

**NATCA Safety & Tech Update**  
**Week of May 7, 2018**

**ADVANCED TECHNOLOGIES & OCEANIC PROCEDURES (ATOP):** John Lenhart (ZOA) is the Article 114 Representative for Advanced Technologies & Oceanic Procedures (ATOP). Mr. Lenhart's report is below.

Items worked:

- ATOP Work Package 1 Prioritization
- ATOP Critical Failure Testing
- HCF Radar in ZOA ATOP

The ATOP Site Leads have been engaged in several discussions with the Agency concerning Oceanic operational enhancements slated for ATOP Work Package 1. Several enhancements and functionalities were already slated prior to the A114 Representative and ATOP Site Leads had a National agreement with the Agency. The majority of these items were obsolete and/or served no operational benefit to the Oceanic Controllers. The ATOP Site leads prioritized and gave inputs on all proposed WP1 enhancements and were able to add enhancements from current problem tickets that are impacting the operation now, while eliminating enhancements that were deemed unnecessary/unwanted. The Site leads finished up discussions by personally briefing and giving SME input directly to the investment team for WP1, ensuring our needs and dynamics were not only briefed, but understood.

The ATOP Site Leads have been working collaboratively with the Agency to develop an effective way to test the proposed Short Term ATOP failure procedures. After several meetings and discussions, NATCA and the Agency agree that we are ready to test the procedure at the Tech Center May 10<sup>th</sup>. ZNY Oceanic airspace will be the Key Site for the test.

Monday April 30<sup>th</sup> ZOA turned on HCF Radar data into ATOP. The benefit for this is to ensure progress times into Oceanic airspace is precise. Because of HCF's archaic equipment most outbound flights are coordinated using Controller estimates which data shows to be off by 3 minutes or more several times a day. The expectation is that the Radar Data will remedy this dynamic. ZOA will run a 5-day trial, check the data, and make the call to continue or discontinue utilizing the Radar Data.

The Sites Leads will be at the Tech Center the week of May 7<sup>th</sup> to not only test the ATOP Short Term Failure but also the Long-Term model with the National Contingency Team. The Leads will also be able to see how much progress has been made on the

Oceanic Weather Deviation issues as well as meet with AJV-84 to write up short term Weather Deviation mitigations to the ERC.

The Site Leads have had a full schedule and a lot thrown at them on short notice. They have been doing an amazing job.

**AIR TRAFFIC REQUIREMENTS (AJV-7):** James Keith (D10) is NATCA's Article 114 Representative to the AJV-7 Office. His update for this report is below.

1. Remote tower- The SRMP document is still awaiting signatures from agency lines of business. The date to start has not be determined.
2. ADS-B BSFS SRMP- The scope of this panel is to attempt to remove some short-range primary and secondary RADAR. The panel agreed that to remove any surveillance source the controlling RADAR facility must be able to maintain the current ATC service level after removal.
3. The National User Team (NUT) and the terminal CHI team meet via phone to discuss some of the areas of STARS E2 that will affect enroute controllers. IE automated point outs and fourth line data block messaging. The teams are scheduled to have a few more calls with a face to face meeting in June.
4. AJV-7 is wrapping up its Operation Needs Assessment for weather on the glass. The final document will be completed by the end of May.
5. The terminal CHI team meet with STARS E2 (TAMR) program manager to discuss the PTR process. The new FAA co-lead for terminal CHI is Michael Britton.

**FLOW EVALUATION TEAM (FET):** Tony Smith (DCC) is the Article 114 Representative to the Flow Evaluation Team (FET) for Collaborative Decision Making (CDM). His report is below.

The CDM/FET subgroup met on May 1, 2018 in Memphis. This meeting was in conjunction with the Spring CDM meeting the following day. The group went over the HITL results from last month's testing at NASA Ames. The results continue to show benefits of having a CTOP linked in with TBFM into an airport. The previous tests had included a Required Time of Arrival (RTA) to join into the TBFM, but those earlier tests showed little if any benefit and it was removed for this round of HITL's.

The team will likely not meet again until the fall. We hope to resume work on the possibilities with the Airborne Reroute (ABRR) and Pre-Departure Reroute (PDRR) capabilities and with the use of Mexican SWAP Routes.

**NEXTGEN:** Kevin McLaughlin (SCT) is the National NextGen Representative for NATCA. His report to the membership is below

#### NASA Airspace Operations and Safety Program (AOSP)

NASA hosted the AOSP Technology Workshop held at NASA Ames Research Center on April 10-12. Leaders from both Industry and Government gathered to discuss a diverse agenda of topics including NASA Airspace Technology Demonstrations (ATD1, ATD2, ATD3 on NATCA has been a primary collaborative partner), UAS Traffic Management (UTM), Autonomous Vehicles, and Urban Air Mobility. The workshop included breakout sessions, demos, and tours of NASA labs.

#### National Safety and Technology Leadership Committee

The NSTLC met the second week of March in DC. Items on the agenda included the Captive Carry SRMP, Remote Towers, MITRE Mobile Clearance App, Wake ReCat update (Implementation is continuing at the following sites: PHX, SAT, PCT, SEA, LAS, HCF and expanding to BOS and DFW in 2019), MetroPlex, DataComm, CFS 2018, LIDAR, GBAS, and HR4 FAA Re-Authorization among others.

#### Remote Offshore Meteorology Information Demonstration (ROMIO)

The ROMIO program is an effort to bring real time long-range modeling and depiction of oceanic convective weather into the cockpit. NATCA participates in Workgroup bi-weekly meetings. The scheduled March 2017 launch date slipped but all 3 participant air carriers have completed or will shortly complete pilot training and equipment. In April, Delta completed pilot training with 230 ROMIO certified Check Airmen and by end of May most broadband data issues should be resolved.

#### Space Integration Enhancements Field Outreach

Led by AJV-7, the purpose of this workgroup is to assess the current analogue state of FAA Space Tools and how to leverage Agency work to update to develop ATO capabilities, services, systems and procedures to more efficiently integrate space operations into the NAS. The Workgroup has been paused while data generated by previous meetings is assessed.

#### Joint Space Operations Group (JSpOG)

NATCA continues to participate in the bi-weekly meetings of this ATCSCC based Ops group. The JSpOG is the primary FAA operational interface with the Commercial Space Industry for LOA creation and launch/recovery support activities. The JSpOG currently is in the process of negotiating or implementing 30 LOAs for active or proposed Spaceports throughout the NAS. The JSpOG supported numerous Launch and Recovery events this month, including providing the Airspace Management Plans for the SpaceX Falcon 9, Transiting Exoplanet Survey Satellite (TESS), the SpaceX CRS-14, Dragon reentry mission, and the ULA/Atlas V rocket launch scheduled for Saturday May 5 from Vandenberg AFB.

#### Commercial Space Integration Team (CSIT)

The Commercial Space Integration Team (CSIT) latest monthly meeting occurred on April 27th. Topics on the Agenda included the Captive Carry Safety Panel Update, Airspace Access Priorities Aviation Rulemaking Committee (ARC) activities, Spaceport Categorization ARC activities, and Regulatory Streamlining ARC activities. Mark Prestrude represented NATCA at this month's meeting.

#### Collaborative Steering Group (CSG)

NATCA continues to participate in the monthly leadership meetings of the CDM effort. The CSG consists of representatives from various industry stakeholders including the airlines and NBAA. CSG delegates and oversees the work of multiple CDM sub-teams on which NATCA participates. This month's gathering included the larger Spring Collaborative Decision Making (CDM) meeting at the FedEx Campus in Memphis. I did not travel due to funding issues, but other NATCA CDM Reps participated.

#### Space Data Integrator Tool Development (SDI)

NATCA has been collaborating in ongoing weekly meetings with the PMO working on the development of the Requirements and ConOps for the SDI Tool. SDI deployment will be critical to integrating commercial space ops with legacy NAS operations. While SDI is not definitely not the final answer to the needs of controllers, it will be an important operational enhancement on the road to "real-time-on-the-glass" Space Vehicle Situational Awareness. Mark Prestrude has also been participating for NATCA.

**PROFESSIONAL STANDARDS:** Andy Marosvari (BOI) is the Chairman for NATCA National Professional Standards. Garth Koleszar (ZLA) and Josh Cooper (SCT) are members of the National Professional Standards committee. Their report is below.

The Professional Standards program is in its 8<sup>th</sup> year and continues to have a positive impact on the professionalism of controllers nationwide. The program has 530 active members, with a total of over 820 trained to serve as committee members representing every facility in the National Airspace System. Committee members receive training on communication skills and conflict resolution during a 3-day course taught by NATCA. The next class will be held at ZID, May 15th through 17th.

To date, the Professional Standards program has received 2,639 submissions with 90% of those being resolved. That's 2379 issues that NATCA was able to resolve the issue at the lowest level, peer to peer, without management involvement in the outcome.

Approximately 70% of those cases are submitted by management, demonstrating the FAA's belief that the peer to peer method used by the program is working. The recidivism rate is very low, indicating that the one on one discussions between committee members and controllers has a long-lasting, positive effect on the safety of the system and the professionalism of our controllers.

We now have an active PS tab on the NATCA website. It covers information for FacReps, Members, and PS members, with contact information for all active Professional

Standards Committee member and District chairpersons. We also have a link to email us directly. Please take a moment and check it out!

If you have any questions about the Professional Standards Program, please don't hesitate to contact any of the NATCA National Professional Standards committee members at [ps@natca.net](mailto:ps@natca.net).

**RUNWAY SAFETY:** Bridget Singratanakul (Gee) (DFW) is NATCA's Runway Safety Action Team (RSAT) Representative. She also serves as the Article 114 Representative to the Runway Status Lights (RWSL) Program. Below is her report to the membership.

**Runway Status Lights (RWSL):**

ORD: Being conducted in three phases: Phase 1, Runway 10L/28R, was turned online April 27, 2016. Phase 2 and 3 are scheduled to come online 2017.

Phase 2 (10C Enhancement) –IOC (Initial Operating Capability) was completed on May 3, 2018.

Phase 3 (9R Enhancement) – 9R Enhancement – Construction estimated to be complete Spring 2018 and IOC Fall of 2018. Drawings have been received; work is currently out for bid.

BOS: Shadow Ops will be conducted May 5<sup>th</sup> – May 9<sup>th</sup>. Pre –IOC (Pre – Initial Operating Capability) Meeting is scheduled for May 9<sup>th</sup>. IOC is scheduled for 5/16/18. The Prototype shutdown on June 18, 2018. JAI (Joint Acceptance Inspection) is scheduled for August 18, 2019.

DFW: Shadow Operations was conducted on the West airfield 3/6-3/8. IOC for the west side of the complex was on 3/22/18. The construction for the East airfield is ongoing.

San Diego: Power pedestal scheduled to be completed on June 15, 2018. Fiber scheduled to be completed by May 30, 2018. Currently conducting weekly Thursday telcons to coordinate implementation activities. IOC estimated Jan 2019.

Memphis: Kickoff/planning meeting held in Memphis on 12/4/17. A Draft MOU has been written. Additional meetings are required to ensure MEM can be implemented as planned.

**Runway Safety:**

Taxiway Lander ASDE-X Enhancement – A study on Taxiway Arrival Prediction capability at SEA has taken place. Approximately, 90 days' worth of data had been collected and analyzed. A Flight Check of the system was conducted. SEA completed a Local SRM panel on April 27<sup>th</sup>, 2018. SEA is currently conducting face to face training for the controllers on Taxiway Lander Alerting System. The taxiway lander ASDE-X alerting

capability is expected to turn at SEA on or before June 1, 2018.

Runway Incursion Prevention Shortfall Analysis (RIPSA)- Tentatively TUS, SAT, DAB have been selected as potential site locations. A new market survey should be out within a few weeks. More information to follow once this market survey is finalized.

- Commence test system(s) installation at test site(s) – Q2FY19
- Complete test system(s) installation at test site(s) – Q3/Q4FY19
- Commence testing and evaluation process – FY20

Special Focus RSAT SFO – A Special Focus RSAT (Runway Safety Action Team) meeting was conducted February 27<sup>th</sup> – March 1. These meetings were prompted by the Wrong Surface SRM. The meetings included ALPA, NBAA, IATA, FAA lines of businesses, and several airlines. The three-day meeting was very production and several action items have been developed. Those items are still in draft form at this time.

Surface Safety Group (SSG) – The last SSG meeting was conducted on April 10 – April 12, 2018. I am the co-lead of the group. The group is designed to identify and understand the contributing factors, analyze risks, and develop safety strategies to maintain the safest levels of surface operations. This group does a deeper dive into all the Category A, B, and C runway incursions in the system. Originally this group was the Root Cause Analysis Team (RCAT). The RCAT only looked at Category A and B events when making recommendations to the Runway Safety Council (RSC) to change the NAS. The development of the SSG I believe will assist in making data driven recommendations and not recommendations based on specific events.

The SSG initially reviewed 2 full years of data (FY 2016/2017) of category A/B/C runway incursion data. In each meeting, we review the last quarters Causal/Contributing factors for Operational Incidents (OIs), Pilot Deviations (PDs), and Vehicle/Pedestrian Deviations (VPDs).

The SSG is continuing to review 16 initiatives contained in the SSG work plan and formalized the team members for each of the three workgroups to focus on completing the initiatives.

Surface Safety Campaign – Thru PFS, Runway Safety will begin a Surface Safety Campaign with a kickoff in the near future. This campaign will help bring controller awareness to the trending surface safety events in the NAS. One of my continued goals is to get more information to the field, and this is one of the techniques to do so. Surface Watch is a recognition program developed for the Surface Safety Campaign. Surface Watch will allow for an opportunity to bring additional awareness as well as recognition for good work in the field.

**WEATHER:** Matt Tucker (ZTL) is NATCA's Article 114 Representative for Weather. His update for the membership is below.

## NEXGEN Weather Processor(NWP) and Common Support Services-Weather (CSS-WX)

Both programs are moving towards key site testing. CSS-WX is scheduled for Key site installs late this summer at ZTL, ZLC, and ZOA. The only impact to Air Traffic is the models that are fed into ERAM, ATOP, and TBFM will change from WARP to CSS-WX. WARP will still generate the precipitation mosaics on ERAM and will be a backup for the models. Once NWP is installed at key sites last Summer of 2019 then the mosaics to ERAM will be changed as well as CIWS, ITWS, and WARP will be replaced with Aviation Weather Displays (AWD).

Key site surveys for NWP were conducted in central Florida and ZJX. The facilities covered were DAB, F11, MCO, RSW, and TPA. These facilities will be used to test the AWD for a complex site which includes at least two TDWRs. The AWD will also drive the windshear microburst alerts on the ribbons displays and NIDS.

## Weather on Terminal Glass

A workgroup has been working to develop the requirement for weather on terminal automation displays, i.e. STARS/TAMR. Some of the issues being looked at are missing weather or bad weather information. We are trying to collect information on any accidents where lack of or bad weather information were an issue. In addition to that we are looking for facilities that have the weather channel on their ASR11s turned off, or turn off the display on a regular basis. If any ASR11 facilities do this, please email me at [weather@natca.net](mailto:weather@natca.net).

Once this requirement is validated, it will be handed over to the PMO for implementation.

## ICAO Meteorology Panel (MET-P)

ICAO held a full panel in Montreal to review the World Meteorological Organization audit of the 9-current space weather center in the world. The audit was to determine whether a center was compliant with the WMO standards for a space weather center and if they were capable of serving as a Global space weather center. The Air Navigation Commission will select 2 global centers this fall with both becoming operational in November of 2018. Space weather is becoming more important to aviation as systems become reliant on ADS-B and GNSS for surveillance and navigation. The two global centers will provide alerts on possible levels impacts to aviation interests.