NATCA Safety & Tech Update
Week of December 4, 2017

AIR TRAFFIC PROCEDURES (AJV-8): Andy Marosvari (BOI) is the Article 114 Representative in the AJV-8 Office. Mr. Marosvari forwarded the summary below for this update.

I participated as a Subject Matter Expert (SME) on a SRMP for a change to 7110.65, 3-9-8, Intersecting Runways/Flight Paths. Current guidance in 3-9-8 permits controllers to use 3 methods when landing and departing crossing runways. This panel evaluated the hazards of including a fourth option when instructions are given to the arrival aircraft. The proposal evaluated whether a clearance issued to an *arrived* aircraft, during the landing roll and read back correctly, would be sufficient to ensure that the arrival would not conflict with the departing aircraft using the crossing runway. Airline representatives on the panel voiced concern that those instructions issued during a critical phase of landing rollout may be difficult to comply with or reject in a timely manner. NATCA felt that a clearance issued and read back correctly was sufficient to then issue a takeoff clearance to the departure. Work is continuing on the written documentation of the panel and an update will be provided when I receive it.

There will be a meeting of representatives from the oceanic areas of ZMA/ZNY/ZSU and NATCA's ATOP Art 114 representative as well as FAA specialists from AJV-84 (Oceanic Procedures) to discuss differing oceanic procedures used by the different facilities. The purpose of this meeting is to identify areas of misunderstanding and harmonize procedures that will increase efficiency and maintain the high level of safety for these operations. A Document Change Proposal (DCP) has been written to permit Tower Applied Visual Separation between adjacent ATCTs. Currently, 7 facilities operate under a waiver to utilize tower applied visual separation with adjacent facilities' traffic; this change would make it permissible without a waiver. Although the change is currently not scheduled to take effect until September of 2018, there is a good chance that a NOTICE would be published to make it effect after all required parties have signed off on it.

The FAA and MITRE would like to begin a test and evaluation of a Mobile Clearance Delivery concept, designed for pilots to file and receive IFR clearances using mobile devices. Initially, the testing would be done using a corporate flight department and/or flight school and a specific location. I will be attending a meeting December 4 to work on the specifics and ensure NATCA has involvement at every level.

Please don't hesitate to contact me at procedures@natca.net or 208-870-1621 with any questions or comments.

AIRPORT CAPACITY DECISION SUPPORT TOOL (ADEST): Kristen Laubach represents the membership as the Article 114 Representative for ADEST. Her report is below.

> A couple months ago data feeds that supply Airport Capacity Decision Support Tool (ADEST) were updated. These feeds provide ADEST with flight schedule and NOTAM information. It initially appeared that everything had transferred successfully however; we recently discovered this was not the case and ADEST was not receiving the needed information. The programmers are working on resolving these issues.

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 Update**
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> The Denver Metroplex Project is ongoing and is currently involved in the Evaluation Phase of the project. The Denver Metroplex Team along with the Regional Administrator briefed congressional staffers earlier this month on the upcoming EA activities and status of the project. The Team continued to work on necessary training requirements, developing updated LOA's, and testing TBFM adaptations.
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> **Mark Ostronic Denver Metroplex Article 114 NATCA Lead**
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> **Southern California Metroplex**
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> The SoCal Metroplex Team continues to respond to noise complaints received from Ombudsman, the Regional Administrator's office and Headquarters. The majority of the complaints are legacy noise issues.
> The core team has been working with Legal from Western Pacific and Headquarters preparing mitigation proposals for the Petitioners. The proposals have been presented and the results are expected to be presented to the courts November 17th.
> The team created the JCKIE STAR to address concerns in the Lake Arrowhead area and provide safety benefits for aircraft operating in high terrain at night into ONT. The procedure passed the environmental screen. The team is waiting for the Regional Administrator to provide the messaging plan to elected officials so that we can move forward with implementation.
> The team is waiting for Headquarters and the Regional Administrator to provide a community outreach plan for the post-implementation procedures that will be implemented in February and May.

The team produced analysis of procedures that overfly the Thousand Oaks and Newbury Park communities to address noise concerns from Congresswoman Brownley. A meeting to brief the analysis is being planned for the week of December 11th, but nothing has been finalized.
ZLA conducted a successful meeting to address redesign of Sectors 54 & 55. There were 2 proposals developed. ISIM will be used December 5th & 6th to evaluate both proposals and select a final design. The design will address the ATSAPs that have been received.
SCT and ZLA have amended, reviewed, and trained for procedures being implemented December and February.
The team has begun analysis and a draft response to the LA Roundtable letter to the Administrator dated October1, 2017. The letter addresses noise and flight track concerns in the Culver City area.
The team continues to work with Bridgenet to produce procedure boards for February implementation, possible webinars, briefings and to begin the transition of the SoCal Metroplex Project to the Western OSG.

Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

Atlanta Metroplex

Worked on Closeout package
Worked on plain language for Post Implementation Design Packages
Completed the Close out meeting preparations for December 5th

Submitted by Christian Karns Atlanta Metroplex Co-Lead

Cleveland/Detroit Metroplex Design & Implementation

Ron and I met with Mayor's from Strongsville and Olmstead Falls to discuss upcoming public outreach. We were given good feedback on how their respective communities will turn out and act during these meetings. We are not expecting any issues with either of these communities. We also met with the suburban mayor's group with included 6 different communities and a few congressional staffers, the meeting went very well, and also are not expecting any issues with the communities that were represented.
Held a Telcon between ZOB/ZAU/D21 regarding our contingency plan to implement 5/24/18, during the conversations ZAU felt that by not implementing everything at once, they wouldn't be able to train all of their controllers for a 2nd implementation. ZOB/D21 are in talks now to see if it feasible to implement all procedures, and have "extensive flow" added to a few routes to help with their concerns.

I feel that by doing everything at once would have less impact on the controllers involved, and on the NAS. We have a follow up telcon set up for 11/29/18 to see if we can come up with a final implementation plan.
Facilitated meetings with surrounding facilities SMEs with CLE/D21 POC's to finalize LOA's. We are at an estimated 95% completion of all LOA's at this point. The SMS for implementation and LOA's/SOP's is scheduled for January of next year. Due to the holiday's we moved our SMS paneling from 1/6/18 to 1/29/18, and anticipate this will allow the time to wrap up the loose ends before we panel.
Traveled to Detroit to hold our first 3 community engagements, we will have our final 3 next week in Cleveland. For these meetings, we have our POC's/SME's from CLE/D21/ZOB, as well as contract support from ATAC/BridgeNet. The teams have been briefed on how to handle the public, and are comfortable moving forward.

Report submitted by Michael Taylor CLE/DTW Article 114 D & I liaison

Florida Metroplex November 2017 Report

Florida Metroplex team had the following activates during the past month:
Participated in Team meetings in Miami (1 week)
Briefed Southern Region RVP and Directors, Eastern Service Area and OSG on current status of Florida Metroplex
Participated in Florida Metroplex Telcons

Submitted by Greg Harris Florida Metroplex NATCA Co-Lead

Eastern Service Area (ESA) PBN November 2017

Capital Area Project DCA/BWI/IAD
ESA Co-Leads have continued to hold design meetings at PCT. The fourth meeting is scheduled for the week of December 12, 2017. In our previous three meetings, we have addressed community concerns, criteria issues, improving the operation at BWI with "RNAV off the ground" for all runways and amending procedures to accommodate triple ILS operation at IAD. ZDC and ZNY will rejoin the FWG to complete SID and STAR work in their facilities. The hope is to have design work complete at this meeting with an additional meeting scheduled for February for final review and "pencils down".

CVG Project
The CVG project was started in mid 2015. This is the ESA PBN team longest running active project. The project has been "shelved" twice before for other "higher priority" projects. Our last design meeting was scheduled for next week but travel funding was denied and the meeting has been canceled. We will try to complete the project and publish in FY19. The TVT VOR was to be removed during our project to meet its scheduled decommissioning in FY18. AIS, Central FPT and Eastern FPT meet on November 28, 2017 to discuss option to meet the goals of the VOR MON project. The two Service Centers will work with AJV-14, AIS and the Eastern Co-Leads will work to remove TVT from the ROCKT SID in FY18 via an expedited abbreviated amendment process.

N90 meeting
We traveled to N90 to work on several projects that have been delayed and address new projects requested by the facility and Industry. Our primary goal for this meet was to finish the RNAV STARs to LGA, EWR and TEB. Criteria changes need to be addressed to either rework the STARs or drafted waiver request. The complexities of N90 airspace, and traffic flows it was agreed and the facility chose to request waivers in almost every situation. ZNY had request a new SIDs and STARs into EWR and JFK. EWR is more complex which will require additional facilities (WRI, EWR tower) and other areas with N90 to participate in the design. The JFK procedures were less complex and we have a notional concept to move forward into design.
N90 requested time to look at other internal notional projects and we accommodated their request. There were notional SID designs and amendments at LGA and JFK.
We have not scheduled follow on meetings at this time because of the funding and priority discussion scheduled for early January 2018.

Additional projects being worked;
PLB is VORMON generated – T705 between ZBW and NavCanada 2018 publication
ROA – RNPs, FEDEX request for safer operation through terrain.
Bermuda – Amendment to one STAR with additional waypoints to aid in non-radar separation.
Cuban Y-routes

Projects on hold or waiting prioritization in eastern;

T-294 extension – ZTL request for TDG/EWA VOR MON project
TJSJ SIDs & STARs – Datacomm generated project
ZME Q-routes – 8 new routes and 10 amended
ZME/MEM – FEDEX request to update OPD STARs & RNPs
RDU – Funding issue no BFOT to support project
PXT – VOR MON, no BFOT
WRI – Multiple NAVAIDS VOR MON generated
BGR – RNAV STARs
BNA – facility request
NPA – RNAV SID & STAR for the military
ZBW – NavCanada T-route project
ACR- Atlantic Coast Route Program

Submitted by Bill Wise ESA PBN Article 114 Rep

CSA PBN 2017-11-29

In November, PBN activities in Central have been focused on projects in Austin, San Antonio, Chicago, and Cincinnati.

The waivers and letters of approval required to support the Austin post-implementation publications have all cleared Flight Standards and have been signed. An Austin Pre-Implementation telcon was held to ensure all associated activities have been or will be successfully completed to support the December 7th Chart Date. ZHU, ZFW, and Austin TRACON/ATCT are operationally prepared and have completed all supporting items. There are a few environmental documents being circulated for approval and signature, and a successful implementation is expected next week.

Gary Chicago International Airport has teamed with Boeing to request PBN adjustments at their airport. The existing structure is working well and we look forward to adding the requested functionality. Additional conversations with C90 and ZAU have been held in preparation for our design meetings at the end of January.

VORMON hosted their National Program Office Meeting in November. PBN Co-Leads did not travel to DC because travel funding was not authorized.

TVT VOR decommissioning is being delayed slightly to ensure that the ROCKT SID serving KCVG and KLUK is adjusted so that surrounding facilities and users are not negatively impacted when this navaids is removed from all charting products.

KSAT Project Community Engagement plans are being drafted and we expect to present them to the Airport Director for discussion and agreement in December. We anticipate a very collaborative meeting as we adjust the Engagement Plan to fulfill the expectations that the Airport has for our project. We have already met with the facility to discuss all of the impacts caused by the current design criteria.

These criteria problems plague every one of our projects and prevent us from offering the best product and service that we can. We continue to request relief and change in the orders that have put some of these negative concepts in place.
Finally, ATAC is at the RO this week to train our PBN staff on PDARS. PDARS is an excellent tool that will help us during design, evaluation, post implementation, environmental, and local engagement activities. The ATAC representative has done a great job with the instruction and tutorials.
Submitted by CSA PBN NATCA Art. 114, Brent Luna

PBN and EoR 9/7-10/3

10/19 EoR Denver: All EoR operations in Denver are currently suspended due to multiple occurrences of flight crews selecting wrong runways resulting in TCAS RA's and losses of standard separation. All runways transitions, with the exception of one runway from each downwind in each flow, have been Permanently NOTAM'd. This will result in the additional transitions being removed from the FMS databases and once that occurs, EoR operations will resume.
10/23 Participated in NATCA/AJV-0 collaboration meeting.
10/19-31 On site at AJV-14 in DC
11/2-3 Annual Leave
11/6 Participated in a telcon to discuss safety analysis plans for Dependent EoR. AFS has been starting the planning process to conduct controller HITLs for Dependent EoR. The decision has been made with AJV-14/NEXTGEN/AFS to place these plans on hold indefinitely.
11/11-20 On site at AJV-14 in DC
11/15 Participated in DCA/BWI/IAD PBN full work group meeting at PCT. Primarily provided technical consultation for IAD/PCT regarding potential Duals/Trips EoR at IAD.
11/22-24 Annual Leave

Phil Hargarten, PBN Rep/National EoR Rep

NATCA National Airspace Rep

We continue to meet with the agency on budget issues as we try to support the various design teams across the country. We should have a better idea of what the 2nd quarter budget will be by mid-December.

We are still dealing with noise issues across the country; meetings continue to take place before and after implementation.

Submitted by Jim Davis, NATCA National Airspace Rep

AIRSPACE TECHNICAL DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) represents the membership as the Article 114 Representative for ATD-2. His report for is below.

On Wednesday, November 29th, the NASA/FAA ATD-2 system was used to implement Departure Metering at CLT for the first time. Departure Metering has been a long sought goal of the aviation community. Metering departures is expected to result in a more manageable flow of traffic out of an airport in much the same way that a Ground Delay Program (GDP) improves aircraft flows into airports. Like GDPs, DMPs (Departure Metering Procedures) can be used during periods of significant demand/capacity imbalances to achieve a more predictable and manageable flow of traffic. Results of this initial attempt at CLT are being studied and analyzed to determine its effectiveness, and to plan next steps under the IADS (Integrated Arrival, Departure, Surface) concept. All of the results of this research will be tech transferred to the FAA and studied for possible inclusion into the Terminal Flight Data Manager (TFDM) program.

At CLT, Traffic Management Controllers (TMCs) in the control tower and Ramp Managers at the main terminal ramp begin coordinating for Departure Metering approximately 30 minutes before the second bank of flights of the day (approximately 0850-0900 Local each day). During this coordination process, both entities have access to a shared surface-modeling program known as the 'Metering What-If' system. After going over the current airport configuration, runway utilization strategy, weather conditions, and any other impacting conditions that might affect the arrival or departure rates of the airport, both parties then observe a predicted excess queue time monitor that display all scheduled flights on a timeline graph. When this indicates that demand will outstrip capacity by agreed upon thresholds over a specified amount of time, it is agreed that Departure Metering Procedures (DMP) should go into effect.

Once the determination is made that a DMP is necessary, TMCs and Ramp managers can collaboratively adjust various queue time levels to find the least amount of metering hold that still ensures an adequate supply of departures at the runway. This allows the airport to operate as closely as possible to maximum capacity while pushing only the necessary amount of hold time from the runway departure queue back to the gate area. During metering, aircraft should still depart at the same time as they normally would, they will simply spend less time waiting in line at the end of the runway, and will absorb the time they usually spend idling along the taxiway at the gate instead.

After only two days of attempting this new method of managing departures, results appear to be good. It is important to keep in mind however, that this is a research project and there will likely be both positive and negative outcomes during these initial attempts. There are voluminous amounts of data and metrics being collected and analyzed everyday to determine where adjustments can or should be made. While success is never assured, we appear positioned to achieve the best possible outcome given the collaborative nature of this activity and the tremendous support we are receiving from the scientists and engineers responsible for the technology behind this system.

All parties have agreed to continue these Departure Metering attempts during the second bank of flights each day. This may expand to other times of the day if we believe there is a benefit to doing so. As always, I will continue to look out for the best interests of TMCs and controllers as this research project continues.

Further information about ATD-2 can be found here:
https://www.nasa.gov/aero/nasa-air-traffic-management-demo-goes-live

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**.**

Standard Terminal Arrival (STAR) Criteria WG

Participated via telcon with the STAR WG. We discussed a recommendation that was brought to the Aeronautical Charting Forum (ACF) for the FAA to add Minimum Safe Altitudes (MSA's) not only on SIDS, but also STARS. ACF accepted the issue and introduced it to the IFPP, which was brought up last month for discussion and continued this month. No decision has made on the issue and remains open.

FAA 8260.3D (Draft)

A draft copy of the FAA 8260.3D was sent out by AFS for review and comments. Based on initial review, NATCA along with AJV-14 did not concur with the majority of the requirements regarding Standard Terminal Arrival (STAR) design criteria and submitted numerous proposed language changes. The FAA 82260.3D is scheduled to become effective around the December-2017/January-2018 timeframe, but based on our comments I am not sure if the document will be published during that time period or not.

Departure Criteria Working Group (DWG)

During our meeting in November 2017, a number of issues were discussed with all of them requiring further evaluations and discussion. We will continue to discuss these items during our next meeting, which is planned for December 6th.

Pilot Controller Procedures & Systems Integration (PCPSI)

Attended the PCPSI WG meeting in Henderson, NV from November 15th-17th where the following information was discussed.

1. STAR Runway Transitions FAA 7110.65 4-7-1 DCP SRMP - The WG was reminded about the DCP SRMP being held at the FAA from December 5th-7th. The background on this change is for Standard Terminal Arrival Routes (STARS) that provide course guidance to multiple runway transitions, pilots must be provided with runway transition information along with the descend via clearance. This allows pilots to program the Flight Management System (FMS) and fly the proper decent profile associated with the runway transition that was issued. On March 1, 2013, a memorandum was issued clarifying FAA JO 7110.65, Paragraph 4-7-1. The memorandum stated that Air Route Traffic Control Centers (ARTCC) should issue a landing direction and Terminal facilities should issue the runway transition to be flown. In limited situations when the procedures are covered in a letter of agreement, ARTCCs may issue the runway transition in lieu of Terminal. Once the aircraft is established on the runway transition, due to the behavior of some FMSs, runway changes and certain route changes become problematic for pilots. Prior to this change, controllers were required to vector aircraft to the final approach course when any runway change was issued once the aircraft past the point ten miles prior to the runway transition waypoint. This change provides limited relief from that requirement.

The change requires controllers utilizing descend via clearances on STARs with multiple runway transitions to issue the runway transition or landing direction in conjunction with the descend via clearance. After the aircraft has passed the point 10nm prior to the runway transition waypoint, an additional change relieves controllers from the requirement to vector aircraft to the final approach course if a change in runways is made, but does contain strict qualifiers.

2. Climb Via (CV) Procedures – Andy Marosvari and myself presented a "white paper" describing that CV should not be a mandatory clearance only based on a procedure having both lateral and vertical components, but should be based on what works best for the facilities responsible for the safe, orderly, and efficient flow of traffic at that airport. CV should be the same as Descend Via (DV) with the procedures covered in a LOA or Standard Operating Procedures (SOP) at combined facilities and between towers and TRACONS, indicating what type of procedure would be used (maintain, climb and maintain, or CV) when aircraft are departing on a SID that contains both a lateral and vertical component. Providing facilities, the ability to determine what procedural guidance they will use through a LOA and/or SOP will result in additional safety and efficient benefits to the NAS, compared to the current state or that being currently proposed for JO FAA 7110.65W, paragraphs 4-3-2, 4-3-3, 4-5-7, and 5-6-2. We provided risks/mitigations and benefits:
We will continue to discuss this at future meetings, but we believe this is a viable change that keeps SIDS intended for CV as an approved clearance providing increased safety and efficiency while allowing greater flexibility with facilities being authorized to use "Maintain or Climb and Maintain" for SIDS that contain both a lateral and vertical component through a LOA or SOP, then allowing the departure controller to issue CV SID.

3. PBN to ILS Update – In order to provide information, you first must understand what occurred. On March 27,2017 ALPA national voiced concern over the removal of VNAV as a minimum requirement for future RNAV approach procedures. Specific issues noted included Flight Crew workload increases during Closely Spaced Parallel Operations (CSPO), the risk of unstabilized approaches will increase, contradiction to the premise that all runways will have a vertical guidance to every runway end. (Recent reference to this paradigm is noted in the PARC produced PBN NAS Strategy 2016.), increased probability of Class B incursions due to lack of vertical guidance, previous studies that addressed operations using localizer only or LNAV only did not address the risk of Controlled Flight into Terrain (CFIT), and aforementioned studies were in a "simulator setting" and did not accurately reflect what a pilot would experience in actual, real world operations.
Mitigations were suggested (inferred) such as; consider further proliferation of ATC Minimum Safe Altitude Warning Systems (MSAW) to include altitudes normally inhibited today due to nuisance alerts, terrain avoidance warning systems are not available during non precision approaches (Specifically glideslope deviation alerts, ATC monitoring only provides lateral guidance for collision), flight crews operating non VNAV equipped aircraft prefer vertically guided procedures over non-vertically guided procedures, and majority of mainline airlines have VNAV capability (RJ aircraft are LNAV only).

So, what happens now? In response to the concerns, NextGen Integration Performance Based Navigation Working Group (NIWG PBN WG) is looking into the issues, developing a data driven dialogue to address concerns, which includes asking for objective basis for challenges noted. While this activity is going on, the desire is to keep moving forward and not bring the evolution of PBN to a halt. Are there other means to provide vertical guidance while flying RNAV EoR style procedures? Of course! RNP to ILS…

On 17 October AVS-1 requested PARC look into RNP to ILS procedures and operations in order to leverage RNAV procedures to an ILS approach. This was given to the PARC Navigation Working Group (PARC NAV WG) through a letter, which basically stated, "*based on recent concerns raised by industry regarding pilot workload and the availability of vertical guidance when conducting simultaneous approaches, we request that the PARC Navigation Working Group review operational considerations that mitigate operational risk to ensure aircraft can safely transition from RNP to xLS guidance. Factors that may be elevated include, but are not limited to, the availability and necessity of vertical guidance, pilot workload required to transfer between guidance modes, potential benefits of a longer straight final approach segment, and risks associated with dual/parallel operations.*" Moving forward, the PARC NAV WG will review and provide a ToR for PARC SG, which may recommend an Action Team or Other PARC assets, and WGs may be leveraged, as this is a high priority tasking.

4. Speed Cancellation Guidance - Recent concerns have been raised by controllers pertaining to current guidance in the 7110.65 regarding the issue of speed termination a previously issued speed assignment when a Descend Via (DV) clearance has been issued and the STAR has no speed restrictions. Based on the guidance contained within the FAA 7110.65, Paragraph 5-7-4 Speed Termination states: "Advise aircraft to "resume normal speed" when ATC-assigned speed adjustments are no longer required and no published speed restrictions apply." The Airmen's Information Manual (AIM), Paragraph 5-5-9 Speed Adjustments, subparagraph 5(a) also has language that is similar to the language in the FAA 7110.65, which states how a controller will terminate ATC-assigned speed adjustments when no longer required; "Instructs pilots to "resume normal speed" when the aircraft is on a heading, random routing, charted procedure, or route without published speed restrictions." However, new language was recently added to the AIM under paragraph 4-4-12, which states; "A climb via or descend via clearance cancels any previously issued speed restrictions and, once established on the depicted departure or arrival, to climb or descend, and to meet all published or assigned altitude and/or speed restrictions." This language is not found in the 7110.65 and is what has created some recent issues/concerns. The FAA 7110.65, Paragraph 4-5-7 h Note states: when cleared for STARs **that contain published speed restrictions**, the **pilot must comply with those speed restrictions independent of any descend via clearance**. Where STARS contain no published speed restrictions, the DV clearance doesn't cancel previously issued speed restrictions.

This issue was not resolved during our meeting and we will continue to discuss it at our next meeting scheduled for February 2018. If your facility is having issues with this issue, please let us know.

5. PARC Tasking- Visual Separation While Established on Published Procedures –

6. Phraseology Harmonization – Received a presentation from David Surridge regarding ideas that could move us closer to global harmonization regarding phraseology with Climb VIA and Descend Via. He indicated from a pilot's perspective the differences between the International Civil Aviation Organization (ICAO) and FAA phraseology adds to pilot/controller confusion, uncertainty leads to increased communications, and that clearances should be explicit and not open to interpretation. He indicated that A4A, along with the FAA, should work towards closer harmonization with ICAO Descend Via/Climb Via phraseology, US membership at ICAO ATMOPS is a single FAA representative and that person has provided little information and more coordination between the representative and the Industry or NATCA needs to occur.

7. Data Comm Program Update – We received a briefing from NATCA's Chad Geyer regarding En Route implementation.

Our next face-to-face meeting will occur at the Harris Corporation located in Melbourne, FL on February 6th-8th.

PARC NAV WG

The PARC NAV WG held its final virtual meeting on November 29th where we discussed the following:

1. RNP AR 50 second Rule Action Review - The recommendation being submitted by this WG has two parts, a criteria aspect and an operational/training aspect as follows:

a. The Nav WG recommends that the 8260.58A RNP AR design criteria apply a standard 15-second segment regardless of the missed approach RNP value.

b. The Nav WG recommends that the design criteria should allow reducing the segment time delay to zero when necessary to provide a viable RNP AR procedure

1. This recommendation only applies when the lateral path is continuous to the runway threshold

c. The Nav WG recommends that OEMs/operators be required to define recommended techniques & best practices to abandon an instrument approach at any point during the approach (e.g. during any RF leg), not just at the DA (H).

Established on Departure Operations (EDO)

The EDO Safety WG met on September 26th and 27th at the FAA Headquarters in Washington, DC. We received briefings from the by the William J. Hughes Technical Center (WJHTC) regarding the EDO Human-In-The-Loop-Simulations (HITLS) and Fast-Time Simulations they conducted. At this point, we are still in discussions with the FAA on the feasibility of EDO and no decision has been made yet.

Tiverton VOR-DME (TVT) and KCVG ROCKT SID

We held a telcon on November 28th discussing criteria issues regarding a proposed change with the ROCKT SID and the FAA's attempt to push this forward without proper coordination with the required facilities and personnel. It was decided that the proposed ROCKT NINE RNAV SID would be rescinded and the Eastern PBN Co-Leads will move forward using the FAA 7100.41 Process to amend the ROCKT RNAV SID with a publication date of July 19, 2018. The other work involving the airways associated with TVT, PTK, and LAN will continue as planned for May 24, 2018 and September 13, 2018.

Washington National Airport (DCA) and Baltimore Washington International (BWI) Full Working Group Meeting based on Roundtable Recommendations

The Eastern Service Center PBN Co-Leads provided an update to the two Roundtables on what has been transpiring on November 7th and 8th. The FWG next scheduled meetings are planned for November 14th-16th and December 12th-14th.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the NATCA Article 114 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.

PRESIDENTIAL UAS INTEGRATION PILOT PROGRAM

As reported last month, the Trump administration announced a UAS Integration Pilot Program (https://www.faa.gov/uas/programs_partnerships/uas_integration_pilot_program/splash/).

From the program announcement, *"This program will seek partnerships between state, local, and tribal government entities and private industry to gather operational and other data from advanced operational concepts, such as flights over people and package delivery. It will also enable state, local, and tribal entities to determine what kind of pilot program activities, subject to FAA oversight, will occur in their respective jurisdictions."*

State, local and tribal entities had until November 28th to submit their intent to participate in this program. Over the next approximately 180 days, the FAA and DOT will evaluate the submissions and select at least five public entities to participate in this program. This program has garnered hundreds of applications of interest and is expected to bring forth many innovative uses for unmanned aircraft. The program is not prescriptive as to the types of operations to be tested, but rather the administration wants to see what ideas are proposed by the applicants. The entities selected and the ideas proposed would dictate how these pilot programs may affect air traffic.

Mr. Richards and Mr. Weidner will be working closely with the agency as these efforts progress.

DRONE ADVISORY COMMITTEE (DAC)

NATCA Executive Vice-President, Trish Gilbert attended he Drone Advisory Committee (DAC) on November 8th in Seattle, WA. The DAC heard reports from the three task groups: TG1) Governing Roles and Responsibilities, TG2) Access to Airspace, and TG3) UAS Funding.

TG2 completed their recommendations and they were submitted to the FAA for consideration. The DAC refined the tasking for TG3 following their presentation and the final report from TG3 is expected to be presented at the spring meeting of the DAC. TG1 continues to be the most contentious as they try and find a balance between federal and local control of UAS regulations. The FAA is working on new tasking for TG1 that will better align with the Presidential UAS Integration Pilot Program.

EVP Gilbert is supported on the DAC by Mr. Richards who represents NATCA on the DAC Sub-committee and TG2, Mr. Weidner who represents NATCA on TG3, and NATCA's Deputy Director of Safety and Technology, Mark McKelligan.

LOW ALTITUDE AUTHORIZATION AND NOTIFICATION CAPABILITY (LAANC)

The LAANC tool is up and running at the following locations: CVG, ZMP, LNK, RNO, SJC, PHX, ANC/LHD, MRI and MIA. There will be approximately a 60-day test period where these facilities will provide feedback on fixes and improvements that can be made to LAANC. The intent is to deploy LAANC in facilities across the NAS throughout CY2018. The initial deployment will simply replace the manual process in which authorizations are approved. The tool itself will be used solely by staff support/management during the initial phase. It is envisioned the future iterations will be incorporated into operations.

As a reminder, LAANC will automate the UAS authorization for Part 107 proponents. There are still few legal issues to work through, but LAANC is expected to be able to provide notification for Part 101/Hobbyist proponents at some point in the future. The initial test version of LAANC will only include Part 107 authorizations.

The Agency is working with several industry partners who will provide this service to the various UAS proponents. The Agency will provide UAS facility map data to the industry partners. The partners will, in turn, develop tools that will provide authorization and notification services to the proponents, on a real-time basis, based on the UAS facility map data. The authorizations and notifications will be instantly transmitted back to the facility for which the authorization/notification was made.

Should you be asked for a list of the industry partners who are authorized UAS Service Suppliers for LAANC, refer those inquiries to:

https://www.faa.gov/uas/programs_partnerships/uas_data_exchange/

On that page, you will a section titled, Approved LAANC UAS Service Supplies. In that section there are hyperlinks to the approved UAS Service Suppliers. There are currently two approved suppliers, but more are expected to be added once they've completed the MOU process with the FAA and demonstrate that their system meets the LAANC requirements.

UAS FACILITY MAPS

In an effort to improve the quality of Part 107 authorization requests coming into the FAA, the agency is making public the UAS Facility Maps that each terminal facility was asked to complete. The agency has found that absent any guidance on what altitudes may be authorized around airports, proponents are simply requesting 400' AGL for every flight - whether they need it or not. This is leading to a high rate of disapprovals and greatly increased coordination time with the affected facilities.

With the maps publicly available, it is believed that the proponents will become more precise with their authorization requests. The final group of maps is expected to be released on December 7th. The maps can be viewed by clicking here.

14 CFR 99.7 SPECIAL SECURITY INSTRUCTIONS

Using its existing authority under 14 CFR 99.7 - Special Security Instructions, the FAA has implemented airspace restrictions that apply specifically to UAS. The Agency continues published flight restrictions over several Department of Defense facilities, restricting UAS flights up to 400' AGL over these facilities. The restrictions apply to all types and purposes of UAS flight operations and remain in effect 24 hours a day, 7 days a week. These sites can be viewed on an interactive map by clicking here.

UAS QUESTIONS

As a reminder, any UAS related questions can be addressed to Mr. Weidner and Mr. Richards at UAS@natca.net.