**NATCA Safety & Tech Update**
**Week of August 7, 2017**

**Collaborative Decision Making (CDM) Flow Evaluation Team (FET):**
Tony Smith (DCC) is the Article 114 Representative for Collaborative Decision Making (CDM) Flow Evaluation Team (FET). His report is below.

> The CDM/FET subgroup last met in May at the United Airlines Operations Center in Chicago, Illinois to discuss our current tasking of identifying classes of scenarios and benefits of submitting Trajectory Option Sets (TOS). This tasking will focus on what benefits can be realized with the use of the Airborne Reroute (ABRR) and Pre-Departure Reroute (PDRR) capabilities when they come on-line.
> The team also held a telcon with Nancy Smith and her NASA team to talk about the Integrated Departure Management (IDM) where the Ground Delay Program/Collaborative Trajectory Options Program (GDP/CTOP), Required Time of Arrival (RTA) and metering (TBFM) work together to provide end-to-end flow management. The team is expecting to participate in the next round of HITL's for this project sometime in the fall as we attempt to integrate additional "complications" into the scenario, such as variable winds, changing arrival rates and compliance issues.
> Following a break for the Summer/SWAP season, the CDM/FET team is planning to meet next on September 5, 2017, tentatively scheduled at the Air Traffic Control System Command Center in Warrenton, Virginia, to resume work on the assigned taskings.

**COLLABORATIVE DECISION MAKING (CDM) Surface Concept Team (SCT):** Kyle Andrews (ORD) is the NATCA Representative to the Surface Concept Team (SCT). Mr. Andrews forwarded the information below for the membership.

> On July 20 and August 3 the SCT participated in ATD-2 Remote Demonstration Telcons to keep all interested parties updated on the progress of ATD - 2 at CLT. Following are some notes from those telcons. There could be an issue developing with runway fix mapping at airports that move fixes frequently back and forth. The algorithms used to calculate Target Takeoff Time (TTOT) work back from wheels up through taxi time to push time, and are currently expected to calculate Target Movement Area Times (TMATs) precisely enough to hit three-minute windows. The algorithm will possibly struggle to be that precise if there is not well- defined fix-runway mapping, but pinning down the runway-fix mapping will restrict ATC's flexibility to efficiently run the airport. Airlines frequently talk about being willing to sacrifice maximum efficiency for better predictability, but in practice the airlines often want both, even though the two goals conflict.

At an airport like CLT, Surface Metering may end up being a solution in search of a problem, in that at a one-airline airport the solution to traffic flow problems could be solved at the airline level, by adjusting schedules. As long as an airline continues to knowingly over-schedule the amount of traffic in the movement area, there will be too many conflicting constraints (movement area taxiway space, gate availability, runway balance0, etc.) to create a working solution that effectively improves efficiency.
The Surface Metering goal may be overstepping the line where a solution should be attempted. Currently, a Surface Metering Program calculates push back times for individual aircraft, which may be a level of precision both unneeded and unattainable. The non-movement area is the purview of the airlines, and they have every right to work that ground space as they see fit to allow planes on and off the gates, so a program that tells them when to push planes may be seen as intrusive. If an airline wants to implement its own metering program, the FAA would hardly be in a position to say that they could not. A better strategy may be to generate TMATs in bulk, and allow the airlines to provide whichever planes fit most easily for them to hit the TMATs.

**NAS MONITORING EQUIPMENT (NME):** Corrie Conrad (PDX) is the NME Article 114 Representative. Ms. Conrad's report to the membership is below.

NME Update
There has been no update as to what alternatives they still want to move forward with since my last email of concerns that I had.
We should be finishing the Comparative Safety Assessment next week on August 10, 2017.

UIC
OKC AJW 143 is still working on getting an NCP for the following:
There was a policy change to the 6750.24 that states when the Far Field Monitor alarms you are no longer required to downgrade from a CAT II approach to a CAT I approach.

AJW-143 in OKC is developing version 3.A, which will update the software for this change, but will not update any other version of the software such as approach lights, engine generators, etc. like SFO and OKC currently have. The PO suggested it be done this way as not to give the UIC any unfair advantage over other vendors during the process of developing the NME.

AJW-143 is still pushing in asking NATCA to support upgrading all UIC's to the latest version that includes approach lights. However, I believe this may interfere with the current NME process of alternatives. It would be nice to have these facilities upgraded but not sure how this would affect the process.

**PROJECT MANAGEMENT OFFICE (PMO):** Jeff Woods (I90) serves the membership as the Article 114 Representative to the PMO. His activities for the month are below.

- Trajectory Based Operation (TBO)
  - Continue to meet with the FAA to define a process for implementing TBO
- CRP Corrective Action Request (CAR)
  - John Bressler (NATCA) and I met with Congressman Farenthold to update him on the automation issue
  - Working on a plan to facilitate a meeting with NATCA, FAA, Navy Air Traffic, and Navy Training Wing to discuss the issue
- North East Corridor (NEC)
  - Mark McKelligan and I are participating in multiple meetings with the FAA and Industry
  - The NEC covers from Boston to Washington DC
- Wake Recat
  - Andy Marosvari, Kevin Connelly and I have been working issues around implementation in Miami and Washington DC area airports
- SCT TRACON
  - Continue to support Aaron Rose (NATCA TAMR), Eric Labardini (NATCA ADSB) and SoCal TRACON.
  - Wide Area Multilateration (WAM) is scheduled to be available to the facility on Aug 10, 2017
- IDS-R/NIDS
  - Worked with Richie Smith (NATCA IDS-R), Houston TRACON and the Program Office to ensure support will remain in place until their issues are resolved
- Required Time of Arrival (RTA)
  - Participated in a HITL with Mitre on RTA.

**TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR):** Aaron Rose (NCT) is the TAMR Article 114 Representative for NATCA. His report to the membership is below.

Mr. Rose traveled three times during this reporting period. Manchester, NH was the first stop of the month for an Article 114 face-to-face meeting, MITRE for Terminal Work Package One (TWP1) and Joint Control Facility Edwards (JCF).
The Article 114 meeting involved reports from Common Terminal Digitizer (CTD), Terminal Spacing and Sequencing (TSAS), and Corrective Action Reports (CAR). With the Standard Terminal Automation and Replacement (STARS) system requiring digital radar input it is vital that the analog ASR8 radars are all converted to digital signals. The CTD will ensure STARS can

use analog radars within the system. The issue we are facing at this time revolves around maintenance on the radar. It appears that if maintenance is being conducted the system is unusable. Of course, this is not acceptable and NATCA has advised the CTD program office of our displeasure.
Bill Spence (TAMR Training lead) is working with Eric Owens (NATCA TSAS lead) on training. Bill attended a TSAS meeting to help ensure training requirements fit into what TAMR is doing and advising TSAS PO how TAMR accomplished training.
Discussion occurred around Corpus Christie (CRP) and issues related to handoffs and point-outs. At this time, between CRP and Navy Corpus neither is automated. AJT and AJV have taken it upon themselves to come up with a solution, which NATCA will be vetting.
TWP1 Event 3 was held the week of July 17th. Mr. Rose is working closely with Terminal CHI team lead James Keith to ensure the tools being displayed at MITRE will actually help in the field. The Terminal CHI team drove this evolution and in August there is a two-week event which TAMR SMEs from NCT, SCT, ABE, A80, and D10 will attend. The tools include automated coordination between STARS facilities as well as between ARTCCs and Terminal sites. In addition to coordination enhancements, spacing tools and messaging tools were and will be evaluated.
The site drawings are in and being evaluated for additional ORD (O'Hare) Tower Display Workstations (TDW). This has been a long road but the additional TDW suites were needed and will be installed soon.
The JCF meeting was attended by Mr. Rose, Mark Minik from AJT, and Scott Kendrick (North Texas OSF). The site visit included JCF, Edwards Tower, and SPORT, which is where the Restricted Area Controllers work. To lay the groundwork let me explain that JCF is a FAA facility, which is located on an Air Force base whose equipment is provided by the Navy. Right now, the facility is using a one of a kind platform for radar control called REHOST. The Department of Defense will be replacing this system with STARS. It was our job to identify differences between the systems and ensure no capabilities were lost. We were tasked to evaluate and then come up with solutions, which could replace current functionality. We are in the process and should have a brief for the facility within the month. Jon Wigfall (JCF FacRep) was instrumental to the success of the meeting. NATCA will make the transition as painless as possible for our Brothers and Sisters. New requirements to software may be needed.
ATSAP reports are still being filed on STARS. Many have to do with adaptation issues, which can be put to bed easily. There are others, which are training issues. Mr. Rose answered Corrective Action Reports submitted from such facilities.
Bakersfield, CA had an issue with their radar. ZLA had to take over approach control services for almost two weeks. TAMR is looking to move BFL up on the waterfall for transition but until the CTD is operational it is impossible due to the radar not being digitized.

Mr. Rose coordinated with the PMO about staffing issues and the use of BFOT. With transitions, software testing events, and R4 software training briefs we are finding it more difficult to obtain releases for NATCA TAMR Subject Matter Experts. The TAMR PMO in order to collaborate has agreed to provide more BFOT to support the mission.
Augusta, Pittsburg, and Champaign all transitioned this reporting period. Congratulations and welcome to the club.

**TAMR Software/Hardware Report Submitted by Kyle Ness (M98)**

System Technical Reports Working Group (STRWG)
Stakeholders are currently evaluating a software enhancement that would allow STARS to display the NAS assigned altitude (provided by ERAM - field 8) either on the data block or in a flight plan readout. Currently ERAM sends STARS the assigned altitude information, which STARS promptly discards. The new enhancement would allow STARS to accept assigned altitude and amend the terminal flight plan accordingly. This would benefit controllers at terminal facilities that do not use strips because they could view the assigned altitude without having to access the flight plan via FDIO. This function would also use the NAS assigned altitude for auto-handoff processing (AHOP) by adding assigned altitude to the adapted set of qualifying criteria.
Operating Testing and Evaluation (OT&E)
S6.00R4b Run for Record began August 1 and ends August 9. NATCA SMEs from P50, D10, PHL, A80, M98, and TPA are participating. R4b is a derivative of the R4 build that allows legacy STARS G1/G2 sites to transition G4 X3000 processors and upgrade normally along the baseline path. Testing is focused on baseline functionality on the old and new processors.
OT&E for S6.00R6 drop 8 is scheduled September 12-14
OT&E for S6.00R7 drop 3 is scheduled October 17 – November 2.
Program Trouble Report Working Group (PTRWG)
NATCA SMEs from M98 and TPA attended the July meeting at the tech center. Several PTRs were evaluated and ranked by the workgroup. NATCA elevated a request to allow STARS to use recorded radar data for AT Coach scenario generation. Currently all simulation training scenarios must be manually created. Using recorded data would not only save significant time, but would give facilities the option to use real-life traffic situations for enhanced training and unusual situations. NATCA also elevated two reports related to weather and a report that enhances handling of flight plans between EnRoute and terminal facilities.
MSAW/CA Board
The board met July 31, 2017 to discuss pending changes to the Standards and Guidelines document. The group also discussed how to more effectively engage Air Traffic and NATCA during meetings and email exchanges. It was decided to include NATCA in all future SRM meetings and dialogue.
STARS Software Planning

A strategic software-planning meeting was held July 27. Hardware/Software interdependencies were a focus of the stakeholder discussion since pending tech refresh deployment activity (X3000 processors and Xtreme routers) is reliant on software builds that has yet to be fielded. NATCA is reviewing the controller training aspects of the proposed software upgrade path(s) as well as potential impact to controllers by transitioning both software and hardware in quick succession.

Field Support

AT Coach fixes requested by N90 were initially evaluated at Raytheon's Marlborough facility in late July and have since been evaluated on site at N90. Three issues were observed and are currently being examined by Raytheon and UFA to correct the problems.

Mr. Ness will travel to L30 and M03 to conduct R4 briefings the end of August.

**TAMR Deployment and Common Terminal Digitizer (CTD) Update Submitted by Scott Robillard (K90)**

Deployment activity of the fourth generation STARS system (G4) progressed through July 2017 without missing a beat. Three (3) more facilities joined the large number of G4 sites around the country and many more will follow. Common Terminal Digitizer (CTD) is a requirement at a large number of ARTS IIE facilities in order to transition to STARS. Most ASR8's in the NAS are in a "less than perfect" condition and after years of neglect, immense resources are needed to bring these aging systems up to a level where they can interface with a new digitizer. One of the benefits of the CTD is that it is partly a modernization project in addition to a requirement to digitize radars. This yields greater detection results. NATCA is determined to ensure that the PMO gets the CTD right prior to mass deployment in the NAS. This creates a unique balancing act between the needs of the aging ASR8, the deployment of the CTD, and the requirements of the TAMR waterfall.

During the past month, the following facilities made the transition to G4 STARS:

AGS Augusta, GA, achieved IOC on STARS G4 ELITE on 7/21/17.

PIT Pittsburgh, PA, achieved IOC on STARS G4 on 7/22/17.

CMI Champaign, IL, achieved IOC on STARS G4 ELITE on 8/4/17.

High-level facility deployment activity that has occurred over the last month:

LIT STAMP/Hardware Checklist JSS CDRLs received from Raytheon: 7/26/17.

ELP Early MDM kits delivery (Raytheon): 7/17/17. DASI attenuator and modem: Delivered on 7/24/17. With a G4 ELITE system, ELP will have Auto-DASI. Early MDM training will occur on 7/31/17 and will conclude on 8/1/17. NATCA will be on site for MDM optimization on 8/11/17

SAT Disposition of the legacy STARS G1 system began on 7/24/17.

ICT TSLE Shakedown 1 was initiated. This ends in Air Traffic training for STARS transition.

K90 As part of the K90 transition to A90 in realignment; Controller STARS training kickoff meeting occurred.
JAX Joint Site Survey (JSS) has been accomplished.
HUF Site Implantation Review (SIR) completed.
ABQ Contractor Acceptance Inspection (CAI) The G4 STARS ELITE equipment has been installed and accepted by the FAA for ABQ
ELM ASR-8/BI-5: Engineering Services Common Terminal Digitizer (CTD) Pre-Installation (Site Readiness Review 2) was completed.
LCH ASR-8/Mode S: Radar Coverage Assessment 2 (RCA-2) was completed.
ALO ASR-8/BI-5 Site: Engineering Services Common Terminal Digitizer (CTD) Installation activity began.
CKB ATCBI-5 System Performance Verification (SPV) was completed.
OKC Site Implantation Review (SIR) completed.
ACT Initiated IOC planning telcons.
MSN Initiated IOC planning telcons.
CMI Initiated IOC planning telcons.
IND Initiated IOC planning telcons.
TOL Initiated IOC planning telcons.

**TERMINAL FLIGHT DATA MANAGER (TFDM):** Matt Baugh (IAH) is the Article 114 Representative for TFDM. Mr. Baugh's update is below.

Ray Adams from EWR was recently selected as a TFDM SME and will eventually be taking point on the training portion of TFDM. With Ray's experience in previous programs such as DATACOMM & GBAS, as well as his knowledge of the northeast, he is a welcome addition to our team. Welcome Ray and thank you for stepping up and volunteering for this.

The TFDM lab at the tech center has been finished. A site survey was done at the tech center the week of 07/09 to insure everything was in place to begin installation of hardware when the time comes in February of 2018. Also accomplished at the survey were meetings to discuss the various interfaces needed for the lab, and schedules for those connections to be made.

Leidos held another Post Release Demonstration (PRD) the week of 07/26 for the TFDM team. During the PRD, Leidos covered the last 8-10 weeks of software coding and demonstrated in the lab the new capabilities we have been working towards for the past couple of months. A few issues have arisen from that meeting and we are continuing to work through them on a daily basis.

Development of TFDM training has picked up in the recent weeks, with reviews of everything from the ops manuals to the implementation plans being worked through. There is a risk with the training that, since we are

building it concurrently while we build the system, that we will delay Initial Operating Capability (IOC) in PHX in 2019. However, we are doing everything we can in order to mitigate and eliminate that risk. With the addition of Ray to the team, I'm sure we can handle this hurdle as well.

**Advanced Electronic Flight Strips (AEFS)**

Testing at the tech center for the 5.3.0.3 CLT patch began 07/06 and concluded 07/24 with no issues. This patch included a few efficiency enhancements for strip movement/marking; as well as a few clean up items in the software that will allow the system to run more smoothly.

- CLT
  - A failure occurred on the evening of 07/11 due to a lack of compliance by CLT tech ops to reset the servers on a weekly basis. At the time, the system had been running smoothly for 9 days since the last restart of the servers. This issue has been addressed and changes have been made in the Maintenance Handbook that now requires tech ops to reset the system servers and thin clients on a semi-weekly basis.
  - Testing for the 5.3.0.3 CLT patch concluded the week of 07/31-08/04 on the mid shifts without any issues. The latest patch is now running full time and further distribution to PHX and CLE will be planned accordingly.
- PHX
  - Nothing new
- CLE
  - Nothing new
- LAS
  - Nothing new
- SFO
  - Nothing new
- EWR
  - Nothing new

**SWIM Visualization Tool (SVT)**

MITRE has provided the materials showing the differences between TFDM's Surface Situational Awareness (SSA) tool and what the NAS Operational Dashboard (NOD), in use at the command center. Our concern is that the NOD will be developed beyond the requirements of what TFDM currently has and will thus negate any benefits of TFDM's SSA in the TRACON's and centers. We will review the materials and make any suggestions once we are able.

**TIME BASED FLOW MANAGEMENT (TBFM):** Eric Owens (I90) is the Article 114 Representative for TBFM. His report to the membership is below.

The week of July 5th, the TBFM Ops Team went to SLC to conduct an IDAC Site Survey. IDAC will be installed at SLC ATCT to help condition the departure flow for TSAS implementation at Seattle and Denver. In addition, we had a group in New York to conduct an IDAC Site Survey at TEB and HPN.

The week of July10th, a group from the Ops Team went to ZAB for the TBFM 4.7 key site. The main capability delivered in this build was the inclusion of oceanic and Mexican air traffic. This key site was successful. We also had a team at Atlantic City to conduct a 4.8 Ops Evaluation and TSAS meeting. The Ops Evaluation was held a little too early to really be beneficial so I asked the Program Manager to schedule another Ops Evaluation in the future. The next 4.8 Ops Evaluation will take place during October. The TSAS meeting was primarily focused on training development. We will begin training development the last week of August 2017 in Oklahoma City. The training workgroup will meet the last week on every month until development is complete.

The week of July 17th, I was in D.C. to perform Article 114 duties and meet with the Trajectory Based Operations workgroup. We also had a TBFM 4.7 Key Site at ZID. Unfortunately, we had issues with the way the system performed at ZID so we uninstalled the new build and asked the contractor to build a patch to fix the identified issues. The patch will be delivered and another key site will be performed late August or early September.

The week of July 24th, we had a team in Miami to help ZMA with the FLL TBFM arrival system. Miami TRACON controllers were in attendance and the meeting went very well. Another meeting will take place in September to work on the MIA TBFM arrival system. A team was also at ZKC helping with a new adaptation for ZDV arrivals. In addition, a group was at SFO to conduct an IDAC Site Survey at SFO Tower. IDAC will be used at SFO to condition the departures for LAX and SEA.

The week of July 31st, a team went to ZNY to shadow the newly developed Enroute Departure Capability (EDC). The EDC system appeared to be very stable and should be ready when IDAC is installed at EWR, JFK, LGA, PHL, TEB and HPN.

Upcoming Activities for the TBFM Ops Team:

| | | |
|---|---|---|
| 8/7 | RIC/ZDC | IDAC Training and Implementation |
| 8/14 | D.C. | TSAS Meeting and Safety Panel |
| | ZNY | EDC Floor Walkers |
| | ZME | Shadow in the Support String |
| 8/21 | ZNY | EDC Floor Walkers |

| | | |
|---|---|---|
| | ZTL | Assist with ZSE visit to ZTL |
| | ZKC | TBFM Training Support |
| 8/28 | OKC | TSAS Training Meeting |
| | ZNY | EDC Floor Walkers |
| | D21 | DTW MetroPlex Customer Forum |

**Traffic Flow Management System (TFMS):** Brian Campos (DCC) represents the NATCA membership as their Article 114 Representative to the TFMS project. His report is below.

> Staffing at the Command Center would not allow me to attend the TFMS meetings for the TFM Deployment Team meeting for June 6th and 7th in Atlantic City. Chris Jeffers, ZOB/ZME was able to be released from ZOB to attend and act on my behalf. I was able to attend the first day meeting in the afternoon via telcon for 90 minutes to go over some of the significant topics.
> **ABRR/PDRR** is still in the off mode after the identified problems discovered in the early May's turn on attempt. Discussion between ERAM and TFMS are on going in finding solutions to problems. Some fixes are scheduled in ERAM EAD604 Field Fix and EAD700. Mark Dipalmo has been doing a nice job working through the bugs with ERAM/TFMS for ABRR/PDRR to get fully deployed.
> Issue affecting TFMS, is no decision on contract award for TFMS. This will affect decisions in getting fixes resolved in any supporting role with other systems such as ERAM. A small fix is still tentatively scheduled for August to address some critical and security items only, which means engineering requests ER will take a back seat.
> The team reviewed the current state for ABRR/PDRR, PDRR/ABRR TMC Reference card development and AIMS ticket reviews.
> **TFMS questioner** went to National to get approval to be sent to the field for comment which Trish gave her blessing. The TFMS tools questionnaire will help determine the usefulness of the current tools and to help rate their importance in the criticality of use.
> **Surface Viewer** requirements was just brought into the TFMS DT workgroup during the June meeting which I was unable to attend however, Chris Jeffers was able to. It was the initial introduction to the document. We took this information as self-study to be ready for the next time we can meet to discuss the material. The requirements are in a 52-page document of which our first goal is to simply understand the existing requirements. Then provide any comments for changes to requirements, missing requirements, or requirements that should be deleted. Currently, the requirements are focused just on the Surface Viewer itself. We have to determine how to best integrate within TSD and capture comments for change for new, missing and deletions. The requirements are divided into 4 sections, which we will address with primary being in section 4:

- 1 – TFMS Inputs

- 2 – TFMS Processing
- 3 – TFMS Outputs
- 4 – TFMS Display Outputs
  GUI influences of the Surface Viewer for long term will start looking at existing tools, such as Aerobahn, and other FAA prototype viewers like SVT (SWIM Visualization Tool) and NOD (NAS Operational Dashboard) to identify areas to be consistent with common language and understanding across these platforms.

  July meeting is expected to be canceled to support staffing in their respected facilities. August meeting looks promising for the team to meet. All members of the team have little if any capability to perform TFMS DT duties within their facility largely since there is no scribed time allotted to perform our function and all operational resources are taken over for thunderstorm events.

**Training:** Tom Adcock (ZMA) is the Article 114 Representative for Training. Mr. Adcock's report is below.

> The FAA over the next year will be reviewing many aspects of air traffic training, including proficiency and skill enhancement training. One goal is to identify training topics that may need to be updated, while investigating new and more effective methods in program delivery. Your participation in completing the attached survey conducted by the FAA's Center of Excellence for Technical Training and Human Performance will assist them in identifying the topics and delivery methods to be examined.
>
> NATCA recommends participation in this survey.
>
> Click on the link below to start the survey. Participation is completely anonymous.
>
> https://docs.google.com/forms/d/e/1FAIpQLSfN56hSRDemzQEsSok1-CqTvy5AIIq8RU_7qbsr-bc_ovtBbw/viewform?usp=sf_link

**VOR MINIMUM OPERATING NETWORK (MON):** John Vogelsang (P31) is the Article 114 Representative on the VOR MON project. His update is below.

> I attended the VOR MON IFP Working Group meeting and the VOR MON National Planning meeting the week of July 17th is Washington. We discussed procedures for working with affected facilities as the program ramps up for FY18. We also made some adjustments to the waterfall for

various reasons. I will be attending a class in OKC Aug 23 & 24th for orientation on the 2nd and 3rd generation VORs. I will be in Kansas City on Sept 12th to help with a program briefing for area facilities.

Seven VORs will be removed from the charts on Aug 17th. They are:

BRD-Brainerd, MN

DDD-Port City, IA

HUW-Hutton, MO

RIS-Riverside, MO

STE-Steven's Pt, WI

DKK-Dunkirk, NY

JKS-Jacks Creek, TN

No new NR studies have been initiated this month.

**WAKE TURBULENCE:** Kevin Connelly (SAT) is the Article 114 Representative to the Wake Turbulence Office for NATCA. His update for the week is below.

July has been a slow month for RECAT as there were no planned implementations for AJV during the month. After a successful rollout of a modified Phase 2.0 at MIA ATCT/TRACON in May the focus of the program has been on a Humans In The Loop (HITL) study for the potential increase in categories. During the month there has been extensive work on scenarios and schedule being set for both the Tower and TRACON portions of the study.
Earlier this month there was a solicitation for TRACON SMEs sent to the bargaining unit, as we need both current RECAT controllers and those that have no experience working RECAT for the testing. The goal will be to see if there is any difference in capabilities of the workforce to increase from the current RECAT standard of 6 complex categories and 1 simple category (rule), and the 7110.65 standard of 4 categories and 1 rule (small plus), to a potential 8, 10, or 12 complex categories. The objective of having a greater number of groupings for airplanes into wake categories is to be able to decrease separation standards between groups. The HITL will have 6 TRACON SMEs chosen as well as 6 Tower SMEs from those that responded to

the solicitation. The TRACON study is set to occur on September 11-15th and the Tower study is scheduled for October 30 – November 3rd.

In addition to the HITL there have been some issues with the next facility to rollout Phase 2.0 PCT. Due to the unique issues presented in the DC with helicopter and other VIP traffic it has been determined there will be a pause in RECAT rollouts. The next facilities in the waterfall will also see similar issues to include PHX/LAS this fall. Until the HITL study is done to determine if extra categories can be added to the program safely with the current tools available to controllers, it has been requested to pause all future rollouts. In addition there has been some push from AJV at FAA HQ to go to a nationwide standard and that will be looked into as well during this time created by pausing rollouts of the program.