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SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending March 25, 2016

AIRSPACE: Jim Davis (PCT) is the National Airspace Representative for NATCA. Below are reports from the various airspace team leads and Mr. Davis.

- **Charlotte Metroplex**

- The Charlotte Metroplex Project continues to work post-implementation issues and prepare for the March, May and July 2016 implementations. The team worked at Atlanta Center (ZTL), Eastern Service Center (ESC), and Charlotte TRACON.
- The team continues to work on dozens of issues as implementations approach. All facilities are on schedule for the March 31 and May 26 chart dates. The POCs at all facilities continue to do the work at the local level and we work with the Plans & Procedures and Training departments as needed.
- Last week we received the required Environmental Categorical Exclusions (CATEX) for several post-implementation procedures and for a May implementation procedure. The Eastern Service Center and FAA Headquarters environmental personnel were instrumental in getting this done in a timely manner. The Team worked with both groups to avoid delays and we appreciate their hard work to finish this and help us to avoid delays.
- ADARs are still a concern and we are reaching out to facilities around the country to better understand the functionality. The Leads are convening a meeting to work with the facilities on a possible solution that will give all parties what they need, but does not dictate how they do their adaptation. That meeting will occur on April 4th. We are meeting with the ZTL FACREP and Manager on March 29th to discuss the issue and are attempting to TELCON with the ZDC counterparts. We are prepared to make a decision using the OAPM MOU, but remain hopeful that the facilities can still reach an agreement.
- The issue with the CLT SIDs on the south operation seems to be solved. The facility continues to monitor the situation and the Deputy Aviation Director indicated his data shows that CLT is now in compliance with the noise abatement procedure. CLT has decided against making amendments to the SIDs as these now seem to be functioning as envisioned.
- We've met with the FACREP and Manager at ZTL to discuss all aspects of the project. We communicate with our POCs on a near daily basis. The project is moving forward and all POCs at all facilities are helping to keep us on track.
- Submitted by Bob Szymkiewicz (CLT), CLT Metroplex Co-Lead

- **CSA PBN**

- The first week of March brought with it the Airspace Services Summit. This was a very informative meeting which gave guidance and future expectations for Community Engagement and how PBN development relates to most of the other National Initiatives. It created more questions than it answered, but at this point that is a good thing. We should do something similar on an 8-10 month schedule. Once a year isn't enough, but we are all too busy to meet even twice a year.
 - There is also quite a bit of concern over the amount of work being taken on by each set of Co-Leads. Mr. Luna has worked the busiest times of a Metroplex Implementation and he never has been as work loaded as he am now. We are adding staffing on the FAA side with contractors and additional FAA personnel, so this should improve once they are up to speed.
 - Mr. Luna is not certain that more NATCA help is necessary at this point. We need other skillsets for scheduling, record keeping, and preparation for community engagement. The administrative needs far outweigh the need for technical or LR expertise. The PBN NATCA Reps are discussing this regularly and have a good handle on it.
 - **Please Note:** Continued review and support of ERAM ER136427 (Proper ERAM SID Functionality) is requested. Sabu Varghese, ZFW NATCA Automation Rep is working and keeping affected facilities updated. Currently, it has been shelved by the NUT (National User Team) but we are hoping for attention to it soon.
- The 2nd week of March was at the RO and a one-day meeting with the Joint Analysis Team (JAT) which is a sub-team of the RTCA. We also held Telcons for KMSP and whether waivers were necessary for several RNP applications. We also had to work to preserve necessary chart notes for ZFW and KOKC procedures. Some in FAA and Industry are driving agendas to "Standardize" Chart notes to only a few options. Notes need to be clear and not relay control information...but they also need to be flexible enough for site specific application. Luckily, AFS is on our side and have no interest in writing criteria or guidance for Chart Notes.
- During the 3rd week of February, we attended the TetraTech All-Hands Meetings in DC. This was the first time we got to see their corporate environment and many of the topics from the Summit rolled over into these meetings. We (NATCA) need to work closely with AJV-14 to rewrite Task Order 18 to ensure we get what we need from contract support. We spend at least half of our time in Central working issues with the contractor team and that time simply can't be replaced. We performed follow-up tasks for the KAUS Meetings and prep meetings for KSAT the last week of March.

- This last week of February was spent at the RO working on a number of items. We are preparing for another North Texas Meeting in early April to see what will be worked in the 7100.41 process.
 - Records for KAUS were reviewed, and several KSAT pre-meetings were held to discuss how Central will begin ensuring a higher level of community engagement. This is an ongoing effort, and a future meeting is planned with our Environmental Team and other Central OSG Leadership to formulate our action plan.
 - We also were in contact with KOKC & ZFW to finalize the notes that were being questioned. Alternate language was developed and has been sent to AJV-14 so they can work it through AJV-8 and confidence is high that ZFW will get what they need.
- Submitted by CSA PBN NATCA Art. 48, Brent Luna
- **Cleveland/Detroit Metroplex Design & Implementation**
 - Attended the Airspace Services Summit at MITRE and a chance to talk about the airspace issues that face not only Metroplex but other projects. It was interesting how an airline view is so much different from the core vision.
 - Meet with the Regional administrator of Great Lakes and his staff to lay the ground work for a plan for CLE/DTW Metroplex Public Outreach activities to proceed. Coordination with Headquarters has been started but, answers have been slow to come back in a consistent manner or definable path to proceed.
 - The Facility POC's along with the core team and Airline representatives have met to review and resolve issues identified in the evaluation process. Some procedures were modified and this will allow for the final TARGETs database. Results of these meetings are that a final proposed alternative plan and associated GE navigational database will be completed by March 31. This database will be shared with all airline and others that have interacted with the project.
 - Core Team meet in the Service area office in Texas to coordinate timetables for flight procedures work, required staff studies for airspace re-alignment, Canadian Coordination, military coordination and the completion of SMS work for the airspace portion of the project.
 - Report submitted by Don Ossinger CLE/DTW Article 48 D & I liaison
- **Eastern Service Area (ESA) PBN Report 20160328**
 - The first week in March all PBN Co-Leads participated in the Airspace Summit at MITRE in Mclean Va.
 - The second week Mr. Wise participated in the PCPSI, Boeing FMS Runway Change Task Group. The group ran simulations at the United Training Center at IAH. This is related to STARs with multiple runway transitions, 7110.65 phraseology and human factors/training issues with FMS functionality. The simulations were designed to look at issues related to the runway assignment and/or changing runways, after the current standard

of, 10mn prior to the runway transition waypoint. We ran scenarios from ATL, CLT, SEA and DEN. There did not appear to be issues with the functionality of the FMS when changing or assigning the runway after the runway transition waypoint, the issue was "time" for pilots to complete all tasks needed to brief and configure the aircraft to land. A concern was that not all airlines were present and there may be variations in the way airlines train the programming of the FMSs.

- Mr. Wise participated in the TARGETS High Level Design Review for the version 5.1 set to be released this summer. This is the largest and most significant change to TARGETS to date. It was announced at the Airspace Summit that TARGETS will be AJV-5's new development tool and IDPS AJV-5 current tool, will no longer be supported they will be heavily involved with the development of TARGETS moving forward.
- Week Three was back in DC at the NAVTEC PBN All Hands Meeting. We were briefed on the status of the VORMON, PBN RS CONOPS, PTT the AJV-14 tracking tool, AFS Criteria change process, DataComm, and Environmental Outreach policy.
- The Fourth week was spent in MEM designing nine SIDs and one STAR. The three facilities MEM, ZME and M03 came prepared along with FedEx and we finished the design work along with initial environmental discussions with the Airport Authority in one day.
- A Core work group meeting was held with ORF to discuss airspace issues prior to a kickoff meeting to redesign the RNP.
- The Kickoff meeting for the BDL RNP redesign was postponed.
- This week Mr. Wise travel to FTW for the rewrite of the 8260.43 and have a JAX approach STAR redesign meeting.
- Submitted by Bill Wise, ESA PBN Rep
- **ATL Metroplex**
 - The Atlanta Metroplex project has been working toward our SID implementation on 4/12/16 along completing work on the STARs prior to turn in to the Flight Procedures Team.
 - We have worked an issue regarding the ATL SID implementation for 4/12/16. We have had an implementation plan in place since March 2015 and have shown ZDC making CLT Metroplex airspace changes on 3/31/16, then the new ATL SIDs being implemented on 4/12/16. The airspace must be in place for the ATL SIDs to work when they fly through ZDC. In order to mitigate the concerns from ZDC, the CLT and ATL Metroplex teams have agreed to provide additional Overtime to ZDC from 3/31-4/11. The ZTL and ZDC TMOs have also been tasked with any necessary Mile-In-Trail and altitude restrictions during this time.
 - There is still a minor issue regarding LOA interpretation between ZDC and ZTL regarding the new ATL SIDs and the Q-Routes that these aircraft will join. The ZDC/ZTL LOA for 4/12/16 has been signed by both facilities, but they both still disagree on the interpretation of if all aircraft should be on a

Q-Route, or if only the aircraft on East Coast Routes should be on Q-Routes. Currently the LOA has specific routings to specific East Coast Airports and that is how ZTL delivers a/c to ZDC, both facilities agreed to the new East Coast Routings that use these Q-Routes. The disagreement in routing is mostly to smaller airports served by the General Aviation Community. We haven't worked a lot with the General Aviation Community about this because it didn't come up until recently. We will brief this at our Industry Outreach Briefing on 3/30/16 where General Aviation will have representatives from both the NBAA and GBAA. We expect the General Aviation Community will want to fly the Q-routes because they provide more flexibility over the existing J-Routes.

- The team has turned in all the ATL STARs to the Flight Procedures Team to get them ready for the 9/15/16 publication and 11/15/16 implementation. After Delta and Southwest recently flew the STARs an issue came up with some of the altitude windows above FL290 with the 737s. Delta, Southwest and ZTL all agreed to remove these windows above FL290.
- Joey Tinsley ATL Metroplex Article 48
- **Florida Metroplex**
 - We, Florida Metroplex, continued to work the southern part of the project. Miami Approach, Miami Center and Palm Beach Approach continued to work the challenges of the complex airspace of south Florida. The central group worked on design packages that have been almost been completed. Florida Metroplex also held a conjoined meeting at Miami center with ACRP.
 - The leads attended the Airspace Services summit at Mitre in Virginia. The meeting consisted of FAA officials, all Metroplex leads and all Industry Personnel involved in Metroplex.
 - Mr. Harris attended CFS and then a Metroplex planning meeting in Washington DC.
 - Submitted by Greg Harris, Florida Metroplex NATCA Art 48 rep
- **NorCal Metroplex**
 - The NorCal Metroplex project was closed on March 8, 2016. The meeting took place at the Sierra Pacific District Office in Oakland and was facilitated by Acting Metroplex Program Manager George Peurifoy. Represented at the meeting: The NorCal Core Team, ZOA, NCT, Industry, the Western Service Area PBN team, MITRE and CSSI.
 - All documentation related to the project was provided to ZOA and NCT. Final analysis results will be compiled in the next few months and provided to the facilities upon completion.
 - Many thanks go out to the NATCA members that put in countless hours and effort from the start of the project in 2011 until present- Study Team through Post-Implementation. While work with the airspace and procedures in Northern California continues, the appreciation for their efforts cannot be understated.

- Submitted by Amanda Hodge Article 48 Rep, NorCal Metroplex
- **Washington DC Metroplex**
 - The lack of understanding regarding “Climb Via” phraseology by the airlines continues to be an issue at Baltimore Washington Thurgood Washington International Airport (KBWI). Since the revised TERPZ6 and CONLE3 RNAV SIDS was implemented on February 4, 2016, numerous pilots receive an initial clearance of “Climb Via, except maintain 4000” by Baltimore Tower and on initial contact with Potomac TRACON if traffic is not an issue, they receive “Climb Via TERPZ6, or Climb Via CONLE3”. Most pilots question the clearance and those who don’t just level at 4000, therefore requiring Potomac TRACON to intervene to question what the aircraft are doing. We have been in contact with ATSAP and have a teleconference with ATSAP and CISP on March 29, 2016, which will hopefully bring some help to mitigate the problems we are observing.
 - The team has been preparing for the last set of “Post Implementation” procedures, which is scheduled for March 31, 2016. This work includes amending Letter of Agreements, Standard Operating Procedures, Automation (ERAM/ARTS), Video Maps, NFDC Routes, Coded Departure Routes, SWAP Routes, and executing the required training.
 - The airports affected with these procedures are Washington National Airport (KDCA), Washington Dulles International Airport (KIAD), KHEF, Baltimore Washington Thurgood Marshall International Airport (KBWI), Leesburg Executive Airport (KJYO), Winchester Regional Airport (KOKV), Eastern West Virginia Regional Airport (KMRB), and Davison Army Airfield (KDAA).
 - For KIAD, the BULRN RNAV SID is being canceled and replaced with the SCRAM, JDUBB, and CLTCH RNAV SIDS; KBWI has minor changes on the ANTHM and TRISH RNAV STARS where the FINNS waypoint is being changed from a FLYOVER (FO) to a FLYBY (FB) and the waypoint RAAYY was added with a crossing restriction of 4000 feet for aircraft landing Martin State; KDCA amended three RNAV SIDS to allow KIAD, KJYO, KMRB, KOKV, and KDAA to tie into them as well as added a runway four transition to three eastbound RNAV SIDS since the Metropolitan Washington Airport Authority (MWAA) extended runway four to 5000 feet long making it feasible for more jet aircraft to request it.
 - We also amended two westbound RNAV SIDS, which will provide divergence sooner allowing the se aircraft to climb without being restricted.
 - Since the procedures on March 31, 2016 will be the last ones implemented by the DC Metroplex team, we conducted the “DC Metroplex Close Out Meeting” on March 14, 2016 where we briefed the Facility Representatives and Air Traffic Managers from Washington Air Route Traffic Control Center

- and Potomac TRACON on what has transpired over the last few years and officially transfer responsibility for any further changes to them
- Submitted by Bennie Hutto DC Metroplex Co-Lead
- **National Route Structure Program; Atlantic Coast Route Plan(ACRP)**
 - All involved facilities have selected design teams for notional PBN route design and are currently working on their final designs. 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 all the way south to ZSU and the Havana Center FIR Boundary. The first week of March was a Full Working Group (FWG) meeting and a Briefing to industry. Over 60 reps attended, including NATCA, FAA, GA, DOD, NBAA, N4A etc. Numerous Airline Reps and Branches of DOD were also present. IATA, IFATCA, and many others participated via Telcon and Skype. The feedback was overwhelmingly positive.
 - ZDC, ZBW, ZNY are 90% complete with the notional design of "Q" routes and planning for removal of Jet routes. These 3 teams will be running ISIM HITLs modeling in April to tweak and submit their final designs. The northern tier facilities have been outstanding in their progress. The progress of ACRP has progressed south to the point of joining up notional routes for ZDC, ZJX, and ZMA. All 3 facilities met at ZMA 3/8-10 for this work. Some progress was made along the east coast where the "AR" routes continue south through ZMA and towards ZSU and Cuba.
 - ACRP is ready to proceed south but is now awaiting the progress of So Fla Metroplex Q Route design. Much coordination between ACRP and Metroplex will need to take place in order for ACRP to continue development while Metroplex is on stand down for the next year at least. The leads of both programs will attempt to coordinate the progress of the "Q" route development. The increase of over 110 flights daily in and out of Cuba will require ACRP to expedite work at the FIR boundaries to handle the increase in traffic. Without it expect delays throughout the NAS.
 - Submitted by Jorge Rivera Article 48 Rep National Route Structure Program/ ACRP Co-lead
- **Florida Metroplex Outreach**
 - Further refinement of proposed outreach activities has been proposed for approval by AJV-0. Initial contact has been accomplished with the impacted Core-30 Airport Authorities and all are willing to assist the team with outreach. In addition, I have been working with Miami Tower and TRACON to get their procedures and airspace further refined.
 - Mark Ostronic NATCA Metroplex Team
- **Western PBN and EoR**
 - 3/1-3 Participated in the Airspace Summit
 - 3/8 Participated in the NorCal Metroplex closeout. The discussion primarily centered around lessons learned as well as the issues currently facing the

- Bay Area as it relates to Class B redesign, noise, community outreach and current amendments being processed.
- 3/15-16 Participated in the NavTac all hands meeting. The agenda included extensive discussion about community outreach and environmental issues. It was briefed that what community outreach will look like has not been fully determined. A briefing was also presented on the VOR MON. There is significant concern from the Co-leads and from the TetraTech specialists over the state of readiness as the MON moves forward. Additional briefings included ACRP, PBN overview, PBN project control, Open SIDS and TARGETS
 - 3/21-24 Participated in Communicating for Safety
 - **EoR** – Seattle EoR continues to draw attention with concerns the TRACON is not utilizing Greener Skies procedures. Prepared a white paper for J Davis highlighting successes and current state of Seattle EoR.
 - FAA NEXTGEN office is preparing to begin expanding EoR in the NAS. The AFS safety study for TF EoR is expected in mid-May. In preparation for the study release, facilities are being evaluated as potential candidates for design and implementation of TF EoR with Duals. Currently five facilities are being looked at including Charlotte, Standiford, Houston, Salt Lake and Denver. Currently, three facilities have been reached out to...CLT, SDF and A80. The initial Telcon was to introduce the ATMs and FacReps to the NextGen team for EoR and give a short description of what EoR is and would consist of for their facilities. Next steps include meetings with the facilities for a more in depth discussion about the process, timelines, etc.
 - Participated in a Telcon with the Western Regional Task Group regarding the NorCal Noise Initiative. The purpose was to review community recommendation as they relate to aircraft operators. Suggestions from the communities included reduced use of speed brakes, flight crews requesting noise friendly runways, not requesting early turns from procedures, etc. Initially, the WRTG members expressed aggravation for not being involved from the beginning (similar to NATCA's concern). The responses provided by the group to the community recommendations were as expected. They made it clear that crews use speed brakes as a last resort and that it is impossible to promise they won't be used if the conditions require it. To the rest of the "concerns", the response was put back to the needs of air traffic.
 - Procedures worked during this period: K36U RNAV SID BAR completed, PAE RNAV STAR finalized, SJC RNAV STARS (RAZZR/SILCN Split), LAS RNAV STAR (SITEE), PAEI/PAED RNAV STARS, GJT RNAV STAR/RNPs, Seattle EoR, TF EoR, SEA HAWKZ STAR, KGUC RNAV SID, HNL PBN, SEA RNAV SID, NorCal Initiative
 - Submitted by Phil Hargarten Western PBN and EOR 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 signed by the Director of Airspace Services with a likely D&I phase startup sometime in the Summer/Fall 2016 timeframe after a determination of what the airport and community outreach will look like. Also, the tower/TRACON move into their new facility sometime in August. The study team analysis of the conceptual designs has determined roughly \$7.5M in potential benefits to the Las Vegas Valley with an \$11 cost to the agency.
- There continues to be a lot of energy around the issue of community noise. We're currently involved with efforts to address what airport and community outreach looks like for future PBN projects by examining 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 STILL in the process of defining the way forward for projects that are currently underway such as Florida Metroplex and CLE/DET Metroplex. It appears the Regional Administrators will take on a bulk of the workload for getting this task accomplished. It is also unclear how non-Metroplex PBN projects will handle community outreach at this time.
- We have been involved in helping the Western Service Center develop a response to several congressional inquiries in Northern California (NorCal Initiative) stemming from community concerns by making sure the local facilities were able to help develop the response. In addition, PBN is also looking at ways to coordinate with the VOR MON program and continue to look for ways to improve the PBN Dashboard. We are also engaged in the rewrite of the 8260.43 order that governs the scheduling and prioritization of procedure development in AJV-5.
- Submitted by Metroplex Study Team Lead Art. 48 Ed Hulsey
- **National Design and implementation Rep**
 - We continue to meet with the Agency about community outreach and developing action plans for current and future Metroplex teams. The Florida D&I team is the most troubling to the FAA because of its size, however last week we developed an action plan that should cover most concerns, however we are waiting for Lynn Ray (VP of mission support) to sign off on the plan. There has not been any agreement on how to conduct community outreach for the 7100.41 projects.
 - NATCA will be briefed by the VORMON program office on 3/29/2016, there are multiple issues that need to be answered and worked out, before the

program can come close to developing an accurate waterfall list, such as SRM/PBN procedure development. The other major concern is that additional staffing will be needed to accomplish VORMON for the service centers and the OSG Co-leads and this will not happen anytime soon.

- Submitted by Mark McKelligan (ZBW) National D&I Rep
- **NATCA National Airspace Rep**
 - We attended the Airspace Services Industry Summit the first week of March. There was some good discussion and an opportunity to address some of the Tech Pilots concerns. The third week in March we attended CFS, most of the Tech Pilots also attended and helped us conduct presentations on the NAS NAV Strategy, PBN Implementation and Decision Support Tools.
 - Community outreach is still being discussed throughout many organizations in the FAA and NATCA continues to seek answers on how we can move forward. We had some of our reps meet last week to specifically talk about the Florida Metroplex due to its size. We think some progress was made and we will hopefully finalize that plan on April 8th when we meet with the VP of Mission Support Ms. Lynn Ray.
 - Northern California officially closed out their Metroplex project on March 8th soon to be followed by the DC Metroplex project on April 4th, that will give us 4 completed Metroplex projects. Our goal for Metroplex was to create a process for procedure implementation in which we bring the needed resources to a location so the affected facilities would have the tools needed to be successful in implementing PBN procedures into the NAS. Mr. Davis would like to thank the tremendous leadership our co-leads have shown the last 5 years as we continue to improve the process moving forward.
 - Submitted by Jim Davis (PCT) NATCA National Airspace Rep

FLIGHT DATA INPUT OUTPUT (FDIO): Ron Shusterman (A90) is the FDIO Article 48 Representative. Also included in Mr. Shusterman's duties are Article 48 representation for the Electronic Flight Strip Transfer System (EFSTS). Mr. Shusterman forwarded the information below for the membership.

- Attended SRM (Safety Risk Management) Panel for FIDI (Flight Inter-facility Data Interface) in Washington, DC. FIDI is designed to connect external programs ie: FDIO, EFSTS and ERAM on common lines so in the event a ARTCC is unable to forward FDIO information to underlying facilities another ARTCC can take over this function.
 - Met with FAA engineering and management to discuss benefits and risks for FIDI on the first day.
 - Met with FAA finance to discuss cost effectiveness of program as it relates to safety.

- Went to Potomac TRACON with engineers to view how this equipment is used in the TRACON and it's location.
- Participated in SRM Panel for EFSTS (Electronic Flight Strip Transfer System). Reviewed any possible safety concerns with new keypad. No problems were found.
- Attended Developmental Testing for EFSTS at the FAA Tech Center.
 - Worked with engineers and program managers to test new ERK (EFSTS Replacement Keypad). We tested various scenarios with keypad, scanners and printers to check for faults.
 - All issues were addressed and corrected. Keysite installation will occur at BNA and PHL end of April, early May. Familiarization material will be available for the remaining facilities slated to receive new keypads.
- Visited with FDIO engineers at the FAA Tech Center to see new FDIO keypads and monitors.

Dale Wright

Dale Wright
Director, Safety and Technology