

NATCA Safety & Tech Update
Week of January 23, 2017

FLIGHT DATA INPUT OUTPUT (FDIO): Corey Soignet (LFT) is the FDIO Article 114 Representative. Also included in Mr. Soignet's duties are Article 114 representation for the Electronic Flight Strip Transfer System (EFSTS). Mr. Soignet forwarded the information below for the membership

Friday Jan 20th was the completion of MSP EFSTS ERK Keyboard Replacement (Phase 2).

During our time there we were able to personally train 3/4 of their controllers on the new touch screen that replaces the existing keypad. NATCA and Management are in agreement that they will be able to train the remaining controllers without our assistance.

EFSTS in a box (our travel kit) will remain in MSP until the remaining controllers have been trained.

Once all of the controllers are trained they will have their maintenance personnel install in the tower at all positions and begin the 21-day suitability check then go IOC.

MSP will report back after the 21 days to report suitability. Overall input from the controllers and management was positive. Everyone seemed to love the new touch screen and were looking forward to using it instead of the old keypads.

Onsite adaptations were made to the touchscreen at the request of the facility to correct identified deficiencies. At the completion of the site visit MSP NATCA accepted all adaptations.

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

We are continuing to work towards the initial build for TFDM that will be deployed to PHX in 2018 with an IOC date in 2019. Leidos hosted the TFDM team in a Preliminary Design Review the week of 1/10 where we continued to finalize the requirements and build plan for the next year.

The TFDM team will head to the Leidos facility the week of 1/30 to participate in the first of three Early User Involvement Events (EUIE's). These EUIE's are designed to give the team actual hands on experience with the build that we have been developing over the past few months. Along with the EUIE's are 4 scheduled Post Release Demo's (PDR), in which we will continue to oversee the builds development prior to deployment.

Advanced Electronic Flight Strips (AEFS)

The newest build, 5.3.0.3, has been running in CLE since 1/6/17 with no failures and only minor issues. It will undergo a final DT testing next week at the tech center before being tested in PHX in early February. We will test on the mids in PHX with local SME's supporting the effort. Once they are satisfied with the build and it's performance, we will leave the build running. Once we have PHX upgraded, CLT is next on the list and is scheduled to begin training in the spring.

- **PHX**
 - PHX will be testing the latest build the week of 2/5-9 on the midnight shifts. We have two weeks of testing scheduled, during which time, the local team will make a determination of its stability and compatibility with their operation. If they approve, the build will be left running there.
- **CLE**
 - Testing of the latest 5.3.0.3 build occurred during the midnight shifts the week of 1/2 - 1/6. The local team concluded that the build provided sufficient improvement in speed and stability over the previous build and has been running with no failures.
- **EWR**
 - Nothing new
- **SFO**
 - Nothing new
- **LAS**
 - Nothing new
- **CLT**
 - CLT has had all of the training equipment installed in preparation for their upcoming training to begin in the March time frame.
 - They are planning to begin operational use of the system sometime in June 2017.

SWIM Visualization Tool (SVT)

No update on SVT this month. However, we are still awaiting a demo from the surface viewer, NAS Operational Dashboard (NOD), currently in use by the Command Center. A demo is expected in the next few weeks. Concerns still loom about whether TFDM will be able to match NOD's current capabilities in the future.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR):

Aaron Rose (NCT) is the TAMR Article 114 Representative for NATCA. His report to the membership is below.

During the past year we have accomplished many things as a team. Collaboration and coordination with the agency was unprecedented. I am so proud of the NATCA TAMR team. The hard work continues into 2017 and I am looking forward to the challenges the New Year brings. Some highlights below in addition to what we are working currently.

Segment One:

All Segment One facilities have completed the transition from ARTS IIIe to STARS with the last facility (N90) as of May 2016. Operational Readiness Decision (ORD) has been declared at 9 of the 11 facilities, PCT and N90 both will declare this year ending the Segment One portion completely. N90 does not want to declare ORD until AT Coach issues are addressed. This does delay FUSION because there is not enough space in the equipment room until the old equipment is removed. PCT is awaiting an improvement in tracking issues due to radar placement and coverage using FUSION. Both issues will be discussed later.

Segment Two:

36 of 93 sites have transitioned from ARTS IIe to STARS with the bulk of new sites in 2017 and 2018. The SMEs for Segment Two, lead by Scott Robillard, have done amazing work in coordinating and collaborating with the TAMR program office. The amount of onsite work in addition to telcons is enormous. From the initial site survey to completion of ORD is almost a 12-month process. Most issues within Segment Two revolve around equipment issues and space at these small facilities. To date we have not encountered anything our SMEs have not been able to overcome.

Phase One:

This portion of TAMR is the tech refresh of processors, displays, and software at previous STARS facilities. NATCA helps with training and lighting issues as well as coordination with ATMs and FacReps on timelines and installs. We have completed 8 of 47 facilities to date and work continues for completion of 10 more calendar year 2017. This is in addition to the Segment Two work that runs in parallel with the same SMEs. The workload that we are accomplishing with collaboration is unbelievable.

The biggest threat to the program to date is the Common Terminal Digitizer (CTD). Scott Robillard (K90) is heading up this piece with assistance from Joe Yannone (NATCA Engineer). To date there has been an improvement and a test/evaluation will occur at the end of January 2017. Below in Scott Robillard's update you will find the results from the first test of the month. The CTD is not a proven product and if it does not work will impact the completion of the TAMR waterfall, which will have a ripple effect upon other NextGen programs. I had advised the agency to not purchase the full order of CTDs but they did not take the advice of either the Program Manager or myself. The CTD Program has already paid for the full complement. We have a contingency plan in place that will call for an order of new TDX2000 terminal digitizers. The TDX is already operational within the NAS and a proven product. Unfortunately for the FAA the company that produces the TDX did not win the new contract. It will be a funding fight if this avenue is required.

Main Display Monitor (MDM) is in use at all new STARS site. We also are replacing old Sony 2K displays with the MDM at tech refresh sites that will be upgrading to TAMR. In the beginning we were having trouble with these monitors blacking out and flashing on the operations floor. This was happening at new and old sites. The main reason was because STARS sends a digital signal that was being converted to analog then back to a digital signal to display the picture on the new MDMs. We have been testing at both TPA and S46 over the last four months a straight digital feed and results are much improved. Testing will be completed and a report written by the end of Feb 2017.

AT Coach was purchased by the agency as the simulation platform for STARS in the late 1990's. On the terminal side of the house it has not been updated in years, 6 to be exact. Only until recently have improvements been made to the way it functions. Early 2016 was the first time in 6 years any real improvements were introduced. The problem we are encountering now is facilities have accepted AT Coach and are using it because there is no other option; the precedence has been set. N90 has asked for certain improvements to the capabilities of AT Coach, and it appears the agency has agreed to fund this work. Over the next couple of

months improvements will be rolled out to help all facilities, not just N90. Sticking to simulation, the Enroute side has spent millions of dollars on state of the art products. SPOT that the FAA owns and upgrades to AT Coach. Bill Spence (BTV), Tom Marynik (ZAB) and I are pushing for a STARS version of SPOT and a new AT Coach. Talks are ongoing with the agency.

TAMR software training is in progress throughout the NAS. Bill Spence (BTV) is heading up the effort to ensure all facilities transitioning to TAMR R4 software is properly briefed before operational use. We call this the "R4 training" and 5 SMEs from TAMR brief facilities on new functionality in house, face to face. The amount of changes from legacy STARS to the TAMR software is extensive. We had an issue in Daytona and Miami (key sites) where the controllers were not fully briefed and Miami actually fell back to a previous build. We did advise each facility prior to loading software to ensure proper training but they treated it like any other small build. This has now been resolved and the TAMR PO has agreed with TAMR NATCA to provide funding for travel to support this mission.

Tracking issues at SCT have not been 100 percent alleviated but we are close. Through adaptation there has been a ten-fold improvement. Of course I do not agree with having to change adaptation to improve tracking when the root problem is with infrastructure. The radar placement throughout Southern California is a major issue. Improvements are forthcoming with the Long Beach radar raise and WAM being introduced in the LA basin. For San Diego, SCT will include the ASR-11 from Naval Air Station North Island into the FUSION tracker and have coverage to the ground at Lindbergh Field. PCT also has an infrastructure issue with the locations of radars and we will work to resolve these issues as quick as possible.

Eric Labardini (Art 114 SBS Rep) and I are working with FUSION Focus Group, SAAT team, and TAMR to help alleviate PCT issues.

On the software side of the house, Kyle Ness (M98) is working with Second Level Engineering (TSLE) and TAMR PO on priority software fixes within STARS. Work continues on prioritizing issues and assigning each to a software build. There is only so much room in each build and of course only so much money. Kyle and I solicit input from NATCA TAMR SMEs as well as from facilities as to which are the most important. One build that we have no say in is R8, which is strictly Terminal Spacing and Sequencing (TSAS). With the loss of this build it backs up some needed fixes at PCT, N90, and SCT until R9 that will be completed in early 2018. We are also working with Matt Tucker (NATCA WX Rep) to improve the display and source of weather to the terminal controller. TAMR met with Section 804 during our monthly Art 114 meeting. As it stands right now the Administrator has approved some consolidations but we are not sure

when they will be completed. In order for the TAMR program to stay on schedule these facilities need to be consolidated prior to Dec 2019. Right now we are not 100% sure this will happen. As a result the program will stay on course to meet Congressional and NextGen dates by installing all equipment and completing training. More will be known in the next couple weeks.

Mr. Rose is working with Mike Ragucci (NATCA WSA ERC) and Steve Hansen (NATCA Safety) to approve and issue a national CAR. This will call for full optimization of long-range radars for use in the terminal environment. Long-range radars were originally for centers and as a back up for terminal facilities. With the advent of FUSION terminal facilities are seeing an increase of false targets attributed to the long range feed. Joe Yannone (NATCA Engineer) and Eric Labardini (NATCA SBS) will be working closely to have this CAR approved.

The initial kick-off meeting for the Terminal CHI team was held in Washington D.C. and lead by James Keith (NATCA Art 114 Terminal Requirements). Mr. Rose attended and is looking forward to providing input and resources as this workgroup commences.

Eric Labardini and Joe Yannone joined Mr. Rose on Jan 19 at PCT for face-to-face meetings about radar issues. The Fusion Focus Group and SAAT team that worked SCT issues will now make PCT the main priority.

Additional items working and some completed include the following:

1. ATL tower now has an additional tower radar display.
2. ORD tower will also have an additional tower suite within the next six months.
3. Working the CRP handoff issue with the Navy.
4. Working the JCF STARS verses ERAM replacement of their current system.
5. Working aircraft types and how they are trained and put into the STARS system to work correctly with ATPA.
6. Working with Western ERC to create a Corrective Action Request (CAR) for long-range radars to be optimized for use in terminal environment.
7. MIA has new writing surfaces.
8. P31 weather display issues resolved.
9. Improved conflict alert software being worked to alleviate false alarms in R9 software
10. Increased use of CRDA to increase volume at D01.
11. Improvement of ELITE backup system.
12. Coordination with Offshore group in deciding which automation system will replace MicroEarts.
13. OSF short term and long term training established for the first time ever.

14. Improvement in plain language documents distributed with new software. Will include pictures and videos.
15. Qwerty keyboard testing and results first quarter of 2017.
16. All STARS sites will be on the same software by end of 2017, which is a huge cost savings to the agency.
17. Last but not least, NATCA TAMR SMEs provide input and have a say in every part of terminal automation.

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

Successful deployment of the CTD is required for the transition to STARS for all sites with an ASR8 that is not already digitized with a TDX-2000. Without a CTD, thirteen (13) ARTS IIE facilities have no means to transition. These are: HTS, CKB, CPR, FLO, ELM, GSP, TRI, ALO, BFL, JAN, RFD, AVL and ROA. Over the past eighteen (18) months, NATCA has worked with the Program Office (PO) to identify four (4) other National Defense Program (NDP) assets that could reduce that number to nine (9), but the condition of the assets are unknown nor is it known if the FAA can procure them.

The CTD has been in development for approximately three (3) years. As we draw near the end of development, and while deployment is occurring, two tests events were scheduled for the month of January (week of Jan 9 and January 23). At the conclusion of the second week, it was expected that a suitability call would be attempted. Without a suitability call, the system cannot go operational at any site in the NAS. Even though the system has not proven to be a viable means of digitizing an ASR8, the CTD PO has purchased all systems and they are installing in parallel with the legacy analog system that is currently feeding data to the ARTS IIE. At three (3) sites, to protect the TAMR waterfall from a small CTD waterfall slip, the PO is installing older, refurbished, TDX-2000's as a means of digitizing the ASR8. The TDX-2000 is End Of Life (EOL) and the vendor stopped supporting the equipment when the contract was awarded to the CTD vendor.

Test week 1 at RFD ASR8; Bi5 Beacon system: Heavy winds and poor weather present. As the day progressed, the weather got worse. In the morning, due to the lack of traffic, the NATCA test team of three (3) SMEs and a test lead joined AJV-7 (FAA Terminal Requirements) and contract support to accomplish some basic fault testing and to evaluate basic items like tracking and altitude display. No issues noted. This was AJV-7's first view of the system so some of the time

was spent on basic education. In the Afternoon of day 1 of testing, the Test Team SMEs and AJV-7 gathered in the RFD TRACON. (Ops combined to the tower). The facility was configuring for a surveillance approach into RFD by B767. The weather and wind had become much worse from the morning. Tim Austin, RFD FacRep, was setting up the RADS on the ARTS IIE for the surveillance approach. Due to weather, he switched the ASR8 from LP to CP. The ARTS IIE and ASR8 transitioned to CP and showed no ill effects. The STARS system, however, showed a much different result. The targets started to appear to flicker and became random and then failed. Within 3 minutes, the CTD had completely failed and a red banner on the STARS system appeared for a sensor failure. The CTD team was able to restore the system in about 30 minutes. The SMEs duplicated the crash three (3) more times. As the weather moved off to the east, the system stopped crashing during an LP/CP switch.

The fact that the system operated completely differently with weather present than it did without weather, makes NATCA doubt the validity of the tests that were run in the morning. Due to the unexpected complete system failure, the CTD PO has until Wednesday, January 18th to determine the reason for the failure. Without complete understanding of the reason for the failure and those issues being addressed to the satisfaction of NATCA and AJV-7, the suitability call during the week of January 23rd will be canceled. Currently, the system cannot be deployed. Without the test event and suitability call that was scheduled for the week of January 23rd, the TAMR waterfall is in jeopardy.

Other major activities by the NATCA TAMR team includes:

- ALO Joint Site Survey (JSS); This activity is when the vendor surveys and develops the equipment order for STARS equipment.
- Y90 Contractor Acceptance Inspection (CAI). The Y90 STARS G4 ELITE system is installed and the FAA has purchased the equipment from the vendor.
- LEX Initial Operating Capacity planning telcons. IOC scheduled for Feb 17th. 3 SMEs are scheduled to be on hand for 3 days to assist the site through the transition from ARTS IIE to STARS.
- AGS Site Implantation Review (SIR): The SIR is the activity where the PO reviews all site prep work to ensure the site is ready for equipment delivery and installation of STARS.
- Common Terminal Digitizer (CTD) Discrepancy Review Board (DRB). Bi-Monthly, all DRs on the CTD are reviewed and ranked so that they can be addressed via hardware or software.
- CLT Site Implantation Review (SIR). The SIR is the activity where the PO reviews all site prep to ensure the site is ready for equipment delivery and install. AT CLT, STARS G4 will be installed in parallel with STARS G1.

- MKE Initial Site Survey (ISS) kickoff meeting: STARS G1 to STARS G4 ELITE. The ISS for a G1 to G4 STARS ELITE is a briefing to the site on the capability of the STARS G4 ELITE upgrade.
 - MGM Initial Operating Capacity planning telcons. IOC scheduled for Feb 17th. 3 SMEs are scheduled to be on hand for 3 days to assist the site through the transition from ARTS IIE to STARS.
 - ABQ MDM training. This is a precursor to the MDM4 replacing the Sony 2K display in the TRACON.
 - SPI Adaptation Kickoff Meeting. This is the initial point where the facility first starts to work with the OSF to build its first STARS adaptation.
 - K90 to A90 STARS training kick off meeting. K90, as part of S804 CWG, is realigning to A90. This meeting was to discuss options and to initiate a plan to train K90 members on STARS as part of realignment.
 - MKG STAMP and Hardware Review. The STAMP review is the last check of the contractual equipment order with the vendor. It includes all STARS hardware and cabling.
 - BFL ASR-8/BI-5: System Performance Verification (SPV) Planning. The SPV is a pivotal step in preparing the ASR8 and Bi5 to operate at a level that is sufficient for digitization.
 - ERI Joint Site Survey (JSS) for ARTS IIE to G4 ELITE and BUF Joint Site Survey (JSS) for STARS G1 to STARS G4 ELITE. The BUF and ERI JSS's were scheduled to coincide based on the S804 CWG decision to realign ERI to BUF. The TAMR team surveyed for either option. If S804 implantation timeline were sufficient, ERI would be transitioned to STARS as a remote tower off of BUF. However, if the implantation timeline is not sufficient for TAMR to meet the timelines established in the TAMR waterfall (completed in early 2019), then TAMR will install STARS at ERI. This should not be read as IF TAMR installs, S804 realignment stops. That is not within TAMR's control. TAMR is merely deploying equipment on a timeline and S804 will run its own course.
 - AVL Site Implantation Review (SIR). The SIR is the activity where the PO reviews all site prep to ensure the site is ready for equipment delivery and install.
 - GSP Joint Site Survey (JSS). This activity is when the vendor surveys and develops the equipment order for STARS equipment.
 - LCH ASR-8/Mode S Site: Engineering Services (ES) Site Prep/Common Terminal Digitizer (CTD) Installation. The initial action to install a CTD has begun.
- ABI STARS training kick off meeting. ABI is the first S804 CWG realignment activity to draw to completion by TAMR. STARS has been installed at ABI and ABI will be a STARS G4 ELITE TRACAB. Prior to the 2009 CBA (Red Book), the FAA had attempted to force a realignment of ABI to D10. S804 WCG decided to stop that action and construct a TRACAB for the continuation of the approach control services from ABI. NATCA worked with the TAMR PO to reassign K90

hardware to ABI to supply the equipment footprint. ABI was not on the TAMR waterfall. K90 will realign to A90.

TAMR Software/Engineering Report Submitted by Kyle Ness (M98)

After the holiday break preparations were made for planned STARS software events in the coming year. Fiscal year 2017 will be an important period in TAMR program as the STARS R6 'merge' build takes shape, which achieves an important step toward deploying a single terminal automation system by fielding a common software baseline. Maintaining the numerous STARS builds that are currently fielded is very laborious and merging these into a common version will not only free up resources, but benefit controllers by giving them access to the latest functional enhancements and fixes. Over the next 8 months, NATCA SMEs will participate in extensive testing and evaluation to prepare the R6 build for the key site window currently scheduled in October.

New York TRACON (N90) requested improvements to AT Coach prior to the New Year as the site makes plans to continue operations on STARS and eventually decommission CARTS. These enhancements were divided into three separate initiatives that affect aircraft behavior when executing simulated ILS approaches with regard to routing, speeds and intercepting the lateral and vertical components of an approach. Working with N90 NATCA, all parties have concurred on the requirements for two of the enhancements thus far and the third is nearing completion.

Potomac TRACON (PCT) discovered an issue related to information in the STARS data block when an aircraft's transponder is inoperative and specific data block fields are occupied. NATCA SMEs working collaboratively with the agency and software engineers developed a solution to the problem that can be delivered to STARS sites in short order and ensure that all controllers are aware of an aircraft's transponder status regardless of altitude or scratchpad information in the data block.

A defect in the conflict alert algorithm was recently discovered in a software build that affects legacy STARS sites. This bug could delay upcoming tech refresh activity at Detroit TRACON (D21) due to G4 processor hardware is software dependent. Raytheon is due to deliver a solution to the tech center for development at the time of this writing and NATCA is coordinating with software engineering to quickly evaluate and deliver the build to the field so D21 can continue their upgrade as planned.

NATCA SMEs from SCT, D01 and PHL attended the PTRWG meeting at the tech center to review and rank software problem reports. Items for discussion this

month included: data block information, scratchpad functionality, MSAW and changes to beacon code mismatch conditions. An important action taken by NATCA during this meeting was to highly rank two initiatives on the list of improvements and fixes that will fundamentally change the STARS weather presentation. By collaborating with related workgroups such as computer human interface and weather, NATCA's intent is to enhance the STARS weather display by either amending the combination of colors and graphics presently available or to import a stand-alone weather product that displays a mosaic of various weather inputs much like a NEXRAD or ITWS display. Issuing weather information is a fundamental task for controllers and the goal is to give them a product that is compatible, reliable and consistent.

Upcoming System Engineering events:

January 30 – February 16	S6R6 Risk Mitigation OT&E
February 16	PTRWG
March 7-16	S6R3e Run for Record OT&E

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.

NATCA UAS HITL PARTICIPATION

There are several terminal and en route Cognitive Walkthroughs and Human In The Loop (HITL) studies that have been recently completed or are coming up at the William J. Hughes Technical Center in Atlantic City, NJ. NATCA controllers are fully participating in these studies. These studies are focused on Unmanned Aircraft Systems (UAS) contingency operations.

There are several scenarios incorporated into these studies including lost link, which is unique to UAS.

Below is a summary of each activity:

Dec 6-8 - Terminal Cognitive Walkthrough with three participants from NCT
Jan 24-26 - Terminal HITL with participants from D01, NCT, PCT and S46
Feb 14-16 - Enroute Cognitive Walkthrough with participants from ZBW, ZMP, ZAB, ZOA, ZDC and ZJX
Mar 28-30 - Terminal HITL with participants TBD

NATCA/FAA WORKGROUPS

NATCA and the FAA are in the process of forming three workgroups under the NATCA/FAA Unmanned Aircraft Systems (UAS) Integration Workgroup Scope Agreement.

The first of these work groups is a headquarters workgroup that will make facility visits in the coming months to assess how the process of implementing the Small UAS Rule (Part 107/101) is working. The goal of the work group is to elicit feedback from the field and formulate recommendations on how small UAS rule processes and procedures can be improved.

The second workgroup is for UAS Training. The focus of this workgroup will be to ensure the development and implementation of UAS training for the air traffic workforce.

The third workgroup is being formed to create recommendations on standardized UAS lost link procedures. Often times a single UAS flight in the NAS can contain dozens of lost link procedures, depending upon where the UAS is along its route. In order to move toward full UAS integration into the NAS, simpler, more predictable lost link procedures need to be developed.

LOW ALTITUDE AUTHORIZATION AND NOTIFICATION CAPABILITY (LAANC)

The agency continues to work on an automated capability that will speed the process for approvals and notifications for small UAS operating in B, C, D and E surface area airspace. The agency has completed their one-on-one interviews with vendors who responded to the Request for Information (RFI). The next step is to conduct an Industry Workshop with vendors who remain interested in developing this concept. The first workshop is scheduled for February 1st. The workshop will give the vendors the opportunity to demonstrate their initial capabilities as well as receive feedback from the agency on requirements and concepts. Mr. Weidner and Mr. Richards are participating in this effort.

DRONE ADVISORY COMMITTEE (DAC)

The next DAC meeting will be held January 31st in Reno, NV. As a reminder, NATCA Executive Vice-President, Trish Gilbert is a member of the DAC. There is a sub-committee that has been formed under the full DAC. Jeff Richards is representing NATCA on the DAC sub-committee. Mr. Weidner, Mr. Richards and NATCA's Deputy Director of Safety and Technology, Mark McKelligan are supporting Trish on the DAC.

UAS SAFETY TEAM (UAST)

The agency has formed a UAS Safety Team, which is being modeled after the Commercial Aviation Safety Team (CAST) and the General Aviation Joint Steering Committee (GAJSC). This group has been tasked to address safety

issues related to the increasing number of UAS operations within the NAS. The group will consist of government and industry stakeholders who will use a data-driven, consensus-based approach to analyze safety data and develop non-regulatory interventions to mitigate potential causes of accidents involving unmanned aircraft. The co-chairs of the group are Earl Lawrence (FAA Director of UAS Integration Office) and Ben Marcus (CEO Airmap). The UAST has met twice - Oct and Dec 2016. The next meeting is scheduled for February 2nd. Mr. Weidner is representing NATCA on the UAST.

UAS QUESTIONS

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

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

There was not a lot going on with the program over the holidays but that is expected to start changing soon. I am working with the National Office to find a way to disseminate to facreps the information about upcoming VOR discontinuances earlier in the process. The Agency notifies facility managers when the NR process begins but that information is not always finding it's way to the affected reps.

Initial discussions will begin shortly on what effect the VOR MON program will have on ERAM emergency airport FRD in the centers. There will be a meeting in OKC in March to discuss the upcoming discontinuances with some folks from the PBN programs.