

NATCA Safety & Tech Update Week of December 31, 2018

AIRSPACE TECHNICAL DEMONSTRATION 2 (ATD-2): John Short (DFW) represents the membership as the Article 114 Representative for ATD-2. His report for is below.

ATD-2 is transitioning from CLT as the focal point to DFW. CLT will continue to use the system as they do today. NASA will be supporting and updating the system as needed. Pete and his team laid the ground work and set the bar high.

DFW is excited to join the team and lead ATD-2 to Phase 3 starting stormy spring/summer 2019.

NASA has been busy attending multiple meetings in December. They briefed local airlines at a CSIT meeting (AAL and SWA) on ATD-2. They also briefed ATD-2 capabilities to the CDM FET, CSG and at the National Customer Forum. I was not able to attend the meetings due to recently taking over the project.

The NASA team working on ATD-2 has is very supportive of NATCA's involvement. They are looking forward to our continued partnership into Phase 3.

I do not have anything further to add as the shutdown has put a stop to meetings and updates from NASA. They are working with a skeleton crew to ensure the system stays operational as best as they can.

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Bennie Hutto (PCT) is the Article 114 Representative for RNAV and PBN criteria work. Mr. Hutto's report for the membership is below.

With the holidays and leave, there's not much to report for this month. The Pilot Controller Procedures & Systems Integration (PCPSI) WG met in Atlanta, GA on December 13th and 14th where the Phraseology Subgroup members started to evaluate and discuss the differences between the phraseology used between FAA and ICAO concerning Climb and Descend VIA to see if there's any possibility of harmonizing it. Our next meeting is being held in Melbourne, FL at the Harris Corporation on February 12th-14th.

WAKE TURBULENCE: John Murdock (PHL) is the Article 114 Representative to the Wake Turbulence Office for NATCA. His update for the week is below.

During December we trained and completed IOC in Hawaii. Hawaii's IOC completed the NAC commitments for CY18 and HCF is the first facility that running Micro EARTS to implement RECAT.

ATPA was concurrently trained with CWT for the Honolulu Control Facility, Maui and Hilo Towers while CWT was trained. ATPA is not and was not designed for Micro EARTS. ATPA is working and is operating as close to the same as it operates in STARS. One issue that did come from the implementation is that the controllers that work Honolulu Center were required to display the Wake Category on the data block. It was not received well by the center controllers. The facility is working with the Tech center in Atlantic City to come up with a better solution for them. From my conversations with the engineers at the tech center it is my understanding they will be able to adapt Micro EARTS to better satisfy the center controllers. The facility is going to work directly with the Tech and we should not have any involvement in the changes.

CY19 we have two NAC commitments to complete Boston and Dallas. The plan is to complete the two facilities in the first two quarters of CY19. The RECAT team will meet to develop upgrade training and a waterfall for upgrading the current RECAT facilities to CWTs.