NATCA Safety & Tech Update
Week of October 10, 2016

Airport Capacity Decision Support Tool (ADEST): Kristen Laubach represents the membership as the Article 48 Representative for ADEST. Her report is below.

> There were two telcons with the Airport Capacity Decision Support Tool (ADEST) team over the past month. New updates to ADEST have been moved into the staging environment and are currently being tested by the team. This current version should fix issues with SFO and LAX ADEST as well as added additional weather options for some airports. The programmers continue to work on a new base line program that when completed, should be compatible to all airports. This new version will initially be tested at PHL and when completed should ease the complexity of programming ADEST for future airports.

NextGen Distance Measuring Equipment (NG DME) Program: Samed Rizvi (PCT) is the NG DME National Representative. Mr Rizvi forwarded the information below for the membership.

> The program is continuing through its early "paperwork" phases without showing the potential for any impacts on the controller workforce as of yet.
>
> - NextGen DME program has completed the IARD process and is now beginning on Phase 1 FID (Final Investment Decision)
> - FID Phrase 1 is expected to be completed by September 2017
> - Mr. Rizvi attended weekly NextGen DME Status teleconferences

> Mr. Rizvi attended weekly NextGen DME Steering Engineering Workgroup teleconferences

RNAV and PERFORMANCE BASED NAVIGATION (PBN): Bennie Hutto (PCT) is the Article 48 Representative for RNAV and PBN criteria work. Mr. Hutto's report for the membership is below**.**

> **<u>RNAV ATS Routes</u>**
> We are still in the process of working with AJV-14 and AFS-400 regarding the "Lateral Protected Airspace Criteria for RNAV ATS Routes", which we hope will lead to change in criteria and reduction in the basic width of an RNAV route.
> **<u>Pilot Controller Procedures & Systems Integration (PCPSI)</u>**
> Our next meeting is scheduled for November 8th-10th in Henderson, NV.

NextGen Integration Work group (NIWG) PBN

We held our last meeting on September 19, 2016, and discussed how we should move forward regarding Established on RNP (EoR), but no movement can occur until the results of the safety analysis is completed and briefed. Once we have had the opportunity to review and understand the results of that safety analysis, we will then know how to proceed. In the meantime, the NIWG site recommendations for Radius to Fix (RF) and Track to Fix (TF) for independent and dependent operations is as follows:

Independent Operations using RF for trips and duals - DEN, IAH and BNA for trips and duals.

Dependent Operations using RF for duals only - SEA, DAL, and PDX.

Independent Operations using TF for trips and duals - ATL, CLT, DFW.

Dependent Operations using TF for duals only – PHL.

Established on Departure Operations (EDO)

The HITL schedule has been agreed upon and a request for Subject Matter Experts (SMEs) have been sent out. At this time, we are waiting to receive the names that will participate at the Tech Center for the HITLs. The HITL schedule will be as follows:

Dry Run: November 7 - 10, 2016 (ZTL and A80)

Group 1: November 28 – Dec 2, 2016 – Facilities other than A80 and ZTL with similar traffic complexity

Group 2: December 5 – 9, 2016 – A80 and ZTL

Group 3: December 12 – 16, 2016 – A80 and ZTL

We will also be conducted weekly telcons with our next one occurring on October 11th.

National Strategic Production Planning (NSPP)

We meet every Tuesday and discuss the procedures that are scheduled for implementation across the country and have no issues to report at this time.

Digital Approach Procedure Initiative

We are still working on Phase 2 of this initiative where the primary approach that would be advertised on the ATIS when weather conditions are below Visual Approach minimums would be the RNAV (GPS) at those facilities where the majority of aircraft can fly this type of procedure and RNAV (RNP) approaches at locations where the majority of aircraft can fly this type of procedure. The facilities that have agreed to participate are PHL, SJC, SMF, and NCT. We will be traveling to PHL on October 25th to meet and brief the facilities Safety Council and answer any questions they may have regarding this initiative. We will also be traveling to Sacramento to brief and answer questions at NCT on November 17th.

Performance Based Operations Rulemaking Committee (PARC) Navigation (NAV) WG

Will be traveling to Atlanta to participate in our fourth quarter face to face meeting on October 19th and 20th.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the NATCA Article 48 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.

Small UAS Rule/Part 107

The agency continues the implementation of the small UAS rule that went into effect on August 29th. The agency is phasing in operations for Class B, C, D and E Surface areas. On Oct 3rd, authorizations to fly small UAS in Class D and E Surface Areas began to be approved. The agency is on track to approve operations in Class C airspace on October 31st with Class B approvals beginning on or about December 5th. All authorizations are to be requested through headquarters via the faa.gov/uas website. No approvals are to be made at the local level.

As a reminder, the agency is conducting weekly telcon/webinars that are available for all employees to answer questions about the new rule and its implementation. The calls occur at 1pm Eastern Time and are repeated weekly, on Wednesdays, through December 21st. Mr. Weidner and Mr. Richards will be participating in these calls. Here is the link to register for these
Webinar's: https://attendee.gotowebinar.com/register/3378736936558080770. Additionally, Mr. Weidner and Mr. Richards can be reach for questions on the small rule at Part107@natca.net.

The Future of small UAS Approval Process

The FAA is working toward a process where UAS authorizations can be approved via an app-based or web-based system. Mr. Weidner and Mr. Richards have worked with the agency to define the requirements for an approval system. This process is in the beginning stages and Mr. Weidner and Mr. Richards are working with the agency as they move forward with this project.

Drone Advisory Committee (DAC)

The first meeting of the Drone Advisory Committee (DAC) was held September 16th in Washington DC. The DAC is composed of 35 members of industry and government and will advise the FAA on the future of drone policy. NATCA's Executive Vice-President, Trish Gilbert is a member of the DAC.

WAKE TURBULENCE: Kevin Connelly (SAT) is the Article 48 Representative to the Wake Turbulence Office for NATCA. His update for the week is below.

At the start of September we were in the middle of the training process for RECAT 2.0 at SCT and associated towers. The first week was spent training LAX/SAN towers and also testing of Phase 2.0 on STARS at SCT. The training at the two major towers went with no major issues and the testing only had one minor issue with Category G updates but it was resolved onsite and fixed within an hour.

The second week had training at the rest of the associated towers including ONT, BUR and lastly SNA. SNA (John Wayne) ran into a big issue after HSI began the training onsite and a potential issue was discovered. During the SRMD for reducing separations behind the B757 on parallel runways separated by less the 2500ft the data used was from SFO and LAX whose parallel runways are 750 & 700ft apart respectively. SNA has parallel runways that are only 500ft apart and the safety risk that was assessed was only down to 700ft apart and inside of that distance we believe it would have to be treated as same runway and require wake separation.

After reviewing over the SRMD documents and reconvening the panel for this question over email it was determined that safety for wake requirements was only down to 700ft parallels. At this point it was determined to stop training at SNA and make that facility a non-recat facility. This was discovered and determined Tuesday before IOC which was scheduled for the following Monday. Obviously this caused some issues with LOAs and how operations would be run. There was a meeting on Friday afternoon the 22nd and a temporary patch of 5 MIT for all aircraft landing SNA was instituted until a further solution could be worked out. The initial issue is that this is a Class C airspace tower and those airports always tend to go RECAT because of continuity of the larger airports.

The meeting on Friday was between FAA management at the facilities only and included no NATCA members. This obviously created more issues as we arrived on Sunday night for IOC but in talking with the area reps for costal and Mike Sanders we were able to set another call for Tuesday. The call on Tuesday resulted in a work group being put together for SNA/SCT to have management and NATCA from both facilities work a solution and I have made myself available to help facilitate the process.

The larger issue with this issue being discovered is the decision to roll out the B757 rules nationally by AJV last December. As of right now the 7110.65 has no lower limit to the distance of the parallel runways for wake turbulence. We had both Wake and AJV people working this issue and will continue to move forward to fix the problem. Being the SRMD showed safety

only down to 700ft then we would likely have to change the .65 to reflect that change on closely spaced parallel runways. Since this was just discovered the issue is just starting to be worked but it reflects the separation between AJV and Wake due to personal issues causing safety concerns.
In addition to the issues at SNA/SCT in the 3rd week of the month we had our initial site visit to PHL for RECAT 2.0 and the site visit went extraordinarily well. It appears that they are going to be able to accomplish training and IOC before the moratorium for Thanksgiving with IOC on November 15/16. Once training has been scheduled and IOC set we will be making plans to travel and get that facility up and running. By adding PHL we will now be able to collect data from the two big versions of Phase 2.0, which is one facility that works a Super A388 and one that does not work the aircraft. Hopefully this will give us data for both options over the lull in rollouts through the first quarter of 2017.

The last week of the month was spent at SCT and the associated towers for IOC. Despite the last minute issues with SNA the rollout went very smoothly with most of the controller workforce adapting well to the changes. We did have another issue with type aircraft that pushes for the need for a national program to handle type aircraft problems. The first morning LAX arrival received a handoff for an aircraft type LJ36 that showed up as no weight. Upon learning of the issue we had the controller question the pilot as to the type aircraft and he stated it was a Lear 36/LJ36, however that was not an identified ICAO identifier. We looked through the aircraft order and the Lear 36 falls under the LJ35 family and so the aircraft type is LJ35 so the controller changed the type aircraft to show Category E, and informed the pilot to call when landing to inform them as well.

These ICAO type identifiers are going to continue to become more and more of an issue with the new NEXTGEN systems that are coming out to the floors of facilities. We rely on these type aircrafts for separation standards and use of systems such as RECAT/ATAP in the terminal world where at major airports we required reduced separations on the final for capacity. I believe the last determination from NATCA conference call on this issue was to submit a CAR to the FAA but we knew at the time it involves so many systems from different divisions that it's a daunting task but it is becoming increasingly important. The rest of IOC at SCT had no issues and all were comfortable working the program when we left on Wednesday.

October is going to be a slow month for RECAT until the training picks up PHL at the end of the month. In the meantime I hope we are able to work some of this issues that have occurred from the SCT RECAT and the type identifier issue that keeps happening at facilities as a result of flight plans filed with incorrect ICAO IDs.