

**NATCA Safety & Tech Update**  
**Week of May 22, 2017**

**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.

**AFS Criteria**

Participated via telcon for the OSG Reps meeting, in which they received a briefing from Gary Petty (AFS) on the potential change for the FAA 8260.3C where criteria for Established on RNP (EOR) will be published. AFS is trying to publish the criteria to coincide with the changes being published in the FAA 7110.65 for October 2017.

**Pilot Controller Procedures & Systems Integration (PCPSI)**

I have been working with Andy Marosvari (NATCA Procedures Rep) and Andy Duda (AJV-8) preparing a document, in which we plan to brief at the July 2017 PCPSI meeting.

**PARC NAV WG**

The PARC NAV WG recently held a meeting in Denver, Co, but due to prior arrangements I was unable to attend. I am waiting to receive the minutes from that meeting.

**Established on Departure Operations (EDO)**

We received the final Fast-time Simulation report from the Tech Center on April 21, 2017, but we are still waiting to receive the final HITLS report. Once we receive the information, a briefing will occur in order to make the decision to move forward with an SRMP.

**National Strategic Production Planning (NSPP)**

There was recently a change in format regarding the Tuesday NSPP telecon. AJV-5 will continue to provide, via email on Friday's, a current and updated copy of the NSPP. The Tuesday telecon will be held to answer any questions or concerns about the information provided the previous Friday.

**Denver Metroplex**

Participated via telcon with members of the Denver Metroplex, where Andy Marosvari, Andy Duda, and I briefed them on the changes we are requesting regarding Arrival Procedures contained in FAA 7110.65, Chapter 4, Section 7.

**Baltimore Washington Roundtable**

Participated in the Baltimore Washington Roundtable third meeting on Tuesday, May 16<sup>th</sup>. The representatives for the various communities have requested the Performance Based Navigation (PBN) procedures implemented during the DC Metroplex be reverted back to the old flights paths. They continue to claim aircraft are lower and faster than they have ever been and the FAA has created "super highways" in the sky that is very disruptive to their sleep, children, schools, and general way of life. They requested at the next meeting to see the old routes and tracks, revised

(current) routes and tracks, and would also like the FAA to present some notional routes that could help them with the alleged noise issues.

**Washington DC Roundtable**

Attended the DC Roundtable on April 27, 2017 where I briefed a notional RNAV (GPS) for RWY 19 at KDCA, which could be flown by aircraft not capable of flying the RNAV (RNP). We are waiting to see if the Roundtable will support the concept before any more work is accomplished. I also briefed a notional concept regarding north RNAV SIDS. Our next meeting is scheduled for May 25<sup>th</sup> from 6:00 Pm to 8:00 PM in Terminal A at the Washington National Airport.