

NATCA Safety & Tech Update Week of June 18, 2018

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

Las Vegas Metroplex

Week of 5/14 to 5/18

- Design workgroup meetings were held in Las Vegas, NV at the Clark County Department of Aviation (CCDOA) administrative building
 - Design team met with Helicopter tour companies and CCDOA about TK-routes on 05/14/18
 - TK-routes give procedures for helo operations which design team can use for segregation in Class B
 - TK-routes would be best left where they operate today for noise and efficiency
 - Callville arrival was designed as a TK-route for GPS equipped aircraft
 - Aircraft will return from Grand Canyon Tour and enter Class B at Charleston Blvd
 - New route is procedurally segregated from RNAV (RNP) Runway 19L and 19R
 - Aircraft on RNP will be able to descend on 3-degree glide path to LAS (visual approach clearance today is a descent of 433 feet per mile for the final 3 miles)
 - T-routes were developed for L30 TRACON and ZLA (currently 6 routes but can likely be reduced to 4)
 - ZLA and L30 began the conversation for LOA discussions concerning:
 - Conventional departures and arrivals
 - Non-radar procedures for aircraft below 14,000' MSL through the west gate
 - Overflight traffic (PBN and conventional)
 - L30 began initial design of TRACON airspace to contain the new procedures
 - Configuration 1 was completed
 - Configuration 3 was begun
 - LAS SIDs, STARs and approaches were sent to MITRE to be packed for the FMS systems to allow industry to simulate the new procedures

- MITRE and GE have not completed contract negotiations allowing them to be packed
- United Airlines have their simulators reserved on May 22 and May 23
 - If they don't have the procedures it will be a few weeks before the simulators can be rescheduled

Week of 5/21 to 5/25

- L30 Design workgroup meetings were held in Las Vegas, NV at L30
 - Workgroup continued work on L30 airspace design
 - Configuration 3 was completed
 - Configuration 4 was completed
 - Configuration 2 was completed
 - The general feeling of the team is the new procedures will work well in the new airspace. They were specifically concerned with the new LAKE position (east feeder) in configuration 2. After designing the airspace, they have greater comfort that the HITLS will validate the new design.
 - Workgroup listed restrictions on the new SIDs need to be confirmed by industry
 - Core team went over the task tracker and closed several completed items
 - Core team determined which winds and temperature should be used for Industry Sims
 - 95th percentile of historical winds
 - MITRE is helping to develop the wind direction and speed for the reciprocal directions
 - Temperature will be 105 degrees (just below the average high temperature during July)

Week of 5/28 to 6/1

No meetings were held this week due to the Memorial Day holiday. The Core team worked on Design Packages remotely.

Week of 6/4 – 6/8

- L30 Design workgroup meetings were held in Las Vegas, NV at L30
 - PDARS specialist from ATAC used last week to review the new airspace design and catalogue discrepancies for the workgroup to review

- While controlling traffic at L30 last week, design team was able to determine best design for slow propeller driven aircraft entering TRACON airspace from the southwest
 - Team resolved all issues catalogued by ATAC
 - Airspace boundaries were matched in all 4 configurations when possible to simplify training
- Workgroup developed PowerPoint presentation for the National Park Service (NPS) to show proposed procedures
 - Presentation will be Tuesday, June 12 at L30
 - NPS is bringing 7 people from 3 different national parks
- Workgroup began PowerPoint presentations for facility leadership meeting
 - LAS and L30 leadership will be briefed at L30 on June 13
 - ZLA leadership will be briefed on June 20 or 21 in Palmdale

Ongoing Project Issues

- Facility Staffing and Support
 - L30 is currently below their goal number for CPCs and are working an extensive amount of operational overtime. Due to the restructure with the new terminal GMs L30/LAS are very short staffed in their support offices. Particularly for L30 in their support of training and airspace. The L30 FacRep has expressed concern as to how we can implement our project. We need to work with facility leadership to explore options for help during implementation phase. I.E. finding outside help to develop ETG problems and new map development (currently no one in the facility has knowledge with AT Coach or problem development), as well as, help will be needed developing new training material.
 - ZLA is in a similar position operationally. However, it appears their support staff is in better shape. The difficult position for ZLA will come when we need to occupy their DySim lab. We have begun discussions with ZLA as to what resources may be needed for implementation.
- Still waiting on MITRE contract with GE in order to pack procedures for industry simulation. Our 75% goal could be delayed if we cannot get procedures to industry soon.
- LAS has no survey for utilization of IFR approaches to Runways 8L, 8R, 19L or 19R (should be completed in spring 2018)

Projected Activities for the Next 90 Days:

- Core team meeting to work on design packages and to brief NPS 06/11-15/18 in Las Vegas, NV
- Design team meetings with MITRE to prepare for HITLs, complete Q-route amendments 06/18-22/18 in Palmdale, CA
- Design workgroup meetings to complete T and TK-routes 06/25-29/18 in Las Vegas, NV
- No meetings 07/02-06/18, 4th of July holiday, core team working remotely
- Design workgroup meetings for changes due to industry sims 07/09-13/18 in Palmdale, CA
- Core team and POCs meeting for Preliminary Design preparation and presentation 07/17-19/18 in Las Vegas, NV
- Core team and POCs meeting to brief DO, OSG, PRG, QCG and military 07/23-27/18 in Des Moines, WA
- Core team meetings for administrative work 07/30-08/03/18 in Las Vegas, NV
- Leads meeting 08/06-10/18 in Cleveland, OH
- Core team and POCs meeting to begin work on Public Workshop briefings 08/13-17/18 in Las Vegas, NV
- Core team meetings for administrative work 08/20-24/18 in Las Vegas, NV

Submitted by Chris Thomas Las Vegas Metroplex Co-Lead

Cleveland/Detroit Metroplex Design & Implementation

The team leads were in Chicago this week. The primary focus was Dispatch training for United. We met with the Manager of Dispatch Operations, the Chief Dispatcher, and a number of other managers and staff in the Dispatch group. Ron Renk also participated via Webinar. We gave them a project update, but most of the conversation centered on the CDR/Playbook/Preferred Route Guide. This is the same document that was used in the Delta Dispatch training. While it is still in draft form, we do not expect much change when it is submitted to the Command Center for processing. As was the case with Delta, United saw great value in getting an early look at the new routes and understand that some small amendments may occur. There was discussion about the few close in routes that must depart a SID at the common point and join a STAR at a common point. United indicated that all of the routes are acceptable and will not pose issues for the dispatch filing. Ron Renk also agreed that these routes will not be problematic.

A meeting was conducted at Cleveland Center with the team leads and both the TMO and ATM. Discussion focused on the strategy for TBFM implementation. It was

agreed that Metroplex will schedule a TELCON on June 21 with all of the impacted facility management and NATCA TMU folks to verify readiness for the August 5 start-up of scheduling.

The team was in Atlanta two weeks ago conducting dispatcher training at Delta Airlines. Our team was invited to the annual training for all of their dispatchers. This training takes about a month to complete and we were only able to participate in the first three days of training. On the second and third day, a video was made to shown in all subsequent training. Our discussion focused on a booklet assembled by the team which contained all proposed CDR, Playbook and Preferred IFR Routes for the Detroit and Cleveland areas.

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

Florida Metroplex Update

MAY

Meet with ZSU POC's and Staff week of 21st and went over Implementation plans and schedule going forward with Q & Y

Conducted SRM panel @ ZJX for the Implementation of the Q & Y's 29th -31st

JUNE

Meet with ZMA, ZJX, F11, TPA, and FMY for the two weeks of 4th-8th & 11th-15th. During these two weeks we have completed design work on the STAR's and SID's in and out of TPA and MCO. Completed all new airspace designs and built 12 ISIM scenarios to be scrubbed next week by the POC's.

WEEKLY

Held weekly Telcom on every Thursday with the POC's of ZMA, ZJX, & ZJU for updated progress of implementation of Q & Y's.

Submitted by Christian Karns Florida Metroplex Co-Lead

Denver Metroplex Update

The Denver Metroplex held meetings with the local facilities and industry to rework the training and implementation schedule after the extended pause in the project. This updated schedule now lines up with the updated EA timelines and Data Comm installation. The team also continued to discuss traffic management utilization and training prior to implementation.

Mark Ostronic Denver Metroplex Article 114 NATCA Lead

CSA PBN 2018-06-13

Budgetary issues with PBN procedure development and publication that led to a PBN project shutdown in December 2017 are easing. Projects and publication schedules are slowly being turned back on. PBN project priorities were given to AJV-14 in April. Existing PBN projects for Chicago, Columbus, and San Antonio will be the first of the larger projects brought back online. VORMON mitigations are the immediate focus. Planning telcons with each ARTCC in Central are being coordinated. The intent of these “VORMON refresher” telcons are to identify areas where the facilities need additional information or analysis. We will provide support to help each facility decide what the scope of their mitigations need to be. The immediate goal for fall of 2018 is to have packages submitted for each ARTCC that cover all VORMON impacts anticipated through PHASE I of VORMON (FY2020).

ZFW continues to prepare for their first wave of impacts from VORMON. 3 of the 4 major corner post feeds into D10 contain nav aids targeted for decom. PBN is working closely with the Central Flight Procedures Team Manager to identify and provide additional conventional procedure evaluations where extra detail will benefit facility decision making. In many cases, existing conventional intersections that are deemed critical for emergency preparedness can be redefined using other nav aids that will remain as part of the Minimum Operating Network (MON). Hopefully, concepts explored by ZFW will apply at other ARTCCs in Central.

The abbreviated amendments to support KIAH EoR efforts are in OKC for development. The NextGen Program Office is hosting a FlyIt Meeting June 26th in Houston to focus on Industry and Facility education. The 9/13/2018 chart date is still reserved and final coordination with the Airport and Environmental processes are underway. Exact dates for operational plans will be discussed during the 6/26 FlyIt activity. Phil Hargarten, NATCA National EoR Representative will be in attendance.

My management co-lead counterpart retired the beginning of May. A permanent replacement hasn't been made, but other FPT and OSG managers have been identified as counterparts for the interim. A permanent management Co-Lead is crucial to being able to return to fully supporting all of the projects in process and starting new ones identified as priorities.

In Central, we have PBN requests on hold for the following airports or facilities: KABQ, KADS, KAUS, KDAL, KDFW, KHOU, KIAH, KJVY, KLUM, KMCI, KMDW, KMKE, KMSY, KOKC, KOMA, KORD, KSTL, ZAU, ZKC, and ZMP. The next update will detail those sites that have been brought back into an active status.

Submitted by CSA PBN NATCA Art. 114, Brent Luna

Western PBN Update

San Francisco, California (KSFO) Full Work Group (FWG) Meeting

May 8th, 2018 a PBN FWG meeting convened at SCT TRACON to discuss the NorCal Select Committee's proposal for an RNAV STAR overlying the Big Sur (BSR) conventional STAR. Work group consensus was achieved and it was determined that the request was not operationally feasible. Items that were identified and discussed in length include interaction with the BRIXX STAR, holding pattern airspace challenges, interaction with Bay Area departures, increased operational complexity due to integrated jet and prop arrival traffic, and reduced airspace to achieve in-trail separation.

Aspen-Pitkin County Airport/Sardy Field (KASE)

Procedure design for the RNP approach and RNAV SID are still pending review with industry flight simulation. The PBN Co-Leads are scheduled to meet with AFS-460 and other industry partners in Oklahoma City next month.

Josh Haviland, NATCA Western PBN Rep

NATCA PBN Co-Lead East

In the past month in East, we worked on the PXT VORMON STARS, NEC ACR project, BOS Massport Study and the TDG/EWA VORMON activities.

The work on the PXT STARS is almost complete; we worked with N90 the week of June 4th to complete criteria waivers for their portion. Still need to finish the criteria waivers required for the STARS within PHL ATCT.

Our first individual facility meeting for the NEC ACR project happened the week of June 4th. We met with ZDC to review holding patterns, LOA work, SOP work, and future Pref Route work. The ZDC FAST, ZDC530 and ZDC Training Department also met with us to talk about any potential roadblocks for our 1/30/20 planned implementation. Their biggest concern was the amount of pref routing automation and SGET problems that need to be modified; we will work with them and talk with ZJX to get lessons learned from the FL Metroplex Q and Y Route implementation. The NEC was also briefed on the NEC ACR Status 6/13/18.

A week was spent reviewing notes and other documentation from our BOS/MASSPORT meeting that occurred the week of 5/7/18. Further responses were received from Industry and BOS, these responses were incorporated into the notes from the meeting. Our next meeting is the week of 7/9/18 with ZBW and A90.

A tentative meeting has been scheduled for the decommissioning of the TDG and EWA VORs. Our telcon for this work is tentatively scheduled for 6/26/18.

Joey Tinsley NATCA PBN Co-Lead East

Eastern Service Area (ESA) PBN & North East Corridor (NEC) Airspace & Procedures June 2018

The work on the Capital Area Project will continue the week of June 18th at PCT. We presented the notional designs to the MAA/BWI noise Round Table (RT) and MWAA/DCA RT in late April. The DCA RT was receptive of our work south of DCA but request that we continue to work on the north side designs. If the DCA RT can be called successful, to this point, BWI RT cannot.

The FAA and NATCA went to great effort to provide detailed information about designs via “story boards” for SMEs from PCT and BWI tower to answer questions and explain ATC operations. The meeting was just short of hostile. The BWI RT has since requested an additional briefing of the same material but, the FAA has rightly resisted until a more civil environment can be guaranteed for the SMEs to discuss the new designs. Prior to a new briefing we will be reworking several of the departure designs at BWI that were relying on waivers from AFS. The waivers will not be approved so a new solution will need to be found for the TERPZ and LINSE SIDs.

Several of the procedures at BWI and DCA projects are being amended to resolve FMS functionality issues or national security concerns. These procedures will move forward to publication. The procedures that are RT generated are reliant on RT feedback and other projects in the NAS that may take precedence.

The IAD procedures being designed should be finalized the week of June 18th. IAD is not associated with the noise RTs at DCA or BWI. The new designs are to accommodate the new triple ILS operation. The publication for these procedures is scheduled for February 2019.

The ZNY High Altitude Offshore work for ZNY sectors 82,83,85,86 is mostly complete. We will be scheduling a finalization meeting over the next few months with ZNY, ZDC, ZBW and ZJX. These routes will provide additional routes for aircraft capable of domestic offshore flights for ZNY. These routes will be used for offloads and should help with delays in the NY. Two Y-routes will replace M201 from the ZJX boundary into the NY area, along with 13 addition Y-routes to segregate traffic from the Oceanic Airspace over and into the NY area. This project is a continuation of the EWR/JFK SID and STAR project in NEC. The SIDs and STARs project was delayed for coordination with other NEC work.

The PXT VORMON Decommissioning Project has been split into several projects. DataComm will force the overall large project to be delayed, but smaller portions of the project can be published earlier. The nine STARs are now being worked with the NEC ACR project by Joey Tinsley (NATCA) and Vicki Turner (FAA). Two of three T-routes in the RNL VORMON project are associated with PXT but will move forward while thirteen additional T-routes for PXT will publish after DataComm in FY20.

We have been working with Flight Standard (AFS) and AJV-5 in OKC (AIS) to fix several SIDs at MEM that were published incorrectly. Six of eleven SIDs where

published with coded altitudes, that causes confusion for controllers and pilots. Depending on which RWY is assigned a "Climb Via" clearance would be issued on the north/south RWYs and "Climb and Maintain" on the east/west configuration. We have worked collaboratively with the airlines, AFS, AIS, AJV-8, MEM, and M03 to come up with a solution. AFS has agreed to a waiver for the MEM procedures until a NAS wide solution can be reached. I want to thank Bennie Hutto (NATCA Criteria Rep) and John Belk (AJV-14) for all their help.

Additional project status in the ESA. FedEx and Delta requested RNP approaches into ROA for terrain and safety. We hope to complete this project with AJV-14 approval in the next two months. T-705 will publish in September 2018 to complete the PLB VORMON project. We are waiting for Bermuda (TXKF) to publish the amendment for SOMRR STAR with three additional waypoints to aid ZNY when applying non-radar separation for TXKF arrival and departures. All other projects in Eastern are on hold while AJV-14 continues to evaluate priorities and funding. Projects being reviewed for the remainder of FY 18 are RDU, CVG, ZME, BGR, BNA, and NPA.

ESA projects being worked by Joey Tinsley and Vicki Turner are NEC ACR, PXT STARS, TDG/EWA, BOS/MASSPORT.

The following is an update on NEC Airspace & Procedures work from AVJ-14. Robert Novia (FAA) and I continue to work on both short and long-term goals of the NEC. Several short-term goals have been completed, set by the NEC NIWG.

We worked with N90, ZNY, ZBW, and ZDC to provide "escape routes" off TEB and HPN for high performance aircraft. On a limited basis ZBW has agreed to expand the GREKI playbook for TEB and HPN. Today the GREKI playbook allows airlines to depart east into ZBW then northwest into ZOB. This new GREKI TEB/HPN playbook will allow the select high performance aircraft over GREKI into ZBW then ZOB and additionally ZNY and ZDC.

The airlines asked the FAA to explore a public RNP to 13R at JFK and explore the possible use of EoR with 13L ILS. There are multiple constraints that make this request unobtainable and the request will be closed.

Mitre studied the expanded use of the NTHNS and GLDMN SIDs when the TNNIS was in use to help alleviate LGA delays and noise concerns associated with the TNNIS. There may be opportunities but the connectivity between JFK and LGA departures and the use of the BELMONT and CONEY airspace by N90 would need further study.

A study to move the LGA RWY22 missed approach demonstrated that it is currently the best location for EWR, JFK and LGA traffic.

The NEC continues to explore ZDC sector 9 airspace changes. All indications are that this will be a significant benefit to both ZDC and delays out of the NY area.

For PHL the minima for the SCIA operation for RWY 9R/17 have been updated and a safety study is being conducted for SCIA operation for RWY 9R/35.

Long-term impact to NY being studied are the low altitude route structure effects from the VORMON, the lack of PBN procedures in the NY market, how that affects

metering and the future iTOB. How to conduct community outreach (CI) and environmental processes when establishing PBN in the short and long term.

Submitted by Bill Wise ESA PBN & NEC Airspace & Procedures Article 114 Rep

Northeast Corridor 6/13 Update

In the NEC NIWG, industry has identified 10 operational needs areas for the Northeast Corridor, identified as the area extending from Boston to DC. Although the NEC area is Boston to DC, the brunt of the requests for work is centered in the New York Metro area. Industry's top priority is deconfliction of New York Airports.

In response to industries 10 operational needs request, the agency has identified ~40 milestones to be completed in the first 18 months and more than 20 additional milestones extending out to December of 2021. The candidate milestones were developed by the Collaborative Workgroup in consultation with the facilities. Industry representatives on the NIWG have expressed dissatisfaction with the milestones being committed to by the Agency. A significant number of the milestones are only committing to conduct feasibility analysis. Industry is also disappointed at the lack of PBN procedures for New York airports. Constraints limiting what the agency is willing to commit to include staffing at all facilities in the NEC, environmental issues, expected community uproar, lack of budget.

10 Industry Operational Needs:

1. Address constrained departure routes in NEC during normal ops and during SWAP (Severe Weather Action Plan). Expected Benefit: Improve throughput; Improve use of existing capacity
2. Address loss of throughput due to airport, airspace interactions when LGA is on RWY13: Expected Benefit: Improved throughput during certain configurations
3. Improve Arrival Throughput at EWR
4. Improve Satellite airport access in New York and deconflict Satellite airports with majors when possible
5. Address conditions favoring LGA31: Deconfliction of JFK/LGA/EWR
6. Reduced Separation and improved access to NEC airports
7. Full utilization of LGA Capacity
8. Improve JFK runway usage and delay reduction
9. Improve PHL runway usage and delay reduction
10. Evolve TFM to better manage demand/capacity imbalance in the NEC

Industry has also made advanced technology requests including Flight Interval Management, CAPP, EFVS. Most milestones are pre-implementation milestones. There are only 7 implementation milestones between 4/19 and 12/21. NEC CWG scoping document was signed in December of 17. CWG will work on Tools/iTBO, Airspace and Procedures, TBFM, Tactical/Command Center. The NEC NIWG is currently disbanded during transition from RTCA to FAA control of all NIWGs.

5/18 Participated in PBN NIWG/AJV-14 coordination meeting
5/22 FAA Internal Weekly NEC Meeting
5/23 NEC Working Meeting with AJV. TEB/HPN procedures meeting. iTBO
Evolution planning. TBO Monthly comms meeting
5/24 NEC NIWG Meeting. PBN NIWG Meeting
5/30-31 NEC Collaborative Workgroup Meeting at MITRE. LGA NYCAR Preparation
Meeting
5/31 Attended LGA NYCAR (Community Roundtable)
6/4 NEC Panel Prep with PR. JFK NYCAR
6/5-7 Attended PBN Full Work Group meeting at N90
6/6 Participated in Industry NEC telcon
6/11-12 Participated in iSIM TBFM Validation meeting at ZNY

Phil Hargarten, NATCA NEC CWG Article 114

PBN/Metroplex Design and Implementation Lead Monthly Report – 6/12/18

Metroplex: Florida Metroplex re-design work has begun on the Florida Metroplex SIDs/STARs. Part of the current Florida Metroplex re-scoping options is to incorporate a portion of the original Atlantic Coast Routes Project (ACRP) Q/Y routes from ZJX and ZMA. The Florida Metroplex team will work to connect the Q routes to the existing SIDs and STARs for a November 8, 2018 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) have been incorporated into the NE Corridor initiative with a dedicated set of Co-Leads from the Eastern Service Center OSG PBN team. The SoCal project closed-out on May 31, 2018. The SoCal team finished working with the WSC OSG PBN Co-Leads on a seamless transition of ongoing Metroplex activities to the Service Center. Detroit/Cleveland Metroplex is working towards a September 2018 implementation date and just completed two SRM panels concerning different options for running triple operation approaches in to DTW. The Denver Metroplex team began the re-start of the project the week of June 8. The Las Vegas Metroplex is now moving forward with the project as originally scoped and continues to work its way through the design phase of the project. FAA leadership has been made aware of the resource constraints at L30 with the lack of training, airspace, and automation support structure. The next Metroplex Leads meeting will take place in Cleveland on August 6-10, 2018 with briefings from DataComm, iTBO, NAS NAV Strategy, and Community Engagement/Environmental.

PBN Policy and Support (AJV-14) 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 week-long meeting in Seattle. NATCA was briefed on the progress of the workgroup on February 20 and a

sub-workgroup has been established to review existing orders for alignment with the new IFP strategy and direction. The timeline for completion of the draft implementation plan is June 2018. The PBN Co-Leads meeting will be held in September in DC with co-leads represented from all three service centers as we continue to work on prioritization of single site projects.

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

NATCA National Airspace Rep

The FAA is still trying to get a handle on prioritization and develop a decision-making process for procedures and airspace redesign. Our national PBN/Metroplex lead is working with AJV14 to create the initial structure. We still have not reached a complete recovery since the most recent budget crisis.

Since the hurricanes last year, the airspace and procedure work in for the Caribbean has not restarted. On June 4th we met at the national level with the Director of Airspace Services and representatives of the VP of Mission Support. We articulated how we would like to take advantage of the current reduced traffic to the Caribbean and the FAA has committed to revisit the Caribbean in the upcoming prioritization meetings.

Another project that was stopped, this time due to budget constraints, was the Louisville airspace and procedure redesign. UPS has been pushing at various levels of the FAA to see if they can restart the project. It is my understanding that UPS feels they can achieve some benefits with the notional procedures and airspace design that has been looked at so far. We will also be discussing this project next month with the FAA airspace and procedure leadership group during our regularly scheduled meeting.

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.

ATD-2 NASA/FAA Integrated Departure, Arrival, and Surface System (IADS):
Charlotte Tower/TRACON continues to use ATD-2 equipment to manage traffic on a daily basis. Departure metering at CLT occurs during two banks of flights each day, but only if and when demand is projected to exceed capacity by a specified amount. The ATD-2 IADS system however, is useful throughout the day as a Decision Support System (DSS), not just during times of Departure Metering.

As a reminder, ATD-2 is research activity designed to help the FAA and industry prove the concept of increased efficiency and throughput by combining several existing data sources into one integrated system. This research is also focused on helping the FAA to reduce risk and inform TFDM as it undergoes development.

Finally, TFDM will replace ATD-2 when it arrives at CLT (circa 2021).

Here is what has been going on with the project over the last month:

On May 16th and 17th I participated in a 3T Integration (TFMS/TBFM/TFDM) meeting at MITRE Corp in McLean, Virginia. The meeting was heavily attended by representatives from each of the 'main' 3 traffic management Decision Support Systems (DSSs). The integration of data from each of these 3 systems has long been viewed as necessary to achieve a completely harmonious NAS. It is believed that greater throughput, efficiency, and situational awareness can be achieved if each of these three systems can communicate and share data with each other. That was a main focus of this meeting. Also, there seemed to be an inordinately heavy focus on Terminal Sequencing and Spacing (TSAS) during this meeting. But overall, it appeared that some progress was achieved.

On June 6th & 7th, an SRM panel was convened at CLT to conduct a Safety Risk assessment on the new capabilities and procedures for Phase Two of ATD-2 which begins October 1st of this year. This panel only looked at the new capabilities and features that will become available in Phase Two, rather than the whole of ATD-2. An earlier SRM had already identified and mitigated any risks associated with the initial introduction of ATD-2 into use with live traffic at CLT. The main new capability in Phase Two that was looked at was the sharing of data between ATD-2 and the Advanced Electronic Flightstrips System (AEFS).

AEFS has been in use at CLT for just over one year. AEFS is an electronic 'paperless' Electronic Flight Data (EFD) system. Controllers at CLT use touchscreen displays with EFD on them rather than paper strips. This is the same system that is in use at PHX and CLE. What Phase Two of ATD-2 will bring to AEFS at CLT is the exchanging of most traffic management TMI data from ATD-2 to the controller's EFD. Also, runway assignment and general flight movement data from AEFS will be shared back to ATD-2.

This exchanging and sharing of data between systems is an enormous change that will immediately increase both controller situational awareness and awareness by automation systems of state changes in flights as they begin traversing the NAS. It should also allow for better compliance with traffic management restrictions and help engender Departure Metering programs. This 'mash-up' of these two systems will closely replicate what TFDM is ultimately supposed to do which is to relay TMI data instantly and directly to controllers, and keep automation systems supplied with more accurate data about what flights on the surface are actually doing.

The marriage of these two systems will also allow us to get an early look at how controllers will become active participants in future Departure Metering programs. Departure Metering is supposed to be a key component of and a key benefit of TFDM once it becomes available. (reminder: CLT is the key site for TFDM configuration A, which includes full-blown Departure Metering, sometime in 2021.)

It is essential that NATCA remain engaged in this process as it evolves and unfolds at CLT so that policies and procedures that could have a negative impact on controller roles under these coming new procedures can be identified and mitigated at the earliest possible opportunity. In order to do this, I believe we need to keep our SCDM representative active and fully involved in this emerging area.

On June 12th I went to the Tech Center in Atlantic City (WJHTC) to demo ATD-2 and to observe the progress that engineers there are making in integrating the two systems. The event seemed to go very well. The engineers now have a more complete and thorough understanding of how ATD-2 operates and is used by CLT TMCs, as well as the types of data we believe it should transfer to the controller EFD displays. The progress they have made so far is remarkable. I think everyone will be pleased with the results. More testing remains to be done, however it appears that everything is on-track for a successful deployment of the new capabilities prior to the beginning of the next Fiscal Year.

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.

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.

NATCA participates in nearly every meeting regarding every change that the FAA is working on. Additionally, most clarifications and interpretations, previously done without collaboration, are now written with NATCA involvement.

Below are a few of the issues I have been working on with the AJV-8 (FAA Procedures Office) in Washington, DC.

3-10-5. LANDING CLEARANCE

Wrong runway and wrong surface landings continue to be a safety issue in the NAS. Several years ago, a change was made to require the phraseology "*CHANGE TO RUNWAY (number) CLEARED TO LAND*" when changing a landing runway. A Document Change Proposal (DCP) has been written and is out for Field Review that will add "*CHANGE TO RUNWAY (number), **RUNWAY (number)**, CLEARED TO LAND.*" This is being done in an effort to reinforce the runway change to the pilot.

7110.65 PCG Definition - Class G Airspace

Currently, the Pilot/Controller Glossary (PCG) defines Class G airspace as "That airspace not designated as Class A, B, C, D or E." The definition also does not provide

guidance for controller responsibilities while providing service to aircraft in Class G airspace. There are differing interpretations throughout the NAS as to what is expected from ATC. After many reviews of the proposed definition, an agreement between AJV-8 and other FAA lines of business (LOBs) has been reached and the new definition will be published either via a Notice in the next few weeks or in March of 2019. The FAA's publishing cycle is every six months and this change missed the publishing deadline for the September 2018 publication date.

4-4-1. ROUTE USE – Impromptu Route SRMP

In April 2014, the use of GNSS point-to-point routes without radar monitoring was permitted under certain conditions NAS-wide. Since that time, facilities have asked for a means to transition from one point-to-point route to another if necessary for weather deviations, pilot requests, or operational need. Current procedures do not account for this need.

This change allows GNSS aircraft, during non-radar operations, to transition from one point-to-point GNSS route to another, utilizing an impromptu route of short duration, provided vertical separation is utilized to facilitate the transition.

A Safety Risk Management Panel (SRMP) was held May 23-24 to determine the hazards and risks of this proposed change and NATCA had two panel members in attendance. After much discussion, there were no hazards found, no risks to mitigate and the change will be published.

3-9-8. INTERSECTING RUNWAY/INTERSECTING FLIGHT PATH OPERATIONS

Currently, 7110.65, 3-9-8, INTERSECTING RUNWAY/INTERSECTING FLIGHT PATH OPERATIONS, b2, specifies when a departure utilizing an intersecting runway can be cleared for takeoff after a preceding arrival has landed on the other runway. ATC has three options, 1) A preceding arriving aircraft is clear of the landing runway, 2) the preceding arrival aircraft has completed the landing roll and will hold short of the intersection, or 3) the preceding arrival aircraft has passed through the intersection. AJV-8 and NATCA worked to create a fourth option that would have enabled controllers to issue the arrival aircraft a clearance that would ensure an exit of the arrival runway prior to the intersection and provided a correct readback was received from the pilot, the departing aircraft on the intersecting runway could be cleared. ATC routinely issues secondary clearances based on correct readbacks of previous clearances.

During the SRMP held for this change, members of the panel from industry objected to this change, indicating that high workload, unfamiliarity with airport geometry and varying conditions that exist during landing would make compliance with this change a hazard. After two days of discussion, the hazard was identified as HIGH with no real mitigation. AJV-8, as the change proponent, offered to include language that would add a different fourth option. This new option would permit a takeoff clearance to be issued to the succeeding aircraft after and exiting clearance to the

arrival aircraft was issues, readback and ATC sees the landing aircraft BEGIN a turn off the runway. That is different than the definition of “clear of the runway” that is currently in 3-9-8 b2. The Notice for this change is at least 30 days from becoming effective.

7-2-1. VISUAL SEPARATION

Seven facilities are currently working under a waiver that permits adjacent ATCTs to utilize visual separation between facilities. Another two facilities had waiver requests under consideration. AJV-8 has completed a change to 7-2-1 a (1) f, to permit adjacent ATCTs to use visual separation between facilities. This Notice will become effective June 18, 2018. Those facilities currently using the procedure via waiver are grandfathered and no change to operations are required. The Service Center for each facility will issue a Letter of Authorization to continue the operation. Those facilities that were awaiting approval of the waiver will need to work with their respective Service Center to receive the Letter of Authorization. Permitting facilities to provide visual separation to each other’s traffic is tightly controlled and must be accomplished by new guidelines outlined in the Notice. If you have any questions whether your facility qualifies, please don’t hesitate to contact me.

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

TACTICAL ACTION NOTIFICATION RESPONSE (TANR): Shannon Jenkins (ZME) is the Article 114 Representative for Tactical Action Notification Response (TANR). His report to the membership is below.

-Boston TANR LOA is in signature phase and will be completed by the end of the month. LOA includes CONR/601AOC, EADS, WADS, ZBW, A90, Y90, PWM, PVD, SYR, BTV, ALB, BGR, BAF, and 104th FW

-21 May through 25 May briefed TANR to Atlanta Center, Atlanta Tracon and the Eastern Service Center. Live fly exercise was scheduled for 23 May but cancelled due to inclement weather. Exercise was accomplished on 24 May and went well. Weather was still somewhat of an issue so exercise was modified a bit but still successful. Maintaining contact with all parties involved for future exercises utilizing TANR to prep for upcoming Super Bowl.

-Continued to establish contact with FACREPs from other facilities to better educate and prepare them for upcoming briefings and exercises and to answer any questions they may have.

-Also continuing to socialize through contact with FACREPs from other facilities for gaining more Real Time knowledge of events in which TANR was used.