

NATCA Safety & Tech Update
Week of February 27, 2017

Airport Capacity Decision Support Tool (ADEST): Kristen Laubach represents the membership as the Article 114 Representative for ADEST. Her report is below.

Over the past month, the Airport Capacity Decision Support Tool (ADEST) team participated in several telcons. The programmers updated us on their continued work with the development of ADEST. Most of their time has been spent working on the manual override function of ADEST, but minor adjustments to the overall design are still being made. The current version is still a working draft. Once complete, ADEST will be a tool used to support, monitor and update Airport Arrival Rates (AAR).

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

Atlanta Metroplex February 2017

Attended meeting with ATO ESA Enroute Director, ATO ESA Enroute Deputy Director, Southern Region RVP, ZTL ATM, FacRep, A80 ATM, FacRep, DDSO East South.

Finalize the Post Implementation design tweaks and changes. Agreed to do Bi directional STARS's from the north corners and Directional STAR's from the south sides. Team industry lead Delta will be using 4 of the slots to redesign the current RNP's to set up for EOR's and future NextGen.

These procedures will be published on 10/12/17 and implemented on 10/17/17. Industry is good with the implementation date as long as we keep the automation of the old STARS in ERAM and we do not go lower than a 118 rate. ZTL has agreed to keep the automation in place until new procedures have been proven acceptable.

Met our Environmental Specialist, Arron Braswell. We talked about specifics of ATL Metroplex. We will continue to meet with him to determine what Community Involvement will be needed, if any.

Next steps include the following:

- Meet with AFS to discuss waivers
- Develop Environmental packages for procedures
- Create design packages for submission
- Develop changes to Letters of Agreement (LOAs)
- Develop changes for Standard Operating Procedures (SOPs)
- Facilities develop and deliver training
- Provide briefing to TMU on changes
- Deliver Coded Departure Routes (CDRs), Pref Routes, and Playbook routing to ATCSCC
- Deliver Stakeholders briefings

Submitted by Christian Karns Atlanta Metroplex NATCA Team Lead

Denver Metroplex Update – 02/25/17

The Denver Metroplex Team has worked to locate and secure all the community involvement workshop sites with coordination with the ADO office and the Regional Administrator. The team has also been working on creation of all documentation and videos for the workshops along with developing the elected official and media lists to help spread the invitation. The Metroplex team has been coordinating this effort across all lines of business.

Mark Ostronic Denver Metroplex Article 114 NATCA Lead

Cleveland/Detroit Metroplex Design & Implementation

Met with the Central Service Area to work on several issues of equipment requests for D21 position realignment, 3-mile radar site request for ZOB, Spectrum issues at CLE, MTC airspace transfer, Charting issues at DTW / upcoming requirement changes, Environmental contractor and several other dangling issues.

Met with the Great lakes regional administrator to close out and update on community involvement efforts. We had a meeting between ZOB and ZAU on the possible future use of TBFM to control departures going to DTW. We still think that we are far away from “on the glass” metering at both facilities. We completed our 100% design for the CLE/DTW Metroplex and all packages have been transferred to Environmental on February 6 2017. We also met with the airspace department at the System Command Center to update on the final design and the route change, time line requirements for the implementation schedule. Hundreds of routes will have to be changed in several different systems for our May 2018 start date.

Went to Akron-Canton airport to meet with the new Facility representative Rick Ramsdell and the facility manager to give and update on the Metroplex project, both are new to the position and the past facility leaders have transferred out of the facility. This was a good meeting to talk about airway removal, CAK STAR. And CLE traffic overhead and the airspace issues because of criteria issues between the two facilities. We also met with the new CLE airport systems general manager with the regional administrator to explain Metroplex and share the future changes for the airport under the new leadership.

Report submitted by Don Ossinger CLE/DTW Article 48 D & I liaison

SoCal Metroplex

The SoCal Metroplex Team has been very busy with final preparations for the March 2 Implementation.

Phase II on March 2 will implement 64 procedures that will consist of 37 SIDS, 20 STARS, 6 Approaches and 1 T-Route.

SCT and ZLA have completed training for this implementation. The local towers are close to competition. The automation build has been completed and being certified. Coordination has been ongoing with flight dispatchers, ATC facilities, internal facility departments (I.E. 51, 520, 530), Western Service Area OSG, Industry Reps, Military Reps, contract support teams, AeroNav products, Command Center, Traffic Management Units and Flight Standards.

SCT and ZLA will have Go To Teams consisting of Metroplex Core Team, Area SMEs, Industry Reps, MITRE and ATAC Contract support, HIS and National OPS team, ATSAP, OSG Airspace Redesign, PBN Reps and AFS technology and Procedures Reps.

Validation of three different configurations is planned for March 2nd and 3rd, weather and traffic permitting. An E-Blast and a notice is to be posted on the SoCal Metroplex website and Community Engagement website to alert the surrounding communities along with airports that the public may experience a change in air traffic operations due to these validations.

The Team completed 10 successful Community Engagements. There is a great deal of misinformation out in the public and the team did a tremendous job in explaining procedures and changing the public's perception of the project.

There are eight principles suing the FAA under the SoCal Project. A meeting was held with an attorney representing two of the parties to begin possible settlement discussions. The discussions are ongoing.

Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

Atlantic Coast Route Project (ACRP) February update

The ACRP team has completed all Q/Y route design Validation and modeling for the east coast from ZBV to ZSU.

ACRP is will have a two-phase implementation. Phase 1 (ZBW/ZNY).

Phase 2 (ZDC, ZTL, ZJX, ZMA, ZSU)

Phase1: All route packages have been submitted to OSG for a proposed June 22, 2017 implementation. This Phase will publish 13 Q routes and 2 Y routes. The J route structure will remain in place and be removed at a later date.

ACRP has been involved with the two facilities in pre-implementation facility briefings and pre-implementation strategy following a robust implementation plan.

Phase2: All Q route packages for 38 Q routes have been submitted to OSG for a proposed 2017 implementation. 49 Y Route packages will be completed and submitted to OSG by mid-March.

The plan is to remove J route structure with the Phase 2 implementation. ACRP has been engaged and in Pre-implementation briefing with all the

involved facilities. We have socialized the implementation plans, and we expect to be prepared to implement 2017.

ACRP will be working with Automation, Training, and Airspace offices at all the facilities. We are updating LOAs, SOPs and facility level Automation, and training prior to production, publication, and implementation. Industry and internal FAA outreach and briefings are also a big part of our upcoming schedule as well as close coordination with other PBN projects in the works. ACRP expects to hear a “go” or “no go” decision this week based on project funding.

Submitted by: Article 114 Rep Jorge Rivera

PBN and EoR

1/17-20 In DC at AJV-14 for the week

1/17 Participated in a discussion with RTCA to level set state of EoR and NIWG action items. Participated in Article 114 briefing for NATCA President and EVP

1/18 Participated in discussion regarding whether or not there is a need for FMA Alerting for final monitors during Duals and Trips EoR operations. Also, attended a meeting to discuss the .41 process and interconnectivity with the EoR “Fly-it” process used to implement EoR

1/25 Attended via telcon JAT Meeting #16. Primary area of interest for this meeting was to discuss data related to fuel burn and benefits of OPD procedures

1/26-31 Annual Leave

2/1-2/9 In DC at AJV-14

2/2 Participated in kick-off meeting for Class B Working Group. Purpose of this group is to review RTCA/TOC recommendation for changes to Class B Requirements

2/3 Participated in Austin, TX PBN telcon to discuss Community Outreach issues

2/7-9 Participated in NATCA Airspace Committee meeting.

2/13 Participated in monthly meetings with AJV-0 Lynn Ray

2/16 Class B Work Group meeting

2/21-24 Attended ACRP full work group meeting. Design work and LOA discussion

2/22 Participated in EoR telcon with Nextgen to discuss Seattle EoR. Also, participated in two telecoms for IAH and DFW EoR.

2/23 Participated in Telcon to discuss Community Involvement. Participated in telcon to discuss issues with certain airframes/FMSs unable to code FM legs at the end of STARS and related issues

Phil Hargarten, NATCA PBN Rep/National EoR Art 114 Representative Western PBN Update – February 2017

PBN Full Work Group meeting was held for optimizing Salt Lake City (SLC) PBN procedures. Track-to-Fix (TF) approaches continue to be a challenge to connect with current downwind track. Delta Airlines presented results of a recent TF approach flight simulation to discuss FMC indications that have raised some concerns of possible segment disconnections due to the combined factors of a narrow downwind width and historical wind speed data. Delta Airlines has stated that they remain confident that TF approaches can still work at SLC but downwind width may need to be slightly increased. S56 is willing to adjust the downwind to accommodate the TF approaches with the condition that certain vertical restrictions can be applied for operational need. Due to the project's overall complexity, it was determined that facility specific design meetings need to be held to resolve internal airspace and procedure challenges. ZLC and S56 have both agreed to work their respective procedure issues and provide notional designs to present at the next Full Work Group meeting.

Josh Haviland, Western PBN Rep

CSA PBN 2017-02-25

More sites are starting the decom process under VORMON. Supporting activities for all decoms has become a major part of our overall workload. The most positive piece to come from our involvement has been DME retention. Unless there is a land lease or severe infrastructure problem, the Central VORMON coordinators keep all existing DMEs. The FMS back-up for PBN (RNAV) procedures is either a DME-DME or a DME-DME/IRU solution. We plan to continue operating this way until the NextGen DME Program is up and running. We are currently preparing for the following VOR decoms in FY17: BRD, BTL, DDD, ENW, HRK, HUW, RIS, STE, & SYO.

The re-write for FAAO 8260.43C continues. This order develops a national prioritization structure for all publications, once enacted. There are still competing interests on who ultimately will decide what the priorities are and this Order might not be the adopted solution. The collaboration between FAA and NATCA continues until a different strategy is announced.

The PBN Program Office (AJV-14) hosted a 3-day meeting in January for all Co-Leads.

Preparation for Community Engagement for the following sites is being planned: KCMH, KAUS Post-Implementation, & KSAT. In Central the OSG Environmental Specialists have been assigned as the POCs for Community Engagement. Both Great Lakes and Southwest Regional Administrators, their Staff, and Communications have given us tremendous support for every level of this growing activity.

After several pre-meetings, we officially Kicked-Off another single-site project at the John Glenn-Columbus Regional Airport (KCMH). The second

design meeting and Engagement activities with Congressional Staffers are both scheduled for March.

We continue to spend the majority of our time developing the appropriate strategies and materials for Community Engagement in KAUS, KSAT, and KCMH. The Regional Administrators and their staff, FAA Public Relations, the NextGen Office, and our Environmental Specialists are all working together to produce site-specific plans for each project. We are also engaged with the FAA Website developers to create a Web presence for single-site projects, that keeps our projects separate from Metroplex endeavors. This web presence includes site-specific information and all applicable Environmental documentation at the point that each product is ready. The sites haven't split at the time of this report, but we anticipate a new landing page for single site projects very soon.

NATCA has also been heavily involved in discussions regarding the coding of FM vs. VM legs and how some FMS manufacturers are changing the coding published by the FAA. Other important criteria changes are being discussed, as numerous changes were adapted into TARGETs 5.2 that negatively impact most of our designs. We are still trying to find out how these changes will affect our KSAT designs, and hopefully the KAUS designs will not be impacted because they are already in production.

Submitted by CSA PBN NATCA Art. 48, Brent Luna

PBN/Metroplex Design and Implementation Lead Monthly Report - 2/28/17

Atlanta Metroplex: Final approval and agreement for the Atlanta Metroplex Post-Implementation designs was reached on February 21. The team will now be working towards developing the environmental packages, LOAs, SOPs, and training necessary for the proposed October 17, 2017 implementation. Christian Karns is currently the NATCA Art. 114 Rep for the Atlanta Metroplex project.

SoCal Metroplex: Currently in preparation for their March 2, 2017 and April 27, 2017 implementations. Go-Teams have been established for the March 2 implementation at both SCT and ZLA. Jose Gonzales is currently the NATCA Art. 114 Rep for the SoCal project.

Charlotte Metroplex: Currently in the Post-Implementation phase of the project. They're working on procedure amendments and mitigating new TARGETS 5.2 criteria issues. Jim Williams is the NATCA Art. 114 Rep for the Charlotte Metroplex project.

Florida Metroplex: Currently engaged in community outreach activities involving airport authorities and select official briefings prior to the start of the Evaluation Phase and the environmental process. Meetings were held the week of February 21 to further establish the community involvement plan with the Regional Administrators office. Greg Harris is the NATCA Art. 114 Rep for Florida Metroplex.

Denver Metroplex: Currently engaged in community outreach and involvement activities in coordination with the Regional Administrators

office. Mark Ostronic is currently the NATCA Art. 114 Rep for the Denver Metroplex project.

Detroit Cleveland Metroplex: Currently preparing for 100% design package completion and beginning environmental work for the Evaluation Phase of the project. Also, dealing with issues arising from the unpopular agency decision to move forward with the TARGETS 5.2 criteria. The team is currently focused on upcoming airspaces changes coming in April involving ZOB, D21, and MTC. Don Ossinger is currently the NATCA Art. 114 Rep for the Detroit/Cleveland project.

Las Vegas Metroplex: Kicked off the Design and Implementation phase of the project on January 19, 2017 and held first admin week activities the week of February 21 where the D&I team was trained on the Metroplex MOU and handbook, ASIAs/ATSAP briefings, and environmental/community involvement. The team will begin working some preliminary designs with L30 while ZLA finishes up the SoCal Metroplex activities. Chris Thomas is currently the NATCA Art. 114 Rep for the Las Vegas project.

ACRP (Atlantic Coast Route Project) is looking to implement new Q Routes in the Northeast pending funding issues for sufficient workforce training at the affected facilities. Future Q Route implementations in the Northeast and Florida pending a determination if SID/STAR procedure amendment work is necessary for connectivity. The ACRP group met in Florida to discuss connectivity for SIDs/STARs with ACRP Q/Y routes. Jorge Rivera is currently the NATCA Art. 114 Rep for ACRP. We continue to work with the VOR MON program to determine the most efficient way to integrate the ongoing work being done by VOR MON with the need to replace procedures through the current PBN processes. We are also engaged in the rewrite of the 8260.43 order that governs the overarching scheduling and prioritization of procedure development in AJV-5 (Aeronautical Information Services). We are also re-examining the lead operator roles and responsibilities as it relates to the ongoing Metroplex teams and the single site OSG PBN work. We will continue to have telecoms with A4A and other industry representatives soon to discuss.

The PBN Policy and Support Group (AJV-14) plans to begin the rewrite of JO 7100.41A soon, as well as, developing a more robust prioritization plan for PBN procedures. They also plan to work with AJV-5 to better streamline Instrument Flight Procedure (IFP) processes and to identify duplications in the process. Work continues with the rewrite of the 8260.43C order, which introduces a national prioritization of all IFP work (including PBN). Worked to redefine the roles and responsibilities of industry partners on PBN workgroups/projects/programs.

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