SAFETY AND TECHNOLOGY DEPARTMENT UPDATE

Week ending November 27, 2015

ADMINISTRATIVE SOFTWARE: Rich Santa (ZDC) is the Article 48 Representative working the Administrative Software initiatives. His report to the membership for this week is next.

- Webschedules (WMT)
    - Mr. Santa is still pushing the agency to bring on support for WMT.
    - The FAA seems to now have a plan in place but it is sluggish.
    - Mr. Santa will follow up and hopefully have an answer.
- CEDAR
    - The team is planning on a telcon for the updated training portion of CEDAR this week. Tom Adcock (NATCA Training Representative) is involved also.
- Software team
    - Mr. Santa put a request for additional members to be on the testing software team.
    - He will receive the list soon for review.

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

- The IDS Replacement program office has announced that the Joint Resolution Council (JRC) meeting to determine the future of the program is now tentatively scheduled for January 20th.
    - This is another month delay to the rescheduling previously reported. The Program Management Office has not completely "bought in" but the Program Manager has been advised to prepare for a meeting on that date.
    - What this actually means to the future of the program is very unclear. We all eagerly await news on the financial future of the NIDS program.
- Next week the PO, All Weather Inc, (AWI) and NATCA will meet for three days to discuss, outline and give suggestions toward the next maintenance release of software and emergency builds/delta releases. A delta release is what facilities like PIT are waiting for to prove the software fixes and move forward in the NIDS process.
- During the week of December 14th, CID and MKE will be visited by program office personnel and NATCA. CID is still awaiting to be brought up to date on the latest software builds and patches while MKE will be given a walk through of the Help Desk and AIMS ticket reporting procedures.
- The Implementation Team is working on coordinating a "go back" schedule to visit the long list of facilities that the program office has been less than helpful towards over the last few months. Some of these visits will be brief and the trips will be compacted. An example is that a proposal is being coordinated to visit MIA, SGF and P80 during one week. NATCA had suggested trying to visit facilities in the same time zone during one week but that seems not to be a

priority.

NEXTGEN: Melvin Davis (SCT) represents the union as the National NextGen Representative. Mr. Davis forwarded the information below for this week's report.

- · The primary activities for NextGen this week were to participate in the Mitre Aviation Advisory Committee meeting and remote services activities.
- · The Mitre Advisory Committee is an opportunity for the union to participate in the highest levels of oversight for the primary Federally Funded Research and Development (FFRDC) organization. During these twice annual meetings the Mitre Board of Trustees is briefed on progress and accomplishments for the preceding period and the Board of Trustees is able to endorse redirect potential areas of opportunity.
- · The remote services for non-towered airports activities continue to mature albeit slowly.
   - o The Leesburg effort is headed towards an SRMD activity early next year and there are lots of small meetings leading up to the full SRM panel.
   - o The Colorado effort is still in the formative stage, having only selected a site so far(Ft. Collins Airport). The next step will be for the State of Colorado to select a technology vendor with which to establish a Public/Private Partnership and cost/risk sharing agreements.

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

- · **DataComm –** 3 airports have been using DCL in 2015 (SLC, IAH and HOU), with another 69 to implement during 2016. However a problem has surfaced. S56 is the key site for DataComm and is using the system operationally for departing aircraft. Every day routes are kicked out of the system by DataComm because they are non-compliant with standards and pilots have to call clearance delivery for a verbal clearance – PDC does not function on non-DataComm compliant routes. This is a significant workload for both the pilot and clearance delivery.
   - o Therefore, they are making requested changes that will bring those affected routes into compliance and will allow full functionality of Data Comm. This, in addition with other Data Comm requests, resulted in the amendment of 12 procedures that was approved but it was discovered that there were 17 more needed and possibly 26 after that. They are trying to reassess to make sure this is something that gets out of control and overburden an already full pipeline.
- · **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 RNPs, 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).

- **Pilot Controller Procedures and Systems Integration Group (PCPSI) –** This group makes recommendations and the latest, which includes Bill Wise (Eastern PBN) and Bennie Hutto (DC metroplex, are our comments as follows:
  - Speed restriction notes contained on a chart should be issued to the pilot through voice or datalink to ensure clarity of what is expected. "While we agree that associating speeds with a fix and having it coded in the box is a good way to go, we do not agree with transferring the responsibility of the pilot to read and comply with speed restrictions contained on procedures (STARS/SIDS) and it should not be transferred to controllers to issue either verbally, PDC, or CPDLC".
  - Eliminate the STAR bottom altitude chart note. "No Issue".
  - The PCPSI request the PARC to engage with the appropriate FAA leadership to <u>change their interpretation of Top Altitude as a requirement for issuing Climb Via clearances,</u> and should reference it as the initial published ATC clearance limit altitude, or initial altitude to maintain. Climb Via would then be applied only to procedures containing actual published altitude constraints, and when ATC expects the pilot to comply with them. "Agree"
  - STAR runway transition labeling on the chart plan view needs to include the Runway ID at that end of the transition. "We feel pilots are being led to believe when issued a specific runway transition they will always land on the named runway associated with the runway transition, which is not true and causing more problems for controllers and pilots. Currently, runway transitions must be issued 10 miles or more from the initial waypoint that starts a runway transition or radar vectors must be issued and this criteria/process is causing issues and directly impacting pilots and controllers all based on the Flight Management System design. It has been suggested to use the last waypoint name as the runway transition name instead of runway numbers to remove the confusion and possible FMS issues and allow the issuance of a runway later".
  - Re-establish the FAA's Climb Via/Descend Via Team. "Agree".
- **VOR MON –** Just to clear some things up. There are only 7 VORs scheduled to be discontinued in 2016. They are: SYO-Sayre, OK OKC/ZFW, AOH-Allen Co Lima, OH DAY/ZID, BUA-Buffalo, SD ZLC, EDS-Orangeburg, SC CAE/ZJX, PLB-Plattsburgh, NY BTV/ZBW, PNN-Princeton, ME BGR/ZBW, FKN-Franklin, VA ORF/ZDC. There are all kinds of criteria that go into determining whether or not a VOR gets decommissioned. Some are: How many procedures are associated with it, whether an entire procedure or part of, VOR MON safe landing approaches, unique approaches, airways, location to meet the VOR MON grid, association with metroplex, DoD requirements, service volume, whether needed above 5000', mountain victor airways, core30 support, among other things. Mr. Kelly suspects any political influence or amount of crying impacts this too.
- Provided presentations for VOR criteria and program lists, Strategy for PBN usage and NPA SID STAR.

TEMPORARY OPERATIONAL CONTINENCY OFFICE (TOCO): Tammy Norman (ZTL)

is the TOCO Article 48 Representative. This is a one year detail at the Eastern Service Center to work on this project. Ms. Norman's report for this week is below.

- · **The TOCO manager Tony Jenkins** met with Deputy COO Randy Parks on November 17th.   **Discussion:**
    - o **Outcome of Tech Center Meetings:** Enroute Divestment Agreements Completed – CONUS ARTCCs and ZSU.
    - o **Unique 4 Activity (non-CONUS):** Guam (ZUA), Hawaii (ZHN), Anchorage (ZAN) and San Juan CERAP (ZSU)
    - o **1900.47E –** Publication should occur in December with an effective date set in January. The date for facilities to be in compliance with the new order remains to be determined.
- · **The Technical Requirements Final Report** was delivered to the TOCO Sponsors November 17th. ATO-NAS ISS Executive Jeff McCoy said, "Great report, very detailed and comprehensive." This requirement package was for centers to receive the necessary infrastructure to support divestiture of airspace.
- · **DOT OIG Audit –** Tony Jenkins met with the DOT IG. The audit should begin in January, and they are interested in finding improvement in contingency plans with ZAU, ZDC, and the recent AUS event. They will be reviewing activities the TOCO has been involved with and contingency improvements over the last year. Several senators and a new subcommittee are interested in the FAA's readiness in ATC Zero events, prompting this audit.
- · **The TOCO team will be meeting with the Command Center**: On September 2nd, the Command Center hosted a meeting with airline industry representatives. The meeting was based on the Washington ARTCC (ZDC) ERAM Outage on August 15th, 2015. Although the discussion was based solely around contingency, the TOCO team was not present. Being assigned many actions taken from this "Hotwash Discussion", by Vice President of System Operations Dan Smiley, the TOCO will be meeting with the Command Center on December 3rd to discuss and clarify these actions.

WEATHER: Matt Tucker (ZTL) has been NATCA's Weather Representative for over 10 years. His report for the members is below.

- · NEXTGEN Weather Processor (NWP)
    - o Had a number of discussions with the program office over prgram issues and to remind them we are a full participant in the program not just when they feel like it. A joint program review is scheduled at Raytheon in two weeks.
- · Weather and Radar processor (WARP)

o Testing is on going at ZSE and ZHU and all comments have been positive and site visits are being scheduled to review the testing. Factory testing should start soon at the Tech Center with a full demo of capabilities shortly there after.