

## **NATCA Safety & Tech Update Week of December 17, 2017**

**ADVANCED TECHNOLOGIES & OCEANIC PROCEDURES (ATOP):** John Lenhart (ZOA) is the Article 114 Representative for Advanced Technologies & Oceanic Procedures (ATOP). Mr. Lenhart's report is below.

### **TR 2**

Update on the TR2 software development and testing progress is as follows:

As of today, we are down to 12 PTRs and are monitoring the daily testing. When we get to a slightly smaller PTR backlog, the formal B&C testing will occur to support the SSM. Unfortunately, with the remaining work/testing to be performed, a February 4 SSM and February 5 installation start is not possible. Based on the current data, we are projecting an SSM near the very end of March 2019 vice the original Dec. date. The states is dynamic, so we will have a better outlook at the beginning of January. The ATOP Program office is very motivated to get the software ready we can complete the cutover prior to summer.

There are impacts to the downstream waterfall dates for ZOA and ZNY. We will be looking for time slots that do not conflict with DATACOM.

### **ATOP OCP**

The week or Jan. 7<sup>th</sup> Site Leads and Management from ZOA will travel to ZAN to work the Oceanic OCP for the Pacific. The following week ZAN will travel to ZOA with the intent to have enough work done to make a draft. In the OCP scenario, ZAN and ZOA are acting as each other's ATOP support facilities. AJR-X is supporting the work done for the OCP.

### **Oceanic Reduced Separation**

An SRM for the 23 mile lateral and 20 mile longitudinal reduced Oceanic separation standards was held in Dallas the week of Dec. 10<sup>th</sup>. This was an SRM for an investment to fund the work towards reducing the Oceanic standards. The NATCA panel members did stellar job translating data that was brought to the table and participating with all the expertise anyone could hope for. It was clear to everyone in the room that the NATCA participants were all experts. If investment is made their will be an implementation SRM in our future. These standards tie in several ATOP issues that the Sites have been requesting fixes for.

### **FDN/NCP Status**

**This month, we have finished or are in the process of working the following:**

56730: ZNY: ATOP incorrectly indicates that it is not CDA when a CPDLC response is not received (Done)

56111: ZOA: Unable to input SIGMET Whiskey 1 - Increase Base Sectors due:

2/18

51500: 23NM Lateral Separation, overdue, due 11/15 but changes to the FDN are going to be discussed at the ATOP Team meeting.

**At some level we are also discussing the following:** related to either 23 lat or 20 long

52196: Feedback message when trying to apply 3 or D flags is incorrect

56196: Enhanced Trial Probe for OOC Reports

56532: Unable to Apply 30/30 or D50 Until an ADS-C and CPDLC Connection Has Been Established

51586: Weather Deviation Follow Up to 51050

56179: 20NM Longitudinal Separation

56397: Failure Mode Enhancement

56398: Performance Enhancement - Improved monitoring capabilities for communication and surveillance network performance

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

### **Denver Metroplex**

The Denver Metroplex Team conducted five select official briefings in early December to update the project timelines and brief the environmental process. Work continues on the TBFM adaptation with the request to utilize resources at the FAA Tech Center in parallel with TSAS work being conducted there. The Team also continued to refine the implementation plan and scheduling along with fixing criteria issues on proposed procedures.

### **Mark Ostronic Denver Metroplex Article 114 NATCA Lead**

#### **Las Vegas Metroplex**

#### Month of October / Early November

- Design Workgroup spent most of October and Early November working with MITRE to develop and validate TBFM and Operational procedures.
  - The team developed six scenarios and was able to simulate all four configurations at KLAS.
  - TMU attended during the HITLs and was able to develop new flows into KLAS.
- Design Workgroup worked with BridgeNet to develop outreach material for our upcoming Public Outreach.
  - Public Outreach was originally scheduled for early January 2019 but has been delayed until early March 2019 at the request of Clark County Department of Aviation.
    - Work with BridgeNet will resume after the Christmas holiday.

#### November

- Design Team met with members from Industry to discuss finding from the HITLs.
  - Procedure changes were made during the industry meeting to correct issues that were identified while at MITRE
    - Industry agreed to take changes back and simulate to validate workability.

#### December

- Core Team worked on an updated schedule for FY2019 due to some changes made with Public Outreach and slipping timelines for environmental hand off.
- Design Team worked with WSC to develop conventional procedures and missed approaches.
- Design Team worked with EEG and Nellis Air Force Base to develop new routings in and out of KLAS for Janet aircraft.

#### Ongoing Project Issues

- Facility Staffing and Support
  - L30 is currently below their goal number for CPCs and are working an extensive amount of operational overtime. Due to the restructure with the new terminal GMs L30/LAS are very short staffed in their support offices. Particularly for L30 in their support of training and airspace. The L30 FacRep has expressed concern as to how we can implement our project. We need to work with facility leadership to explore options for help during implementation phase. I.E. finding outside help to develop ETG problems and new map development (currently no one in the facility has knowledge with AT Coach or problem development), as well as, help will be needed developing new training material.
  - ZLA is in a similar position operationally. However, it appears their support staff is in better shape. The difficult position for ZLA will come when we need to occupy their DySim lab. We have begun discussions with ZLA as to what resources may be needed for implementation.
  - Our project has been delayed on 2 occasions now due to requests from CCDoA to push back our Public Outreach. Their reasoning has been centered around the recent November elections and installation of new County Commissioners. They believe the delay is necessary in order to brief the correct people and allow the new Commissioners an opportunity to become familiar with our project.
    - The multiple delays could extend our ability to turn our project over to the environmental contractor on time. We have been coordinating with them from very early on and at this time, we

are on schedule to meet all of our timelines. However, any additional delays or problems could affect our implementation date.

*Projected Activities for the Next 90 Days:*

1/7/2019 – 1/11/2019	Satellite Procedures and Airspace
1/14/2019 – 1/18/2019	SIDs / STARs refinement and Design Packages
1/21/2019 – 1/25/2019	Design Packages and Implementation Plan
1/28/2019 – 2/1/2019	Industry Review and Validation with LAS
2/4/2019 – 2/8/2019	Draft Implementation and Training Plan
2/11/2019 – 2/15/2019	Public Workshop Prep
2/19/2019 – 2/22/2019	Implementation Plan
3/4/2019 – 3/8/2019	Public Workshops in Las Vegas (Currently expecting 3 meetings)

**Submitted by Chris Thomas Las Vegas Metroplex Lead**

**CLE/DTW Metroplex**

The CLE/DTW Metroplex project continues to progress through the post implementation evaluation and modification phase. We have identified and modified several LOA's and created temporary procedural fixes until more permanent solutions can be implemented.

The Team, including POC's from DTW, D21, CLE and ZOB along with industry representatives recently met to discuss and finalize post implementation SID and STAR modifications. Specifically, decisions were made to pursue changes to the SIDs at DTW. These changes would close the "open" portion of the current SIDs, and eliminate the use of "Climb Via Except Maintain" clearances.

Additionally, discussion was held regarding minor modification on some DTW STARs, DTW Satellite STARs, CLE SIDs, and CLE STARs. These changes were also agreed to.

The majority of our Team's time has been dedicated to then working and very quickly finalizing, quality checking, and submitting the changes for publication. We are currently working toward July and August of 2019 publication dates for the procedure updates. These dates are very aggressive, and may have to be modified, depending on environmental process checks, and publication slot availability. We are also coordinating publication dates with NAVCANADA.

The teams from ZAU, ZID and ZOB met in Chicago, including industry representation, to review post implementation and concerns. Most all concerns and issues involve aircraft not filed via the correct DTW STAR for the current runway in use. We developed suggestions that industry will take back to their pilots, and dispatchers. Additionally, ZAU and ZOB will work on techniques to help establish the aircraft on a different STAR sooner, and within the altitude profiles. Further

notional STAR design conversations were held, regarding extending the top of descent westward into ZAU. The ZAU team will begin an internal review to determine if this idea is feasible and advantageous.

The Core Team conducted some public outreach, specifically in the form of re-connecting with Mayor's teams in the Detroit and Cleveland areas. All feedback received from these public representatives was positive, and they were especially appreciative of the process and opportunity to work with our Team.

We also had an opportunity to attend a corporate pilot forum for the DTW area. We were able to obtain feedback from operators of a wide variety of aircraft types. This feedback was mostly positive, with all acknowledging a particular difficulty with the capabilities on older (DC9, B727) modified and unmodified airframes. The leads from D21 and ZOB will be discussing possible routing options and eventually reaching back out to some users for further feedback.

Lastly, with the relatively new formation of the Cleveland District management structure (which encompasses all our primary facilities) we reached out to the new Managers. We briefed the District management, and individual facility leadership teams regarding our post implementation evaluation. We also informed them of procedural modification, and implementation strategies, including the need for facility POC's and SME's through our post implementation phase.

**Submitted by Rick Norris CLE/DTW Metroplex Lead  
Western PBN Update - December 2018**

**Ontario International Airport**

A Full Work Group Design Meeting was held to establish RNP connectivity for all runways to the recently re-designed JCKIE STAR. Mountainous/precipitous terrain surrounding the airport has proven to be challenging, resulting in high initial approach altitudes. Southwest Airlines claims that instrument approaches starting above 5000' require a reduced vertical descent angle. As a result, minor adjustments were made by the FWG in an attempt meet industry's interests. However, to meet ATC and community interests, the optimum angle could not be applied to the design. The next step is a flight simulator evaluation by industry to assess fly-ability.

**EoR - December 2018**

**George Bush Intercontinental/Houston Airport**

The month of November was the first complete month EoR operations IAW 7110.65 para. 5-9-7. Nearly 350 EoR operations occurred.

**Denver International Airport**

A Human-In-The-Loop (HITL) test plan is currently being drafted in preparation for trials at Denver TRACON next spring. The test plan will assess the effect of varied aircraft eligibility and traffic levels on the utilization rate of EoR operations without the use of advanced merging and spacing tools. The tests will be focused on DEN and the traffic will be generated / scripted based on a representation of an actual traffic day at DEN. The purpose of the simulation is to determine the impact of varying eligibility levels on the utilization of the downwind approaches and their impact on the operation. Success will be measured by how many RNPS cleared.

## **Josh Haviland, Western PBN Rep**

### **NATCA PBN Co-Lead East**

The past month in East, we worked on NEC ACR and VORMON projects.

To start the month: we helped support the implementation of the Florida Metroplex on November 8<sup>th</sup>. People from our team were at ZDC, ZJX and ZMA helping and observing. Many lessons were learned from observing that we have already started to incorporate into our NEC ACR project.

ZDC ran some ISIMs the week of November 26<sup>th</sup> to look at traffic flows prior to our first Pref Routes meeting. The ISIMs provided ZDC with data on traffic flows they may need to modify. ZDC would like to shift the PHL and CHS traffic from one sector to another to help balance flows.

The original date for NEC ACR implementation was Jan 30, 2020. In researching the date further, it was determined that the 2020 Super Bowl is in Miami a few short days afterwards. There was fear of making a large change to the NAS a few days prior to such a big aviation event. Therefore, after talking with all of all facilities, it was determined best to publish the routes on 10/10/19 (NOTAM N/A) and implement the routes on 12/5/19. ZBW will require more outside resources to make this happen and any delays in the DataComm waterfall could be harmful to our implementation date.

The week of December 6<sup>th</sup> we met with ZDC, ZNY, ZBW, ZJX and the ATSCC to start reviewing the new Pref Routes for NEC ACR. This was a very large meeting with the facility FTRs, FAST, 530, TMU and POCs all present. We only got through about 30% of the routes so far, but the facilities are working individually to make sure they have what they need. Another group meeting of this nature is scheduled the week of January 28<sup>th</sup> in which ZTL will also be included.

A VORMON meeting for all the future decoms at ZDC was held this week. All of the low altitude route structure was designed, but we are still talking about how to tackle the high altitude structure. One idea would be another ACR type project to include ZOB, ZID, ZBW, ZNY and ZDC. This would be a very large group, but would provide all these facilities a modern high altitude route structure. This may be a large ask that VORMON will not want any part of and AJV14 may be very hesitant to kick off another high altitude project across several ARTCCs. We will discuss the best way forward next week and after the holidays.

### **Joey Tinsley NATCA PBN Co-Lead East**

### **CSA PBN 2018-12-13**

Columbus and San Antonio projects are being prepped for Flight Simulation runs done by our Industry partners. Both projects will go for noise modeling in the next few weeks. The next step will be to brief each Airport and discuss the noise simulations and any design concerns reported during the Sim runs. The KORD draft procedures are complete and ready for submission for modeling evaluated by the City of Chicago.

There are a number of pressures on the production pipeline and many FAA Orders that mandate how instrument flight procedure work is approved, completed, and implemented. NATCA has been working (for the better part of two years) with the

Operational Support Groups (OSG), PBN Program Office, Aeronautical Information Services (AIS) and Flight Standards (AFS) on a singular Instrument Flight Procedure process that could bring all procedure development into one consistent process and move forward in supporting national level priorities and strategies. NATCA's vision for these changes ensure facility collaboration and eliminate changes to the NAS that aren't appropriately coordinated in the field. These recent efforts have been abandoned by AIS and AFS. AFS and AIS are ready to implement a new 8260.43C that doesn't have the appropriate infrastructure and planning in place to simplify the process, reduce timelines for publication, or ensure complete air traffic facility collaboration. The current version being implemented does not match earlier drafts that were collaborated on.

There has been considerable work going into preparations for a singular Instrument Flight Procedure (IFP) Process. The new 8260.43C mandates how projects are approved and scheduled. Because the new .43C is completely changing how potential projects are approved, work on the new IFP process has had to stop and change its' focus to adapting to the new .43C. If given the appropriate time and development, both the new IFP Process and the new Prioritization Process could co-exist and complement each other.

The SDF (Louisville International-Standiford Field, Louisville, KY) project has been handed off from ESA to CSA. This project was requested by UPS and will focus on improving airspace and procedures for KSDF, ZID, and all surrounding ATC facilities. At SDF, UPS bases their largest package sorting facility. Preliminary information is being gathered and a short site visit will occur in mid-December. At this visit, we will discuss SDF facility needs and observe the mid-shift inbound and outbound pushes for the Tower and TRACON. We will meet with the LRAA (Louisville Regional Airport Authority) and discuss their needs, interests, and support for a project. Finally, we will meet with UPS Flight Operations and observe their overnight processes at their sort facility.

The effort to help ARTCCs focus on their VORMON mitigations is underway and evolving into a standard method that can be applied to any navaid removal and mitigation conversation. In early November, Central PBN was with ZKC, our Flight Procedures Team (FPT), OSG Airspace & Procedure Specialist, and Environmental Specialist. ZKC had already developed a full ARTCC strategy for T-route development. These ideas were further discussed, combined, and connected to adjacent airspace so only the minimum count of T-route numbers were used. Additional review was done on the decom waterfall to ensure proper mitigations are in place. The team at ZKC did a great job identifying their needs and developing an ongoing plan to stay ahead of the program.

This week, Central PBN was with ZFW, D10, our FPT, and OSG Airspace & Procedure Specialist. The ZFW Agenda focused on VORMON mitigations for the JEN VORTAC decom in 2020. Everyone involved did an excellent job understanding the problems being solved and reasoning through viable solutions. Kudos to ZFW, D10, and the staff from PBN, OSG, and FPT. Additional meetings are being scheduled for 2019 to continue working through their impacted nav aids, procedures, and airways.

We are currently reaching out to the remaining Central Service Area ARTCCs for meeting dates in the first and second calendar quarters of 2019. These activities

need to remain a priority for us and getting them on the schedule now helps us keep these activities from being over-run by other competing PBN requests. The immediate goal for the next 6 months is to have packages submitted for each ARTCC that cover all VORMON impacts anticipated through Phase I of VORMON (FY2021).

**Submitted by CSA PBN NATCA Art. 114, Brent Luna**

### **PBN/Metroplex Design and Implementation Lead Monthly Report – 12/13/18**

Metroplex: Florida Metroplex re-design work has begun on the Florida Metroplex SIDs/STARs. The current Florida Metroplex re-scoping will incorporate Q and Y routes from ZJX, ZSU, and ZMA. The Florida Metroplex team connected the Q routes to the existing SIDs and STARs during a November 8, 2018 implementation. The team will then reconnect the future Metroplex SIDs and STARs to the Q routes at a later date. The northern Q routes (ZDC and north) have been incorporated into the NE Corridor initiative through the JO 7100.41 PBN process with a dedicated set of Co-Leads from the Eastern Service Center OSG PBN team. Detroit/Cleveland Metroplex implemented SIDs and STARs on September 13, 2018. The procedures are working very well and getting great reviews from Delta Airlines. They have some post-implementation amendments to the SIDs and STARs slated for June and August 2019. The Denver Metroplex team continues their community involvement and engagement activities with March 2020 currently targeted for the implementation of the procedures. The Las Vegas Metroplex is now moving forward with the project as originally scoped with design work being mostly complete while also continuing to work on community involvement activities. The Las Vegas Metroplex team successfully completed the scrub of their HITL scenarios and full HITL activities the week of November 13. The Metroplex Leads meeting scheduled to take place in Cleveland on August 6-10, 2018 was cancelled and have been rescheduled for January 23-24, 2019 in Miami.

PBN Policy and Support (AJV-14) is currently working with Flight Standards (AFS), Aeronautical Information Services (AIS), Service Center Operational Support Groups (OSGs), Flight Inspection, and PASS on a workgroup to look at ways to streamline the Instrument Flight Procedures (IFP) development processes to improve the way we validate incoming IFP requests. This workgroup will also look at ways to better prioritize valid requests that aligns better with safety needs and the PBN NAS Nav Strategy. This workgroup kicked off on March 28, 2017 with a week-long meeting in Seattle. The timeline for completion of the draft implementation plan was June 2018 and now has stood up an additional workgroup to define function and roles/responsibilities to incorporate into the new JO 7100.41B for IFP implementation. The next F2F for the IFP Process WG is scheduled for January 29-31, 2019 in DC but will continue the weekly telcons for the workgroup. The PBN office continues to work with the VOR MON Program Office to integrate and coordinate PBN activities with the VOR MON waterfall schedule through 2025. The next PBN Co-Leads meeting is scheduled for January 15-17, 2018 in DC with co-leads represented from all three service centers to continue to work on prioritization of single site projects.

**Submitted by PBN/Metroplex Design and Implementation Lead Art. 114 Ed Hulsey**



**AUTOMATED TERMINAL PROXIMITY ALERT (ATPA):** Mike Sanders (SCT) represents the membership as the Article 114 Representative for ATPA. Mr. Sander's report is below.

ATPA is now available for any facility operating under a STARS platform. To enable, Air Traffic will determine airports/runways they wish to utilize and then work with the OSF on adaptation. Training is required for all controllers at facilities using ATPA, through an eLMS course and a brief lab demonstration of ATPA entries and features. Please provide feedback on training.

ATPA is voluntary on part of the individual controller at his/her display. Facilities are not permitted to make any portion of ATPA mandatory.

Fielded several questions this month on Adaptation options for STARS facilities and Micro EARTS. Keep them coming it's a great tool for all to use.

If you have any question on training or adaptation, please contact me below.

Mike Sanders

SoCal TRACON

National ATPA Lead

[atpa@natca.net](mailto:atpa@natca.net)

913.904.6937

**ENTERPRISE-INFORMATION DISPLAY SYSTEM (E-IDS):** Amanda Richardson (ZOA) is the Article 114 Representative for Enterprise-Information Display System (E-IDS) work. Mrs. Richardson's report for the membership is below.

Background: The Enterprise Information Display System (E-IDS) project aims to replace all existing IDSs in the NAS, providing the Agency with one enterprise solution across facility types. While some customization is necessary and should be available, one system will reduce overall costs for upkeep and training and resolve the upcoming end-of-life issues we have with our current IDSs in the field (IDS-4, ERIDS, etc.). Current domains without an IDS will also be addressed (Oceanic, FSS, etc.) The project is working towards finalizing requirements by the end of this year, with a contract scheduled to be awarded in 2020.

The Human Factors and Integrated Test Team work continues every 2 weeks. The Human Factors team discovered a need for additional time with the SMEs and was able to utilize the ITT's block of time to accomplish some of this work. That will occur again in the beginning of January, with ITT work being revisited in late January. The need for SME time is being monitored to ensure that necessary changes / additions can be accomplished in a timely manner. The next meeting is scheduled in early January, after the holidays.

I attended meetings in DC the last week of November. The quarterly trip was very productive. In addition to attending the regularly scheduled meetings in person, we

were able to work through the initial plans for training and implementation. The team's overall plans are well thought out and we are attempting to take all factors into consideration to ensure a smooth rollout (staffing, trainee workload in the field, competing programs, etc.) The next quarterly trip is tentatively scheduled for mid to late February to coincide with the continued Safety Workgroup activities.

Upcoming activities:

- Weekly / bi-weekly program status and engineering telcons (ongoing)
- Human Factors and Test Workgroup (ongoing)
- Training telcons (ongoing)
- Bi-weekly Risk Board Telcons (ongoing)
- Weekly check-in with Program Manager (ongoing)
- Weekly Systems Engineering Telcons (ongoing)
- SRM Workgroup meetings, continued (Feb – TBD)
- Quarterly trip to DC to attend meetings in person (Feb – TBD)

**HUMAN PERFORMANCE:** Aaron Katz (P50) is the Article 114 Representative for Human Performance. His report is below.

As we close in on the end of the year, the Human Performance world is gearing up for 4 different research projects that are approved for 2019. We have reached the part of the process whereby we will start coordinating dates for site work to commence.

We have an actigraph study that will focus on determining if controllers are able to generate more opportunities for fatigue mitigation. Similar to the 2010 NASA study, we will be looking for volunteers to wear actigraphs for a period of 30 days. We hope to be able to secure 100 volunteers between the identified test sites.

We are pursuing a behavior marker study to be done in conjunction with NASA. This study could help identify key indicators that can be recognized leading up to employees finding themselves in situations where they can become overwhelmed. This study could also help employees with self-awareness of their own behaviors and physical conditions. This data will be collected through the use of on-site one-on-one interviews with the NASA researcher and myself.

We are working with CAMI on a study focused on controller scan patterns and ways to identify techniques to get the most out of a scan, along with cognitively processing the information. This work will be done over several months and conducted in simulation facilities.

We are also working with CAMI on a study focusing on the effectiveness of training throughout the field. Sites are chosen that have both a high and low rate of success for employees reaching certification. The sample group will include developmentals,

CPC-IT's, OJTI's and operational supervisors. Employees will be asked to participate in an on-site survey pre-loaded on an iPad. The surveys will take approximately 15 minutes to complete and will be conducted on duty time.

Once all of the field data collection occurs for the projects listed, the next step will be to process and analyze the data. This phase will consume most of 2019.

**NEXTGEN:** Adam Rhodes (I90) is the National NextGen Representative for NATCA. His report to the membership is below.

#### NextGen Portfolio Manager Reviews (PfMRs)

NATCA participated in 7 PfMRs where FAA NextGen Programs make presentations on the current status of their respective programs. These included Collaborative Air Traffic Management (TFMS), Time Based Flow Management (TBFM), Safety System, Improved Multiple Runway Operations (IMRO), Improved Surface Operations, Performance Based Navigation, and Separation Management.

#### Remote Offshore Meteorology Information Demonstration (ROMIO)

This program is an effort to bring real time long-range modeling and depiction of oceanic convective weather into the flight deck. NATCA participates in the bi-weekly meetings. There have been several outages both planned and unplanned regarding ROMIO as of recently and no new major developments have taken place.

#### Remote Towers

##### **Fort Collins, CO (FNL)**

During the month of November NATCA participated extensively in the Remote Tower Phase 0 testing at Fort Collins, Colorado. The initial system is in place and running and currently being optimized for the next round of testing which is slated to begin in March of 2019. During the next phase of training a mobile tower will be in place to provide air traffic services while other air traffic controllers will be placed in the remote tower to mimic the mobile tower actions. Upon the successful completion of this phase, air traffic services will be moved to the remote tower with the mobile tower becoming the backup. Further testing will continue to take place.

##### **Leesburg, VA (JYO)**

Testing began at JYO to start providing clearance delivery/flight data to pilots. In the past pilots received this information from PCT. Testing will soon begin combining different positions at JYO similar to what operating control towers do today when traffic conditions warrant.

NATCA participated in a workshop which was the first of a group of workshops that will help shape the operational requirements for Remote Tower systems similar to FNL and JYO. The next workshop is scheduled for January 10, 2019.

*ATD2*

The ATD2 demonstration will move to DFW airport and expand further into the terminal environment to include surrounding airports, TRACON, and En Route. This next phase of ATD2 will focus on building a multi airport terminal departure scheduling solution. NATCA has selected John Short at DFW tower as the new ATD2 rep to see the project moving forward.

#### MITRE

NATCA received a briefing at MITRE regarding the work they are conducting regarding Commercial Space Integration, UAS Integration, and Remote Tower Services. NATCA continues to work with MITRE to provide a controller based perspective to the research they are conducting on behalf of the FAA.

#### NOTAMs

NATCA recently participated in a telecon regarding NOTAMs. We expressed our concerns that any system must be able to prioritize and accurately display NOTAM information that is critical to flight safety.

**OPERATIONAL PLANNING AND SCHEDULING (OPAS):** Jason Doss (ZJX) leads the NATCA effort for web-based scheduling and other operational programs. His update is below.

#### **WMT Scheduler**

Worked closely with the developer of WMT to resolve issues some BUE's were having logging into the website after the migration to MyAccess authentication. Some members experienced problems with invalid credentials, requiring calls to MyIT help desk to resolve the issue, and their patience during the transition is appreciated. Several other bugs were identified on the site relating to Windows 10 and a glitch with requests in pay period 27 not being handled properly, the fixes have been thoroughly tested and deployed.

#### **CRU/A-SISO**

We received notice from the Agency that the submission of time cards for pay period 27 of 2019 will close early due to the Christmas holiday. The submission of time cards to CASTLE generally must be completed by [noon on Tuesday](#) after the end of the pay period, since that falls on Christmas day the Department of the Interior requested that time cards be submitted by 1600EST [on Thursday, December 20](#). This requires all timekeepers to manually enter the *expected* shifts and leave for all controllers before the deadline. We have been in contact with headquarters to ensure the timekeepers have been adequately briefed and prepared for how to handle the data entry. We encourage all members to be diligent in reviewing their LES for pay period 27-2018 and pay period 1-2019 to ensure that their pay is calculated correctly.

#### **ATOMS**

There are no substantive updates on ATOMS since our meeting with the Agency in November. We continue to look forward to working collaboratively to replace the aging WMT and CRU-ART systems.

**PROFESSIONAL STANDARDS:** Garth Koleszar (ZLA), Lydia Baune (GEG) and Josh Cooper (SCT) are members of the National Professional Standards committee. Their report is below.

The Professional Standards program is in its 8<sup>th</sup> year and continues to have a positive impact on the professionalism of controllers nationwide. The program has about 530 active members, with a total of over 850 trained to serve as committee members representing every facility in the National Airspace System. Committee members receive training on communication skills and conflict resolution during a 3-day course taught by NATCA. Our last class was held in Washington DC, December 3<sup>rd</sup> through the 5<sup>th</sup>. Our next class is scheduled at Houston Center February 5<sup>th</sup> through the 7<sup>th</sup>.

To date, the Professional Standards program has received 2,892 submissions with 90% of those being resolved. That's 2,607 issues that NATCA was able to resolve the issue at the lowest level, peer to peer, without management involvement in the outcome. Approximately 70% of those cases are submitted by management, demonstrating the FAA's belief that the peer to peer method used by the program is working. The recidivism rate is very low, indicating that the one on one discussions between committee members and controllers has a long-lasting, positive effect on the safety of the system and the professionalism of our controllers.

We have recently filled the two vacant Professional Standards District Chair positions with Robert Yeo (ACY) and Patrick Carter (D10). We are scheduled to hold our final training for RESPECT in Boise, Idaho, February 20-21 with the four remaining District Chairs that require training.

The RESPECT roll out is approaching quickly. We are planning a staggered roll out. Alaska Region, Southern Region, and at I90 will be the first to begin implementing RESPECT in February.

If you have any questions about the Professional Standards Program, please don't hesitate to contact any of the NATCA National Professional Standards committee members at [ps@natca.net](mailto:ps@natca.net).