NATCA Safety & Tech Update
Week of September 12, 2016

Airport Capacity Decision Support Tool (ADEST): Kristen Laubach represents the membership as the Article 48 Representative for ADEST. Her report is below.

> There haven't been any significant changes in the past month for Airport Capacity Decision Support Tool (ADEST). The team had one telcon on August 22. A preliminary version of ADEST LAX was developed but the team found problems with the arrival/departure configurations so it was sent back to the programmers to fix the issues. We continue to test ADEST SFO. Lastly, the team began discussions for the programming and development of ADEST PHL.

HUMAN PERFORMANCE: Jay Barrett (MIA) is the Article 48 Representative for Human Performance. His report is below.

The fatigue office activities include:

- Work continues to progress on the Alertness app. I believe we are in the final stages of development. It has been a difficult process to test it as each time we find more items we want changed or fixed.
- Our rebase lining effort for the fatigue modeling is complete. The FSSC may be moving in the direction of doing away with the fatigue Hazard Score (FHz) in the near future due to the non-linear nature. I.e. a score of 6 is not twice as bad as a score of 3. The move would be toward a risk matrix similar to the SMS process.
- Jeff Richards and I met with the ZOA delegation at the convention and worked on a plan to move forward to address the current schedules they are working that are modeling worse than the proposed schedules. The idea would be for them to get a waiver to the 7210.3 BWS fatigue rules until they are staffed well enough. The estimate would be for 2 years.
- We are working on an international fatigue benchmarking survey for all international ANSPs. We would collect data on the fatigue mitigation processes, schedules, level of collaboration, etc. We expect to complete this next year with an eye toward hosting a fatigue symposium for air traffic. There are yearly conferences for the flight and duty side, but not for ATC.

The human factors office activities include:

- The N90 certification standards are completed and agreed to. I have seen a final draft of the checklists and I believe they are at a final level of done. We are having a planning meeting tomorrow to discuss how the training will be implemented. Proposed start date for N90 to go live with the standards is January.
- We had another opportunity to work with the OJTI workgroup on the cadre-training portion. I was in error when I said that they did not use our materials. It was the FAA side that didn't want to use them. I believe this is a good product and look forward to seeing it rolled out.
- A decision has not been made as to the level of support we will provide to HCF.
- We need to meet with ZNY to determine what level of assistance we will provide them.
- We had a conversation with AJI concerning the academy training that is provided to new hires. The HPT office would like to add modules that include HF and H&W to inform students what to expect in their careers from a human performance perspective. We are supposed to deliver a proposal to Mary ASAP.

The Health and Wellness activities:

- The ARR tower issue is stalled. We are experiencing severe lack of action by the Agency. I will more than likely have to ask for help from Paul and Trish.
- We are also working on an ATC survival guide that will be a reference for the academy training we intend to propose. This would have human performance chapters that line up with the 8 areas of the H & W subjects.

NextGen Distance Measuring Equipment (NG DME) Program: Samed Rizvi (PCT) is the NG DME National Representative. Mr. Rizvi forwarded the information below for the membership.

- The NG DME Program will provide an RNAV backup to enable DME/DME equipped aircraft to continue PBN operations during a GNSS disruption.
- There are currently 924 DME's in the continental United States. Since DMEs were not originally intended to provide RNAV coverage, some sites are not optimally placed to provide coverage. The program intends to close coverage gaps by adding 138 DME sites. An additional 45 DME sites will be added to eliminate single point failures so a single DME failure will not result in the loss of RNAV service. 135 sites not needed for RNAV will be removed.

- The program is in the final phases of IARD (Investment Analysis Readiness Decision) and set to complete this phase by the end of September
- The team has begun work on developing the Concept of Operations document and is set to complete it by early January.
- Mr. Rizvi attended weekly NextGen DME Status teleconferences
- Mr. Rizvi attended weekly NextGen DME Steering Engineering Workgroup teleconferences

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Bennie Hutto (PCT) is the Article 48 Representative for RNAV and PBN criteria work. Mr. Hutto's report for the membership is below**.**

RNAV ATS Routes

We are still in the process of working with AJV-14 and AFS-400 regarding the "Lateral Protected Airspace Criteria for RNAV ATS Routes", which we hope will lead to change in criteria and reduction in the basic width of an RNAV route.

Pilot Controller Procedures & Systems Integration (PCPSI)

Our next meeting is scheduled for November 8th-10th in Henderson, NV.

NextGen Integration Work group (NIWG) PBN

We held our last meeting on September 9, 2016, and discussed the PBN EoR progress for Houston, Denver, and Seattle.

Houston- EoR team met with stakeholders on August 23, 2016 to propose program management of widely spaced EoR implementation with existing RNP approaches and new national standard.

Denver - Using national standard for EoR widely spaced independent operations, locally restricted to VMC/visual approach conditions. CRDA adaptation is available for merging and spacing utility.

Seattle - Using ATC waiver for EoR dependent operations. CRDA adaptation is available for limited utility with merging and spacing traffic.

The NIWG site recommendations for Radius to Fix (RF) and Track to Fix (TF) for independent and dependent operations is as follows:

Independent Operations using RF for trips and duals - DEN, IAH and BNA for trips and duals.

Dependent Operations using RF for duals only - SEA, DAL, and PDX.

Independent Operations using TF for trips and duals - ATL, CLT, DFW.

Dependent Operations using TF for duals only – PHL.

Established on Departure Operations (EDO)

We held a telcon on August 25th to discuss how the HITLs would be run as well as a tentative timeline. The timeline would have the simulations begin around the week of October 31st and would run through the week of December 5th. The FAA has or is in the process of sending the information to NATCA National for participants

National Strategic Production Planning (NSPP)

We meet every Tuesday and discuss the procedures that are scheduled for implementation across the country and have no issues to report at this time.

Digital Approach Procedure Initiative

We are still working on Phase 2 of this initiative where the primary approach that would be advertised on the ATIS would be the RNAV (GPS) at those facilities where the majority of aircraft can fly this type of procedure and RNAV (RNP) approaches at locations where the majority of aircraft can fly this type of procedure. We are looking at SJC and SMF on the west coast with NCT being the Approach Control Facility and PHL on the east coast.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the NATCA Article 48 Representative for UAS. Jeff Richards (ZAU) is assisting Mr. Weidner on this project due to the workload and activity associated with it. Below is the update for the membership.

Small UAS Rule/Part 107

The new small UAS rule created a new part to the FAR's - Part 107 as well as codifying Section 336 of the 2012 FAA bill into the FAR's. Section 336 defines how hobbyist UAS operators function in the NAS. The Section 336 language was moved into FAR Part 101, creating a new subpart e. This rule went into effect on August 29th. This rule allows Part 107 operators to fly in Class G airspace without authorization and within class B, C, D and E surface areas with air traffic authorization.

The agency is phasing in authorization for controlled airspace. Class G operations went into effect immediately. Class D and E surface area approvals will begin on or about Oct 3rd. Class C approvals will begin on or about Oct 31st and Class B approvals on or about Dec 5th. All B, C, D and Class E surface area airspace authorizations will be approved through headquarters via the faa.gov/uas website. The phased implementation will allow the agency to assess the impact to air traffic as well as the approval procedures.

The agency is conducting weekly telcon/webinars that are available for all employees to answer questions about the new rule and its implementation. The calls occur at 1pm Eastern Time and are repeated weekly, on Wednesdays, through December 21st. Mr. Weidner and Mr. Richards will be participating in these calls. Here is the link to register for these
Webinar's: https://attendee.gotowebinar.com/register/3378736936558080770

Additionally, NATCA has an email address set up for individual questions about the small rule. That email is part107@natca.net.

Drone Advisory Committee (DAC)

We are pleased to announce that NATCA's Executive Vice-President, Trish Gilbert was recently named to the FAA's Drone Advisory Committee (NATCA press release). The first meeting of the DAC will be held Friday, September 16th in Washington, DC.

Enroute UAS Contingency Operations

Mr. Weidner spent the week of September 12th visiting ZJX and ZMA as part of the NextGen sponsored research project regarding UAS operations in the enroute environment. This research focuses primarily around lost link and how controllers react to lost link. The team has previously visited ZLA, JCF, ZMP and ZAU. The team has also interviewed UAS pilots to hear their perspective on lost link and the procedures they currently employ. The goal of this research is to help inform a standardized lost link procedure that will further enable UAS integration into the NAS.