**NATCA Safety & Tech Update**
**Week of July 17, 2017**

**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.

> During the month of June there was only one meeting between NASA and local CLT stakeholders. The meeting was held at the CLT ATD-2 lab and was attended by NATCA, representatives from the CLT Airport Authority, American Airlines Ramp personnel, and a representative from the American Airlines pilot union. The meeting covered the most recent software changes and modifications to the ATD-2 system. NASA also laid out their plan for the remained of the summer prior to going live with ATD-2 at the end of September of this year.
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> Essentially, the plan for the remained of the summer is that NASA will turn on the equipment in both CLT ATC operating quarters (tower & TRACON) and the CLT airport ramp tower (run by American Airlines), and we will begin some limited data sharing between local stakeholders only. The system will not send any information to either ZTL or ZDC TBFM systems, but it will reflect release times entered into each of those TBFM systems by the respective ARTCC TMCs. NASA refers to this period as Operational Shadow Evaluation 1 (OSE-1). OSE-1 will last until just prior to going live at the end of September.
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> On June 9, 2017, NASA hosted an ATD-2 briefing and demonstration to over 60 stakeholders around the country. The meeting was virtual but NASA provided a web-based presentation available for all to follow along. Participants included FAA headquarters representatives from NextGen, the Program Management office, System Operations, and System Requirements organizations. FAA and NATCA members of the Terminal Flight Data Manager (TFDM) Operations Team were also in remote attendance. There were also air carrier representatives from the Charlotte Airport (CLT) ATD-2 field demo site, as well as other pilot unions representatives and various other industry stakeholders in attendance. NASA's briefing covered the entire ATD-2 concept, including; the process under which requirements were gathered from stakeholders, how Surface-Collaborative Decision Making (S-CDM) principles are being used in the ATD-2 system, data exchange and integration features that facilitate collaboration, interchange between the sub-components, and analysis tools. NASA provided a demonstration of the ATD-2 user interfaces and concept of use utilizing the latest software running with live CLT traffic. NASA plans to host future remoteATD-2 demonstrations for any and all interested stakeholders. There is no set schedule

for these virtual meetings, but they will be held on an as-needed basis in order to keep stakeholders informed and aware of progress.

At CLT, our NATCA representative on this project, and other members participating in this activity, will continue to look out for the best interests of the workforce to ensure the best possible outcome.

**COLLABORATIVE DECISION MAKING (CDM):** Kyle Andrews (ORD) is the NATCA Representative to the Surface Concept Team (SCT). Mr. Andrews forwarded the information below for the membership.

On June 30 the Surface Concept Team participated in a telcon with the CLT ATD-2 team represented by Pete Slattery of CLT TMU and Al Capps and Shawn Engelland of NASA. Two specific items were discussed in depth:

1.

Where does tactical surface metering transition to strategic surface metering, and who is the final authority on either? There continues to be a misunderstanding of exactly what is happening when surface metering is taking place. In the non-movement area, there is no real authority of the FAA who can tell airlines that they can or cannot meter their planes. At an airport such as CLT, where American represents almost 90% of all traffic, they are certainly within their rights to hold planes at the gate or in the ramp area if they feel that it will benefit the airport overall, even if ATC does not know or does not concur. But as that sort of near term tactical metering extends into the future toward strategic metering, ATC must retain final authority to act as the Departure Reservoir Coordinator (DRC) to implement a Departure Metering Program (DMP), as that program will have real time effects on the congestion and complexity of the ground traffic. After some involved discussion, all parties decided to table the issue for until a later time.

What will be the terms of the tech transfer of the NASA ATD-2technology? Michael Huffman, Project Manager for TFDM, explained very clearly that certain ideas being explored by NASA in ATD-2 would have to meet TFDM budgetary standards to be included in the suite of TFDM technologies. The NASA representatives understand that not everything that they will be able to offer in the tech transfer will be accepted; due to the specific constraints that TFDM will be required to adhere to.

2.

As of July 7, the Airports Surface Efficiency Office lost its program manager, Susan Pfingstler, due to her being hired away by United Airlines. As of September 27, the Surface Concept Team will lose its project lead, Maureen Szcygyielski, who will no longer be able to travel due to inadequate supervisory staffing at her home facility, BOS ATCT. These were the two main people in setting the agenda, arranging telcons and

meetings, and promoting the engagement of the Surface Concept Team with connected technology groups such as ATD-2 and the CDM Automation Team. Until their positions are filled on more than a temporary basis, the Surface Concept Team may be slowed in promoting the accurate data transfer between airlines and ATC that will help improve surface efficiency.