility specific needs and removal of Jet routes.
 - January 20-21 we will meet with the South Florida Metroplex group at the ARTSCC to evaluate where the development from the northeast will join up the Q-routes developed from ZSU, ZMA, and ZJX.
 - January 26-27 ZDC/ZNY to join North/South “Q” routes.
 - Full Working Group (FWG) meeting and briefing to Industry and users will be scheduled for early March.
 - Submitted by Jorge Rivera Article 48 Rep National Route Structure Program/ ACRP Co-lead
- **Washington DC Metroplex**
 - Under the Post Implementation process, the DC Metroplex had several procedural amendments implemented on December 10, 2015 concerning STARS and SIDS affecting Washington National Airport (CAPSS & DEALE STARS), Baltimore Washington International Airport RAVNN, MIIDY RNAV & RIPKN STARS), Richmond International Airport (SPISY, DUCXS, & POWTN STARS), and Joint Base Andrews (VUDOO & SPISY STARS). These tweaks included some lateral and vertical adjustments and we have not received any issues based on these amendments. Also, the TROYZ

RNAV STAR was canceled for Baltimore Washington International Airport as it was replaced on October 15, 2015.

- The DC Metroplex team has been working on the required documents concerning the procedural amendments for the February 4, 2016 publication cycle, which are Letter of Agreements, Standard Operating Procedures, Automation (ERAM/ARTS), Video Maps, NFDC Routes, Coded Departure Routes, and SWAP Routes. These amendments include lateral and vertical changes for STARS and SIDS at Washington Dulles International Airport (CAVLR STAR and WOOLY SID), Manassas Regional Airport (TRSTN STAR), Baltimore Washington International Airport (CONLE, TERPZ, & FIXET RNAV SIDS), and Richmond International Airport (KALLI RNAV & COLIN SID). Additionally, the team is also working on the procedural amendments for our last Post Implementation date of March 31, 2016, however there have been some issues from Aeronautical Information Service, but we have been working with them to ensure the procedures follow the proper process and sent to Flight Inspections by February 2, 2016 in order to make the NFDC charting deadline.
- We are preparing the final Power Point briefing concerning the Metropolitan Washington Airport Authority (MWAA) for the Post Implementation amendments affecting the Washington Dulles International Airport. This briefing will provide MWAA with the required information to understand and handle any noise reports from surrounding communities based on the procedural amendments from the publications starting on August 20, 2015 running through March 31, 2016. We don't anticipate any noise reports will result from these amendments as the FAA's Noise analysis reported no significant noise increases or decreases for the airport. Also, we are preparing the close out Power Point briefing, in which we will brief Potomac TRACON and Washington Air Route Traffic Control Center on all the changes we have made from August 2011 through March 31, 2016. The report will show old and new procedures, results of those changes, and the benefits received for both controllers and pilots. At this time, a date has not been selected, but it will occur prior to our last Post Implementation date of March 31, 2016.
- Submitted by Bennie Hutto Article 48 Rep, DC Metroplex
- **Phoenix Metroplex Update**
 - The Phoenix Metroplex has been placed on hold awaiting further determination of if or when the project will be restarted. The local Farce's and ATM's are still waiting a briefing from headquarters on the official status of the project. Prior to being paused, the team was able to create

very accurate documentation to allow for a smother transition if the project is restarted.

- Florida Metroplex Outreach Update - 01/02/16
- The Florida Metroplex Core Team, Outreach Team, National Metroplex Leads, Regional Admiration, and Orlando Airports District Office meet to game plan the initial steps of the outreach effort. It was determined that the Florida Airports Council would be meet with to see of they would serve as an initial liaison to the affected airports. This meeting will take place in January with the outreach to begin shortly after.
- Mark Ostronic Phoenix Metroplex NATCA Lead and Florida Metroplex Outreach NATCA Lead
- **Denver Metroplex Design & Implementation**
 - The Denver Metroplex Team continued SID Design in December. STAR work was also refined and just about completed. We have passed our 50% Design milestone and are quickly approaching our 75% date (1-15-2016). The Team is on schedule and continues to make progress at each meeting. Outreach meetings were held this month with our satellite airport officials to give them our 50% design briefing. We obtained a lot of good feedback from them and obtained contact information from each official in attendance as to which city officials or government entity should be briefed as we move forward. Mark Phipps (FAA Co-Lead) and I accompanied a group from the ZDV Metroplex Team to Salt Lake ARTCC (ZLC) to begin negotiations on the new STARs that were designed in the Northeast corner at ZDV. There was a drastic change as to how ZLC will deliver arrivals to ZDV and we felt it was necessary to begin that outreach early. Overall that meeting went well but may require a follow-up meeting at some point to finalize agreements.
 - Mark Phipps (FAA Co-Lead) and I spent a few days this month working with United Airlines in Houston. We were able to begin SIM work on our proposed SID designs and also were able to run a couple of the STARs in the B738 simulator. All of our procedures that were tested worked and most showed improvements to their current procedures. A few level offs were discovered on the STARs and that information will be taken back to the team. Mark and I plan to return to Houston as soon as United can schedule more SIM time to continue this work.
 - One issue was brought to our attention this month from Denver ARTCC (ZDV) TMU. They have recently replaced their SMEs on our project and concerns over the agreed “zipper feed” from ZDV to DO1 have come up. We continue to work this issue and a meeting with the D&I Leads, ZDV POCs, and SMEs is scheduled to take place in January. This could potentially be a very big issue if the facility can’t come to an agreement. I will brief this

issue in more detail next month after our scheduled meeting so that I can better represent the outstanding issues.

- This updated represents the work and status of the Denver Metroplex D&I for the month of December 2015.
- Submitted by Chris Thomas Article 48 Co-Lead Denver D&I
- **Charlotte Metroplex**
 - The Charlotte Metroplex Project continues to work post-implementation issues and prepare for the 2016 implementations. The team worked at Atlanta Center, Eastern Service Center (ESC), and home facilities and via Goto Meeting. December was a relatively slow month as several members of the team were on vacation late in the month to avoid losing leave.
 - We spent time with the Atlanta Center Traffic Management Unit (TMU) and Human Solutions Inc. (HSI) preparing them for the 2016 changes. TMU had felt it was slow to get information for our first implementation so we decided to work directly with them thus eliminating confusion. HSI and TMU were pleased with the level of detail provided.
 - Environmental issues continue to be a hot item and we met with personnel from the ESC to provide detailed information on changes made during post-implementation and minor changes, based on lessons learned, to the future procedures. The team produced documents outlining all changes and we will work with our environmental specialist as issues arise.
 - The team worked several issues with CLT, ZTL and ZDC. The CLT FACREP requested to meet with us about concerns on the northwest corner of CLT and that meeting will occur the first week of January. We handled a myriad of routine tasks such as updating targets files, design packages, schedules, task trackers and participated in various telcons.
 - Bob Szymkiewicz CLT Metroplex Article 48 lead
- **Atlanta Metroplex**
 - The Atlanta Metroplex project has been working toward our next implementation on 2/4/16. We will be publishing 18 new ATL SIDs that will be NOTAMd 'ATC Assigned Only' until 4/12/16. Most of the SIDs mirror what the current SIDs are for the first 20 miles, the biggest benefit for the new SIDs are balancing the East and North gates. This will hopefully make one of the most efficient airports in the NAS even more efficient.
 - On 12/7/15 we briefed our project to the CNS Taskforce and everyone was very accepting. The biggest discussion was regarding RNP SID capability.
 - Our latest STAR procedure database is currently being completed and once completed we will give the DataPack to Delta and Southwest Airlines. The new ATL STARs aren't going in effect until 11/15/16, but we are giving the airlines one last time to voice any possible concerns before turning everything over to Publication. The airlines will have 30 days to test the

procedures in there Simulators and then we will have 30 days to make any modifications that will be needed for Fly-ability.

- Joey Tinsley ATL Metroplex Article 48
- **NorCal Metroplex Update**
 - The final scheduled amendments for the NorCal Metroplex project were successfully implemented on Thu, Dec 10th. Limited team activity has occurred during the month due to holiday staffing and leave.
 - The NorCal Metroplex Co-Leads will continue the project close out planning with the appropriate NATCA, FAA and MITRE personnel. All procedural and airspace changes and impacts, along with any outstanding desired changes from the SMEs, will be catalogued and provided to the facilities, as appropriate. Final analysis of changes will be provided to the facilities upon receipt: timeframe late Feb - Mar 2016.
 - Upcoming Travel / Activities: ongoing weekly NorCal Team Telcons to resume Jan 6; Jan 25-29: Quarterly Staff Meeting (San Diego); 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
- **Southern California Metroplex**
 - The SoCal Metroplex Core Team was at SCT the week of Dec 14th, but due to the possible government shutdown was required to end the week early.
 - The team has taken the holidays off and will resume the first week of January. Your SoCal Team wishes you and you're families a safe and Happy Holiday and best wishes for 2016.
 - Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex
- **Cleveland/Detroit Metroplex Design & Implementation**
 - The project is still in the evaluation stage. We conducted an outreach meeting with the Airport leaders from Detroit. The proposed alternative design from the team was presented to the authority and noise concerns around the airport was discussed. There was also discussion of the Willow Run airport that is close to the Triple finals at DTW. A cargo fleet based there would not be able to fly any offset RNAV approaches. The approach at YIP and the offset ILS at DTW would create a delay at one of the airports. The offset ILS critical area issue is still not resolved at DTW on 22R. The Agency is trying to determine what the long time problems are and ways to resolve it.
 - Delta Airlines has run some simulations on the DTW procedures with some early results. Some of the SIDs are not compatible with Heavy aircraft. This has been a known issue with the expectation that heavies will not be issued a climb via. Delta wants this in writing so their pilots of heavies will not be violated if unable to meet the altitude restrictions which may not be

readily know in the FMS. We explained that it may be an unreal expectation to blanket wavier something, but we could share LOAs or SOPs on the handling of certain aircraft. Early results on STARs show only a couple of descent issues in certain aircraft. This data will be review by the group.

- Submitted by Don Ossinger CLE/DTW Article 48 D&I Lead
- **Florida Metroplex**
 - Florida Metroplex was given new guidance from the program office to include in our schedule outreach briefings, on the status of Florida Metroplex, to the Regional Directors, ADO's, and then Airport operators and owners. In light of this new guidance we are adjusting our planned scheduled in order to accomplish our mandate.
 - A meeting was held in the third week of December with the Regional Administrator, Orlando ADO, Metroplex program office, ESA OSG, and the Florida Metroplex leads. The purpose of the meeting was to discuss our new guidance and how to start moving forward in the briefing process with the large number of airport contained within the Florida Metroplex scope.
 - The Central group of the Florida Metroplex completed the evaluation of the proposed procedure, airspace, and routes. Also evaluated were changes and adjustments to current routes and procedures. The HITL simulation was completed at MITRE. The week following the HITL the teams met to discuss any type of adjustments that may need to be following the HITL. We were unable to complete the meeting due to the CR and everyone was ordered to return home.
 - Other facilities continue to work on ISIM simulation scenarios.
 - Submitted by Greg Harris, Florida Metroplex NATCA ART 48 Rep
- **Eastern PBN**
 - During this reporting period we attended an Atlantic Coast Route Project (ACRP) meeting at ZNY. This project is developing Q-routes through ZBW, ZNY and ZDC to join the routes being developed by the Florida Metroplex. The size of this project necessitated the addition of Leads for the project. Jorge Rivera (NATCA) and Ray Spickler (FAA) are the Co-Leads, Rob Mason and I will assist as necessary. We also participated in a telcon to establish Co-Leads for the LAZIR-B project, which is intended to amend nine SIDs off of DCA, as part of Lynn Ray's test case for the Environmental Outreach Policy. Bennie Hutto (NATCA) and John Belk (FAA) will be the Co-Leads for the LAZIR-B. The scope and visibility require special attention and focus of individual leads. Another special project we are working is Bermuda (TXKF). This project is an International commitment by the FAA for two RNAV STARs and two RNAV SIDS in ZNY to feed TXKF. We took

advantage of the ACRP meeting to meet with the ZNY POCs for the TKXF project.

- We turned the BOS STARs over to AJV-5 the first week in December and are now moving forward with LOAs, SOPs, training and publication. It is early in development but AJV-5 made changes to the procedure without approve. We have not dealt with this because of the Holiday's but will have it corrected next week. SDF STARs will be delivered to the FPT next week and will continue to work pre-publication issues. RDU RNP project is on hold because of possible airspace changes and amendments to all the STARs because of criteria issues.
- During the next few weeks we will form Work Groups (WG) for nine SIDs at MEM, STARs/SIDs/RNPs at CVG, STAR/SID at TEB and RNPs at ORF and BDL. We are working decommissioning projects for DKK (T-routes), PLB (T-routes), CMK (T-routes), and PXT (STARs, T-routes). The ZID Q-route WG should finalize the designs before the next update.
- Bill Wise, ESA PBN Rep
- **Metroplex Study Team Lead**
 - 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. Also, for the first time in the Metroplex study team process, we established direct communication with the local airport authority and the Airport District Office to discuss potential noise sensitive areas and environmental hot spots. 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. We are also in the process of defining the way forward for projects that are currently underway.
 - 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. In

addition, PBN is also looking at ways to coordinate with the VOR MON program and continue to help improve the PBN Dashboard.

- Submitted by Metroplex Study Team Lead Art. 48 Ed Hulsey
- **NATCA National Airspace Rep**
 - I was on leave much of December for the holidays. We still have many unanswered questions surrounding community outreach but we continue to work with the agency to provide guidance for the various airspace teams.
 - Ed Hulsey has been made our POC for the PBN Dashboard. We will be providing written input to the agency with our current issues and recommended suggestion for the PBN Dashboard before the end of January.
 - The NAS NAV Strategy document is still being worked and the next submission will be at the RTCA NAC in February.
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Dennis Kelly (PHL) is the NATCA Article 48 Representative for criteria work on RNAV and PBN initiatives. Below is Mr. Kelly's report for the membership.

- **Aeronautical Charting Forum (ACF)** - There are a couple of relevant items of the 11 open items from this forum. One is the publishing of vertical descent angles on approach plates, which is being eliminated as it does not always provide protection to pilots during a visual phase for obstacles that penetrate the safe area along the approach. Some had been using the angle to the runway. The angle will still be in the database but not on the chart. A secondary way of handling this problem is by a new policy that AFS wants to institute, which is criteria/language that encourages vertical guidance to the maximum extent possible; adding that if the procedure cannot be developed with vertical guidance, it may not be developed. The objective is to make VDA mandatory and possibly moving towards removing LP approaches. The FAA wants to provide vertical guidance wherever it can. This concept will not happen overnight. Another topic of discussion was how to organize all the equipment requirements that are spread out in notes for PBN approaches. One box may make more sense to be able to see what is necessary in order to shoot an approach or certain portions of an approach.
- **ATL/A30** - There have been a total of 35 ZELAN SID Departures since August 1, 2015. This is the only RNP SID in the country, very precise. Flight trials will continue until sufficient data is logged. AFS-420 has been asked if the ZELAN SID can be amended to a public procedure with a waiver so as to increase usage of the SID. The team members are awaiting response on this inquiry. The parties have agreed to delay publication of the ZELAN THREE SID until March 31, 2016, pending concurrence from AFS-420.
- **Community Involvement Memo** - AJV-O Mission Support Services has come with guidance to support and improve community involvement during projects

that require creation or modification of IFPs, regardless of the level of NEPA review and public involvement required for those projects. This is about noise. The guiding principles include notification, contacts, transparency, collaboration, communication documentation, record keeping and legal activities. This will probably slow a lot of projects down.

- **National Procedure Assessment (NPA) Update** - Criteria is being developed to determine how a SID/STAR can be considered to be used or not. These include: Is it an ODP, Is it used by the military, has it been filed in the last year and how many times, is it used even if you can't file for it, is it the only procedure at the airport, is it a special event procedure, is it a weather procedure, is it a noise abatement procedure, is it a shared procedure between airports. A lot of these factors can go into whether a procedure is a candidate for removal or to stay. It should be noted that the FAA IAP policy is that one existing ground-based Instrument Approach Procedure (IAP) procedure will remain at each airport. The criteria adopted ensures that an airport does not lose IAP capability to any runway that already has a published IAP and that at least one RNAV IAP and one ground based IAP will remain published at airports that already have them.
- **NSPP** - Metroplex Procedures: NoTex has 29 procedures for ADS, DAL, DFW and AFW and DC has 9 at HEF and DCA that are late to late to flight check due to coding, endangering their 3/31/16 publication dates. Production on Non-Metroplex RNAV SIDs/STARs and RNP's has dropped: SIDs/STARs - 91 Scheduled, 8 published, 85 remaining. RNP's - 6 scheduled, 2 published, 4 remaining.
- **PBN ATIS Initiative** - They compared data from last year to this year and the computer algorithm detection of constant-radius arc-to-fix (RF) legs on RNP approach procedures to determine usage. In DCA the path similarity of RNP (Z) RW19 and RIVER Visual make computer detection by conformance, alone, unreliable. A combination of path conformance, aircraft type, and ATC scratchpad field entries was used to assess usage. All six airports are advertising the availability of RNP approaches but the precise phraseology used varies from site to site. ABQ showed a slight increase (1.32%) in use despite a drop in traffic (4%). BNA showed a drop in RNP usage (1.09%) and a drop in traffic (6%). DCA showed an increase (2.12%) with a drop in traffic (5%). ELP showed no change with a drop in traffic (8%). PDX showed no change with a drop in traffic (12%). RIC showed no change with a drop in traffic (1%). The results vary across sites. Most sites showed an increase, some significant, while one had a noticeable decrease. There are many factors that may have influenced results, short data collection time period, runway configuration, meteorological conditions, controller preference, flight crew preference and variations in ATIS timing/phraseology. The Next Steps are to obtain direct feedback from sites involved in initiative and continue to collect data through full initiative period (Jan 2016). An important question is what amount of % increase constitutes success and probably can't be determined until more data is collected and also at busier facilities.
 - Mr. Kelly checked with the various facilities on how it is going and most felt that there wasn't much change in operations or increase in workload

other than PCT, which said that RIC didn't like to mix and match RNP with ILS when busy and P80 felt that using RNP reduced workload except for when they were on parallel ops.

- Mr. Kelly's survey was answered by PCT (RIC and DCA) BNA, PDX and P80.
- **PBN Dashboard** - Latest Stats: SIDs, Conv. 478 and RNAV 463. STARs, Conv. 303 and RNAV 353. RNP, 377. Airways, V 602, J 229, 20, Q 123 and T 61. The dashboard started development in 2012 and was released in 2013 but has been suffering validation issues since, specifically showing actual use of procedures, which has shown hard to track with the tools they are using. This is important to get right because understanding procedure use provides insight into adoption of new capabilities and/or transition from legacy capabilities. There are many data sources such as radar trajectories on the surface; NOP in tracons and centers, the flight plans themselves, procedures and runways. These all are variable and include enroute amendment of flight plans, errors, aircraft performance, fusing of data, radar accuracies, etc., which make measuring use very difficult. Information on the dashboard includes: Operations count, Operations by type/carrier, Equipage, Procedures, Runway Configuration, Runway usage, Level-off metrics and Procedure usage. The reason we need to make sure this information is accurate and validated is that it will be used to determine what procedures can be eliminated and as important, which ones can be developed as the FAA orders determine this through their processes at Metroplex and single site projects.
- **PCPSI** - There has been discussion with this group about changing a runway transition prior to the runway transition point. It was briefed about trying to insert language into the various regulations that would allow controllers or the pilots to request to fly a particular runway transition if the aircraft was inside the 10 mile cut-off as currently written. Some airlines have no issue accepting a change regarding runway transitions while others spoke against it and believe we are opening up a bigger issue. There was a discussion about the need to ensure that better training was provided to both controllers and pilots, but also advised that controllers have no issue vectoring aircraft, however our intent was to minimize the need to vector and allow aircraft to utilize the FMS by requesting the language change. SWA said that its not a training issue, but a safety issue as all FMS's are not created equal. Although they indicated they could make the required changes and accept to fly a new runway transition that was not the case with all pilots. We believe if SWA can do it, then it can be taught and therefore is a training issue. There was discussion that this is something that would be beneficial to get back on a procedure instead of having to fly vectors for 20, 30 or sometimes 60 miles. At the end of the telcon, it was agreed that more data was needed before proceeding forward and the airlines would take the information back and conduct flight simulations focusing on making changes instead the 10 mile cut-off to see the impacts. One suggestion from our side is about the need to refine the various FMS that would allow runway transitions to be defined as waypoint names like enroute transitions instead of using runway numbers. This change would allow a runway change to occur at any time, but it could take years for this to occur as ARINC computer coding would be affected,

but the overall benefits would have us moving in the right direction concerning NextGen technology instead of playing catch up. Not sure where it will go, but we wanted to get it on record.

- **VOR MON** - An issue on how and when SRM's have been performed in this program has come up. There was a national SRM done on the program itself and a requirement that one be done on each individual removal. If this is something that isn't happening, keep in mind it should.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the DC-Based Article 48 Representative for UAS. Mr. Weidner is assisted by Jeff Richards (ZAU). Below is the UAS report for this week.

- **Hobbyist Notification Requirement**
 - Over the past few months, James Keith (NATCA Article 48 Rep - AJV?) and Mr. Weidner have been participating in work group activities regarding the UAS notification requirement in Section 336 of the current FAA bill. The Section 336 language is below.
 - Many of these discussions have been about longer term solutions to satisfy the notification requirement. So to satisfy this requirement in the short term, the agency distributed a checklist and a guidance memo to the field facilities. NATCA has requested an Article 7 briefing on this guidance.
 - Notice in the Section 336 language that hobbyists are NOT required to ask for permission to operate within 5 miles of the airport, but to simply notify the tower. However, the memo does advise ATC that they can deny the operation if the proposed operation will pose a threat to manned traffic. Otherwise, the tower is simply supposed to advise the caller that they have met their requirement to notify.
- **SEC. 336. SPECIAL RULE FOR MODEL AIRCRAFT**
 - *In General.--Notwithstanding any other provision of law relating to the incorporation of unmanned aircraft systems into Federal Aviation Administration plans and policies, including this subtitle, the Administrator of the Federal Aviation Administration may not promulgate any rule or regulation regarding a model aircraft, or an aircraft being developed as a model aircraft, if-*
 - *(5) when flown within 5 miles of an airport, the operator of the aircraft provides the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport) with prior notice of the operation (model aircraft operators flying from a permanent location within 5 miles of an airport should establish a mutually-agreed upon operating procedure with the airport operator and the airport air traffic control tower (when an air traffic facility is located at the airport)).*
- **National Global Hawk Certificate of Authorization (COA)**
 - The agency is working to replace the current national Global Hawk COA with an updated version. Mr. Weidner has been working with the affected facilities to ensure that NATCA's concerns are addressed in this effort. There are significant concerns with the Global Hawk platform surrounding lost link notification and procedures. A procedure needs to be

developed that will notify controllers of a lost link in a timely manner, and then give controllers time to respond, prior to the Global Hawk executing its lost link maneuver.

- **Air National Guard (ANG) UAS Operations at Syracuse (SYR) and Fargo (FAR)**
 - The NY ANG currently flies their UAS remotely from Ft. Drum, and they would like to move their operations from Ft. Drum to the SYR airport. A few weeks ago, they took another step toward that effort. The ANG flew a UAS into SYR and then a few days later, held a press event and flew the UAS in the pattern for about 15 minutes.
 - A permanent move to SYR will be the first sustained UAS operations from a civilian, FAA controlled airport in the country. The North Dakota ANG is proposing to make a similar move later this year, moving their UAS operation from Grand Forks to FAR. The SYR and the FAR operations will be precedent setting for future UAS operations at civilian airports, so it is important that the policies and procedures put in place at SYR and FAR are solid. NATCA has requested a joint workgroup with the FAA to review the proposed operations and help these facilities craft the basis for their respective Letters of Agreement with their ANG units. The results of this work group will also form the basis for an SMS panel.



Dale Wright
Director, Safety and Technology