

NATCA Safety & Tech Update
Week of January 29, 2018

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.

During the first week of January, I participated in a Safety Risk Management (SRM) panel to evaluate a Consolidated Wake Turbulence order that would become the national standard for Wake Turbulence separation. This proposed standard would incorporate separation standards from Wake Recat 1.5, 2.0 appendixes A and B and the standards currently in the 7110.65. The panel was unable to complete the process and we are scheduled to finish February 8 and 9 in Washington, DC.

As the NATCA ART 114 representative in the Procedures office, I have been involved with several interpretation requests and workgroups. Currently, the Procedures office is evaluating Remote Tower Procedures, Class E extensions, Anticipating Separation (7110.65 3-10-6) and the use of Diverse Vector Areas for departures.

Please don't hesitate to contact me for information regarding the issues being worked on. Additionally, if you have a suggested change or are in need of some clarification on a procedure or rule, call me at 208-870-1621 or email me at procedures@natca.net.

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

The Airport Capacity Decision Support Tool (ADEST) team had one telcon this month. A couple team members were having problems with their ADEST login/password and were unable to gain access to the program. These issues have been resolved. The team also discussed future funding of ADEST. Currently there are funds to maintain what has been developed, but it is uncertain whether the FAA will continue to fund the project.

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

SoCal Metroplex

The SoCal Metroplex Team has been assisting the Regional Administrator and his staff in preparing materials for a presentation to elected officials and community members of Lake Arrowhead for a meeting scheduled January 25, 2017. The meeting is to answer questions and provide information regarding the proposed JCKIE STAR to ONT.

The SoCal Metroplex Team has also conducted an initial review of data analysis of the Thousand Oaks and Newbury Park areas. The Regional Administrator and his staff have requested our assistance in preparing materials for a meeting; date to be determined, for a presentation to elected officials and community members regarding noise concerns in the area. Additional information and preparation will be required.

The Team has provided data and an initial draft response to an LA Roundtable letter dated Oct 1, 2017. The letter has been distributed for comments.

The Team continues to respond to numerous noise complaints received from Ombudsman.

The core team had been working with a HQ Environmental Specialist in conducting the noise screen for 2 proposed BUR SIDS that are part of the mitigation for the Benedict Canyon Petitioners who are one of the nine petitioners in the lawsuit. The SIDS passed the noise screen.

The Team has received signed settlement agreements from Orange County, Laguna Beach and Newport Beach. The documents are awaiting HQ signatures

The facilities have been busy preparing for the February 1 and March 29 implementation dates.

Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

Cleveland/Detroit Metroplex Design & Implementation

The core team was in Cleveland this month. Along with addressing numerous administrative issues, the main focus was coordination on a potential implementation date of September 2018. All facilities have indicated they can accomplish the needed training for a September implementation. In addition, Nav Canada indicates they can support the September timeline but emphasized that the Windsor VOR will be decommissioned at that time and any procedures using this navaid will be impacted. This includes the Earth SID and the WEEDA and GEMNI STARS for Detroit in addition to several other procedures serving the satellite airports around Detroit. The CSA FPT office also notified us today the Richmond 8 SID would be decommissioned in July. Losing the RIC 8 SID is a particular concern if we implement in September. Another roadblock to a September implementation is that ZOB FAST indicates they can't support a September date due to workload. The latest date they can support is July.

We also communicated the potential slip to September with Delta. Delta supports this because it gives more time for the triple landing operation to come together. However, Delta has stated that without the trip operation at a minimum being fully approved for use or actually in use prior to implementation, that they do not support implementation of the current Metroplex design. They are concerned about a potential efficiency loss from the current operation without the trips. All SIAPs for Detroit and Cleveland will still be implemented in May. Also, the PRM approaches needed to support the triple landing operation will be published in May. A discussion will be scheduled next Tuesday with the project leads and the program office to strategize on how to move forward.

Approximately 90% of the LOA's and SOP's are complete. We have delayed the SMS activity that was scheduled for the last week in January to a future date to be determined based on whatever the new implementation timeline looks like.

Discussion with Gary Fiske from the ATO along with AFS-420 have recommended the possibility of running HITLs to validate the triple landing operation at Detroit. If successful, the waiver for trip operation would be approved and we could potentially run trips in May when the needed PRM approaches are published. Both Delta and D21 have stated that the trips are required to make the Metroplex design work efficiently. Equipment would be shipped from OKC to Detroit to run the HITLs. We have requested that AFS-420 and the ATO move forward with the HITL validation ASAP. The timelines will be forwarded to the program office as soon as know.

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

Florida Metroplex December 2017 and January 2018 Report

Florida Metroplex team had the following activities during the past month:

December: Met in Atlanta with the OSG and Core team planning for 2018

January: Met with or teleconferenced all .41 co-leads, ZDC, ZMA, ZJX, ZSU, OSG about the Atlantic Coast Q/Y routes.

Met in Jacksonville with ZJX and ZMA on Q/Y routes planning

Participated in Florida Metroplex Telcons

Submitted by Greg Harris FL Metroplex Co-Lead

NATCA PBN Co-Lead East

Since coming on board in December 2017 I have been looking for projects to complete or start work on. We had a final meeting set to finish up the CVG project but funding got pulled last minute; we had to cancel this trip and this project is now on administrative hold. There was also work being done for the VORMON on TDG and EWA, but they have also been placed on administrative hold. Since then many of our projects have been placed on a 6-month administrative hold.

There have been meetings and many discussions between the PBN Co-Leads in East and FL Metroplex to see if we can get the ACR routes all published in Nov 2018. The deadlines in order to get this accomplished are very tight, but there are huge connectivity benefits to ZJX and ZDC if this can be accomplished. If we don't publish these routes in Nov 2018, we will have to wait until Nov 2019 due to the DataComm moratoriums. Scheduling meetings between ZDC, ZNY and ZBW is also being worked on to see if we can publish these Q and Y routes all the way up the East Coast. We had an Eastern prioritization meeting mostly regarding NEC (NorthEast Corridor) last week. A lot of requests have been made and we are working on who will be doing what and how we are going to go about the PBN portion. Since that meeting we have been working on a game plan to complete the current PXT project, Capitol Project and the Northern ACR Routes.

Joey Tinsley NATCA PBN Co-Lead East

Eastern Service Area (ESA) PBN January 2018

Capital Area Project DCA/BWI/IAD

The December meeting at PCT was very productive with designs at BWI and IAD being 95% complete. We continue to work the SIDs design at DCA with the National Parks service, Secret Service, MWAA and the community groups. The designs are around 90%. We should be "pencils down" at our February meeting. The CWG will prepare briefings for Maryland Airport Administration (MAA), the BWI community noise roundtable, Metropolitan Washington Airport Authority and DCA community noise roundtable. We will brief these groups in either late March or April. Our projected publication for these procedures was February 2019 but DataComm, additional community request, and environmental process will probably push that date later in 2019.

CVG Project

The CVG project was started in mid 2015 and for the third time has been put on hold by HQ. We have been given a list of projects that will be funded through PBN for 2018 and CVG is not on the list.

The TVT VOR was to be removed during our CVG project to meet the VOR MON decommissioning in FY18. The Eastern Co-Leads will work to remove TVT from the ROCKT SID in FY18 via the abbreviated amendment process while the rest of the project waits.

NEC (North East Corridor)

PBN work in the New York and Philly area will be worked under the NEC project. The SID and STAR work for Sector 85/86 in ZNY is continuing with a milestone of conceptual designs prior to March 31, 2018. The workgroup for ZNY conceptual design is scheduled for the week of Feb 12th. We are working with N90 to schedule dates for SID and STAR design work for JFK and EWR. ACRP has been re-scoped between Florida Metroplex and NEC. The Q and Y-routes that were developed under ACRP in ZDC, ZNY and ZBW will be pulled into the NEC PBN work.

The Q-routes in NEC will be worked closely with the PXT STARs. The proposed new traffic flows on the Qs and the connectivity with the STARs is critical in ZDC airspace.

PXT VORMON Project

We have funding and approval to begin work on the PXT VOR decommissioning. This project began in 2016 but due to funding concerns in 2017 it was on hold for most of 2017. The project includes 9 STARs and 13 T-routes. STARs are being developed or amended for LGA (2), EWR (2), TEB (2), PHL (2) and DOV (1). The 13 T-routes will provide PCT and ZDC route structure around the Washington/Baltimore area; other restricted airspace and congested airspace between BWI and PHL.

Projects waiting to publish;

PLB is VORMON generated – T705 between ZBW and NavCanada
2018 publication

Bermuda – Amendment to one STAR with additional waypoints to aid in non-radar separation.

All other projects in Eastern have been put on hold until June 2018 when AJV-14 will reevaluate priorities and funding.

Projects on hold or waiting prioritization in eastern;

CVG – Atlas Air request, Amazon, Delta and SWA supported project

T-294 extension – ZTL request for TDG/EWA VOR MON project

ROA – RNP, FEDEX request for safer operation through terrain.

TJSJ SIDs & STARs – Datacomm generated project

ZME Q-routes – 8 new routes and 10 amended

ZME/MEM – FEDEX request to update OPD STARs & RNP

RDU – Funding issue no BFOT to support project

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 2018-01-24

In late December, the PBN Program Office (AJV-14) notified us that all of our PBN Projects in the Central Service Area were put on hold as other National PBN priorities had been identified. We were told to expect a reassessment of National PBN Priorities in June of 2018. In Central, we have 3 design efforts (KCMH, KSAT, KORD) that are very mature in terms of design and well into the Community Engagement Activities that have been identified by each project site. We sent an immediate rebuttal requesting further information and reconsideration for these three project sites. These issues are brought about because of budgetary concerns and a lack of funding to support the requests we have received.

At this point, we haven't been able to get the KSAT and KCMH projects included on the list of National priorities and KORD are still being discussed and evaluated.

We successfully implemented the Post-Implementation procedures for Austin-Bergstrom Airport (KAUS). There have been a few charting corrections corrected by the facilities but implementation was reported to us as smooth.

The budgetary challenges are impacting our ability to meet with facilities and support the larger VORMON effort. The PBN Office does not have the funds to pay for the development of PBN procedures that help mitigate the negative impacts from VORMON. We will need to find the necessary funding or delay any decoms that can't get the proper mitigations.

The PBN work done for Gary-Chicago International is being highlighted soon via FAA news channels. I'll provide a link on the next report.

Efforts are underway at KDFW, KIAH, and KMSP for development of missed approach procedures that may mitigate some of the impacts from CRO. Each site is different. The NextGen office has been working with KIAH for some time and we are working to have them added as a priority for publication funding. KDFW workgroups are meeting to develop a workable concept for Rwy 13R Arrivals and Rwy 18L Departures. KMSP has also made a similar request within the last few weeks.

Submitted by CSA PBN NATCA Art. 114, Brent Luna

PBN/Metroplex Design and Implementation Lead Monthly Report - 1/24/18

Metroplex: The four remaining Metroplex D&I projects are awaiting decisions from the Executive Steering Committee (ESC) reference budgetary concerns moving forward. The Florida Metroplex facility POCs met during the first few weeks of January in Atlanta and Jacksonville to work on the Q/Y routes in south Florida. Work will then begin on the Florida Metroplex SIDs/STARs in the next few weeks. The re-scoping efforts will focus on procedure design at 10,000ft and above to reduce environmental and community involvement costs. Post-implementation of SoCal Metroplex amendments is scheduled for February 2018. The SoCal project is currently looking at a closeout sometime in March/April 2018 but may push to the right due to litigation and congressional inquiries. Detroit/Cleveland Metroplex may no longer be working towards a May 2018 implementation date and will most likely move to the right due facility concerns regarding trip operations. The Denver Metroplex team is awaiting the decision from the ESC regarding the future and possible cancellation of the project. The Las Vegas Metroplex had been on a "slow down" due to budgetary concerns and concerns about the ability of ZLA to participate. Atlanta Metroplex completed their final implementation in October with a project closeout in December 2017. The next Metroplex Leads meeting is scheduled for February 2018 via VTC/GoToMeeting.

Part of the current Florida re-scoping options is to incorporate a portion of the AC Q routes from ZJX and ZMA. The Florida Metroplex team will work to connect the Q routes to the existing SIDs and STARs for an early implementation. The team will then reconnect the future Metroplex SIDs and STARs to the Q routes at a later date. The northern ACR Q routes (ZDC and north) will be incorporated into the NE Corridor initiative or become a stand-alone project with a dedicated set of Co-Leads.

The PBN office 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 weeklong meeting in Seattle and will meet again in Fort Worth the week of February 5, 2018. The timeline for completion of the draft implementation plan is June 2018.

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

NATCA National Airspace Rep

We are still working with the agency to see what limitations will be placed on our airspace and procedure projects due to lack of funding, the uncertainty of the CRs adds to the complexity. Additionally, the community involvement decisions made over the last couple years are driving the agency priorities to higher altitudes.

We are working with the airspace services office to address the many issues Seattle TRACON is experiencing. This last week, Phil Hargarten briefed the VP of mission support and her staff by identifying the problems so we will continue to develop a plan.

The airspace team is also looking at problems associated with short side OPDs so we can provide decision support tool or procedure redesign help.

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.

The NASA Integrated Arrival, Departure, & Surface (IADS) ATD-2 system has been in use at Charlotte (CLT) tower since early October of last year. All CLT TMCs have become very comfortable with the interface and the capabilities of the system. We continue to collaborate with the local ramp tower, operated by American Airlines, on a daily basis as they also utilize the system during at least one bank of departures a day to accomplish departure metering. We are pleased with the way the system is performing and believe the ramp tower is also.

CLT TMCs have submitted several change and enhancement requests to NASA that we believe will make the system perform even better. Those requests are always addressed by NASA and many of them are scheduled to be incorporated into future versions of the software. A meeting on January 24th to discuss new features in the next upcoming version had to be cancelled due to the Federal Government shutdown and has not yet been rescheduled.

Due to new security concerns, there may be a delay in integrating ATD-2 and the FAA's Advanced Electronic Flight Strips (AEFS) at CLT. While the FAA was fully aware and supportive of the necessity of linking the two systems since the inception of this project, it recently decided to take a second look at allowing the two systems to integrate with each other and share data. This is unfortunate since it may delay any benefits of this research that was intended to reduce risk for the FAA's Terminal Flight Data Manager (TFDM) program. NASA engineers are studying the issue and hope to find an acceptable avenue for these two systems to share and exchange crucial flight data soon. Sharing data between these two systems is currently the only way that controllers will be able to become active participants in future departure metering programs. More on this as further info becomes available.

NASA and I had been scheduled to give a briefing on ATD-2 at CLT to the combined Surface Concept Team (SCT) and CDM Automation Team (CAT) at A4A headquarters in Washington on January 23rd. However, that meeting was cancelled due to the Federal Gov. shutdown and has not yet been rescheduled.

As always, I will continue to keep the best interests of NATCA members at the forefront of every decision made and every action taken related to ATD-2.

RESILIENCY TEAM: Tim Travis (ZID) is the Resiliency Article 114 Representative for NATCA. His update for the membership is below.

Resiliency met in DC. January 17-19 to discuss the Operational Readiness Index and AMI. The Engineers that have been hired to do modeling have finished a very complicated product. I voiced concern that the spreadsheets were very complicated and time intensive. I was scheduled to complete working with the Engineers but was told Travel would probably be put on hold pending approval.

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.

PBN Criteria Update:

Participated in the Safety Risk Management Panel (SRMP) on December 5th-7th as a subject Matter Expert (SME) for Document Changes Proposal (DCP) regarding paragraph 4-7-1 of the FAA Order 7110.65 concerning the assignment of Runway Transitions or Landing Directions for Standard Terminal Arrivals having multiple runway transitions. There were some hazards identified by the panel members and further changes are being written and a new DCP will be going out to the field for comments followed by another SRMP.

Participated in a telcon regarding ATSAP CAR 2013-007 (OPD).

Participated in a telcon regarding the ROBUC RNAV STAR for KBOS, where some aircraft are descending lower than the authorized altitude at a specific waypoint.

Participated in a telcon with the FAA (AJV-14, ESC), United States Secret Service (USSS) regarding RNAV SIDS when departing Runway 1 at KDCA.

Participated in the PARC NAV WG telcon where we continue to have discussions regarding the 50 second rule straight segment on final for RNP AR procedures, and Radius to Fix (RF)/Track to FIX (TF) procedures. We will be conducted further discussion on January 31st and February 1st.

Participated in a telcon regarding Top Altitudes and the criteria contained within FAA 8260.46F based on an IOU for the Aeronautical Charting Forum (ACF).

Participated via telcon in the United States Instrument Flight Procedures Panel (USIFPP) where we discussed Visual Guided Service (VGS)

Implementation, Simultaneous Independent Established on Approach design criteria, Charted Visual Flight Procedures (CVFP)/RNAV Visual Flight Procedures (RVFP), STAR criteria update, Precipitous Terrain Summit, Global Navigation Satellite System Landing System (GLS) Standards Awareness, and numerous other open issues.

Participated via telcon in the PBN Co-Leads Quarterly meeting conducted on January 23rd-25th.

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

Late last year 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."

Over 150 successful applications have been submitted. The DOT and the FAA will select approximately 10 applications from the successful entrants to be a part of this program. 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.

LOW ALTITUDE AUTHORIZATION AND NOTIFICATION CAPABILITY (LAANC)

Development and preparation for nationwide LAANC rollout continues. FAA AIT is busy making changes and updates based on the feedback received from the LAANC test sites. LAANC will remain operative at the test locations (CVG, ZMP, LNK, RNO, SJC, PHX, ANC/LHD, MRI and MIA) while these updates are being made.

LAANC is expected to be deployed nationwide beginning in April and finishing up the rollout in August/September. As a reminder, the initial version of LAANC 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 Suppliers. 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 final group of maps was released on December 7th. With a few individual exceptions, all maps should now be publicly available. 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](#).

The agency has also used its 14 CFR 99.7 authority to create No Drone Operating Areas for seven Department of Energy (DOE) sites and ten Department of Interior (DOI) sites, including several large dams and iconic landmarks. The list of DOE sites can be found (<https://www.faa.gov/news/updates/?newsId=89365>). The list of DOI sites can be found here (<https://www.faa.gov/news/updates/?newsId=88811>).

UAS SAFETY TEAM (UAST)

NATCA is an active participant in the UAST. The UAST is modeled after the Commercial Aviation Safety Team (CAST) and the General Aviation Joint Steering Committee (GAJST). The UAST recently launched a website as a resource for UAS safety. The website can be found here (www.unmannedaircraftsafetyteam.org). Mr. Weidner represents NATCA on the UAST.

FAA UAS SYMPOSIUM

The FAA will be hosting its third annual UAS Symposium March 6-8 in Baltimore. Mr. Weidner and Mr. Richards will be participating at this event.

UAS QUESTIONS

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