NATCA Safety & Tech Update
Week of October 2, 2017

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 September 5-7, 2017, at the Air Traffic Control System Command Center in Warrenton, Virginia, to resume work on our assigned tasking of identifying classes of scenarios and benefits of submitting Trajectory Option Sets (TOS). This tasking will focus on what benefits can be realized with the use of the Airborne Reroute (ABRR) and Pre-Departure Reroute (PDRR) capabilities when they come on-line.
> We received a briefing from Mark Holben, TFMS development team lead, on the status of ABRR/PDRR. Mark explained that progress has been slow because the TFMS contract has yet to be awarded. The ERAM interface issues that stopped the original testing of ABRR in select facilities continue to be worked on. The current expectation is to have the tool turned on in ARTCC's in early November. We also held a telcon with Mark Novak of the Program Office about the enhancements and priorities of fixes for ABRR/PDRR. Some of the items included Departure Viewer enhancements, use of CDR Codes in tower strips, future work on electronic coordination on route changes, increasing the number of TOS' above 5 and use of CTOP's.
> The team received a briefing from Tom Neilson, DCC International Staff Office, about the progress being made on the Mexican Route negotiations. The goal is to produce a CCFMEX – ATCSCC MOU that will spell out coordination and use of routes through Mexico similar to those used through NAV Canada's airspace.
> The team coordinated with Nancy Smith and her NASA team to participate in a Human in the Loop Testing (HITL) of the Integrated Departure Management (IDM) tool in early November. This next round of HITL's will attempt to integrate additional "complications" into the scenario, such as variable winds, changing arrival rates and compliance issues.
> The FET team meets next on October 10-12.

NAS MONITORING EQUIPMENT (NME): Corrie Conrad (PDX) is the NME Article 114 Representative. Ms. Conrad's report to the membership is below.

> There was a policy change to the 6750.24 that states when the Far Field Monitor alarms you are no longer required to downgrade from a CAT II approach to a CAT I approach.
> AJW-143 in OKC has finished developing version 3(Restricted) which will update the software for this change, but will not update any other version of the software such as approach lights, engine generators, etc. like SFO and OKC currently have. They were attempting to update the HOU UIC but were delayed to Hurricane Harvey. They hope to have it updated before the moratorium. The plan is to update the remaining systems in FY2018.
>
> This is not upgrading any systems only updating the software so that controllers can use it accurately in the operation to meet the policy change.

Remote Radio Control System (RRCS): Corrie Conrad (PDX) is the RRCS Article 114 Representative. Ms. Conrad's report to the membership is below.

> A meeting will be held on Oct. 3, 2017 to confirm that the new RRCS Controller Display Unit (CDU) 19-inch physical size requirements stated in the RRCS Performance Specification (FAA-E-3037) are compatible with available ATCT space at existing RRCS Type FA-10266 sites.
>
> The initial design was too big to be a "drop in" to replace the existing RRCS display. We will decide if the RRCS CDU is still acceptable on a smaller display that can be dropped in to replace existing CDUs.

Surface Concept Team (SCT): Kyle Andrews (ORD) is the NATCA Representative to the Surface Concept Team (SCT) for Collaborative Decision Making (CDM). Mr. Andrews forwarded the information below for the membership.

> The SCT and CAT held a joint meeting at the ATCSCC on September 27. Also attending were representatives from major airlines, NBAA, NASA and MITRE. The following are some notes from the meeting.
>
> An ongoing problem for tower controllers is similar sounding call signs. This has caused serious safety issues at busy airports. As TFDM consolidates different technologies like EFSTS and AEFS, there should be a way for the surface transponder interrogation to crosscheck against a list of active planes. If a plane on the "active" list does not acquire on the ASDE within a set number of minutes (5? 10?) that Electronic Flight Strip should alert - either that plane is not squawking the right code, or the wrong call sign was identified initially and the wrong flight strip is active.

The Surface Office is coordinating with airports and the TFDM program to schedule Collaborative Site Implementation Team (CSIT) meeting to determine airport readiness to implement the technologies involved with surface metering. The sites will follow the TFDM waterfall and are expected to start in 2019.

There is work being done at the surface office to create wording for D-Zero definition by the FAA that will relieve the airlines from the current concern that any time spent at the gate absorbing a surface metering hold counts against their on time performance. This may be a heavy lift - this issue has come up before and the airlines have been reluctant to change their understanding of how D-Zero is measured. However, Eric Cole, Surface Office Staff Specialist, expressed optimism that the proper wording can accomplish this goal.

The SCT and CAT have been given a joint tasking - **Tasking 78/Flight Operators: Surface Data Sharing to Support TFM and TFDM Strategies** - of which the core description is "The CAT and SCT are being tasked to work with AJM-22 and AJR-12, to evaluate considerations associated with provision of EOBT and other data elements by flight operators that make up significant portions of many markets, but may not be aware of these data sharing expectations." The next meetings to work on this task are scheduled for November 15 and December 6.

TERMINAL AUTOMATION MODERNIZATION REPLACEMENT (TAMR): Aaron Rose (NCT) is the TAMR Article 114 Representative for NATCA. His report to the membership is below.

Mr. Rose traveled to PHX for a Terminal Spacing and Sequencing (TSAS) ops meeting the week of Sept 13th. Discussions revolved around training to include the importance of Operational Support Facilities (OSF). In addition, software enhancements for STARS were discussed.

Sept 19th and 20th was a meeting with SFO about a new adaptation drop at NCT, which improved fusion tracking on the SFO final. Sept 26th was spent at SCT to help mitigate and discuss tracking issues. Second Level Engineering (TSLE) based out of the Atlantic City Tech Center has decided to split off SCT software. Within the next four months there should be new software we will test at SCT. NATCA TAMR is working closely with TSLE.

Worked duty time for an ATPA Rep to work in conjunction with the TAMR ART 114. Finally acquired duty time for the TAMR NATCA OSF Rep to ensure we have proper representation on all telcons and to attend meetings in person.

Mr. Rose also spent a week at NCT catching up on ELMS, Recurrent training, and CEDAR requirements. Participated in the monthly ART 114 telcon, TAMR TSAS telcons, STARS Hardware telcon, and N90 Post ORD meetings.

N90 AT Coach issues are still being worked. NATCA TAMR has made it clear to the program office the need for quick resolution to AT Coach issues at N90. Technical Refresh One was approved by the JRC on Sept. 17th and includes money for a new STARS OS and digital feeds for MDM. The new OS will allow improvements to AT Coach and eventually enhancements needed for years.
Mr. Rose met with Mark Minik (AJT) about JCF, CRP, and D10. Joshua Control Facility (JCF) will be transitioning to STARS within two years and even though it is not on the TAMR waterfall, NATCA is involved to ensure adaptation and training will be top notch. Both CRP and D10 have issues with automated handoffs and point-outs between the FAA and Navy. Mr. Minik will be meeting with the Department of Defense in two weeks to discuss how we can improve the situation.
CTD (Common Terminal Digitizer) - AJI and PASS completed a walkthrough of training material developed for the CTD in OKC. AJI has provided comment to the PMO, in the current software version, the CTD is not maintainable and AJI recommends delaying Tech Ops training until the next software version is suitable for deployment. Software version 2.6 is scheduled for delivery to the FAA in November 2017 and will require OT&E testing. This will delay Key Site activity until June 2018. The main issue with the training material is since the product was so flawed initially, there has never been a solid baseline developed. The CTD PMO is currently evaluating the comments by AJI and NATCA TAMR believes they will attempt a key site regardless in January 2018. PASS, I believe will not let this happen and NATCA TAMR supports this position.
As an example of the issues, when Tech Ops needs to accomplish maintenance, the entire radar needs to be taken out of service. In the current build, the system cannot isolate the radar channels from each other, channel A from B or vice versa, and maintenance accomplished on the "standby" channel can negatively influence the controller presentation. This will reduce availability of the local radar for AT services since maintenance accomplished today without an outage will require a complete radar outage. Software version 2.6 is slated to mitigate this current limitation of the system.
During the most recent user evaluation at RFD during the week of September 11, NATCA SMEs identified a new issue with extreme levels of Anomalous Propagation (AP). These three issues (system availability, severe false weather in proximity to real weather, AJI/PASS system maintainability concerns with current software) will have to be remedied prior to CTD becoming operationally suitable.
The initial deployment date for CTD was November 2016. NATCA TAMR raised concerns with both AJW and the CTD project since 2014. The CTD program has had a year to get this system operational and I do not see a completion until June 2018 at the earliest. To mitigate TAMR waterfall deployment issues TAMR has worked with the CTD PMO and other groups to procure all TDX-2000's in the NAS. Unfortunately, there are not enough legacy TDX2000 digitizers in storage to complete the TAMR waterfall.

If CTD fails, there will be 13 analog ASR8's remaining in the NAS. This will leave 13 ARTS IIE facilities without the ability to transition to STARS and therefore will not meet NextGen goals. MFD will not be able to realign to CLE as part of S804 as that ASR8 is one of the 13. To say this radar digitizer is important to NextGen initiatives is an understatement. It impacts TAMR completion as well as Section 804 activities.

On a personal note, Scott Robillard is in the midst of transferring to A90 from K90 and will be on hiatus while in training. Jim VanZee from GRR will be replacing Scott in one of the most important and demanding jobs within the team, deployment lead. Both Scott and I have worked closely with Jim for five years. NATCA TAMR deployment is in great hands and Jim is a naturally gifted leader. In addition, Bill Spence (BTV) will be moving on in January and Chris Falcone from MDT will replace him. I have worked with Bill since 2011, and there is not a more dedicated person for training issues related to terminal than Bill. He will be sorely missed. Chris and Bill will be working together over the next 2 months on the transition of duties. Chris has the backing of all on the NATCA TAMR team and we welcome him in this role.

TAMR Software/Hardware Report Submitted by Kyle Ness (M98)

<u>MSAW/CA Board</u>

The Board recently met with the Technical Center Human Factors Branch to discuss the upcoming controller reaction time human factors study. The objectives of the study are to produce up-to-date and relevant data detailing the time required for controllers to respond to MSAW/CA situations as well as improve recommended parameter settings for the required MSAW/CA warning time that provides controllers sufficient time to respond to genuine alert situations while also minimizing nuisance alerts. The data will also serve as a reference point to design new alert functionality and enhance software safety logic.

MSAW and CA exercise several algorithms to detect safety situations such as General Terrain Monitor (GTM) or Linear Conflict (LINCON). Each of these algorithms is governed by parameters listed in the MSAW/CA Board's Standards and Guidelines document that Automation specialists reference when setting adaptation for each terminal facility. These standards establish required look-ahead and warning times which are the number of seconds between the alert activation and when a safety event would occur if no intervention is taken. Too little time and the alert is deficient, too much time and the alert is a nuisance. Excessive and nuisance alarms are consistently one of the foremost complaints amongst terminal controllers and conversely become an impediment to the first priority duty. Using the results of this study, automation specialists will have better tools to reduce false alarms and enhanced safety algorithms can get off the drawing board.

The study will initially enter a 'proof of concept' phase by executing the protocol for a small number of sites followed by a check-in meeting with the board to review the methods and data. Technology such as FALCON and digital audio will allow for much larger sampling when the study moves on to the 'full scale' phase. The study is scheduled to take approximately a year.
System Technical Reports Working Group (STRWG) - Stakeholders are reviewing three requested changes to STARS software. The first is improving scratchpad revert functionality to avoid potentially unwanted results when the primary or secondary scratchpad is used as a disqualifier for an ATPA volume. The second is an issue related to Multilateration (MLAT) and coasting targets at Detroit TRACON. Lastly, a new proposal to display the assigned altitude in the STARS data block is nearing completion.
Operating Testing and Evaluation (OT&E) - OT&E for S6.00R6 drop 9 successfully exited testing September 11-15 and is moving to key site in October. Thanks to the west coast NATCA SMEs from SCT and NCT for their expertise during the test event. S6.00R4c OT&E is schedule mid-November.
Program Trouble Report Working Group (PTRWG) - NATCA SMES from PHL and D01 attended the September meeting. Stakeholders ranked a new PTR that expands the functionality of Flight Data Modify (FDAM) filter to improve flight plan handling for TRACONS like PCT that completely surround another STARS system. Also reviewed were PTRs related to alert volume, altitude tracker, quick-look plus and suspended track status.
Field Support - Mr. Ness conducted R4 software briefings at Las Vegas (L30), Memphis (M03), Tucson (U90), Cleveland (CLE) and Detroit (D21) during the month of September. The R4 build is a significant change for these sites as they transition to the S6 baseline and these briefings help local Air Traffic understand the new functionality and changes to the software

TAMR Deployment Update Submitted by Jim VanZee (GRR)
At the close of the Fiscal Year, the following TAMR milestones have been achieved:

Equipment Deliveries (ED):	Planned 34	Completed: 27
Contractor Acceptance Inspection (CAI):	Planned 32	Completed 29
Initial Operating Capacity (IOC):	Planned 33	Completed 26

The overall timeliness of TAMR milestones continues on target for projects within its control. Any missed or delayed milestone achievements are related to necessary holds or delays related to S804 sites, or ASR-8 CTD sites.
Site by site activity for September are as follows:
TOL Achieved IOC on STARS G4 ELITE
ACT Achieved IOC on STARS G4 ELITE
YNG Achieved IOC on STARS G4 ELITE
ICT Achieved IOC on STARS G4 ELITE
HUF Contractor Acceptance Inspection (CAI) – G4 ELITE equipment has been installed and accepted by the FAA
BFL Equipment Delivery
ALB Equipment Delivery

Chris Hilbert (PHL) is on point for NATCA as it relates to assisting the Tech Refresh facilities in the transition to the upgraded MDM monitors. There has been a lot of work accomplished that has resulted in allowing flexibility in setting the contrast and brightness of these new monitors. In turn, that adaptability serves to allow the best possible display in a wide variety of TRACON lighting situations. Chris has been a critical piece for the TAMR program in successfully leading facilities such as BNA and MKE through the process of optimizing the monitors and making the most of current lighting without requiring a full TRACON lighting project.

TAMR Training Update Submitted by Chris Falcone (MDT)

Recently NATCA TAMR started dialog with Raytheon and the TAMR PO dealing with the S804 transition of ERI into BUF. Creating a plan to properly train the controllers that will transfer to BUF from ERI.

Prepping to create a new scenario generation tool (SPOT), which is used in the Centers throughout the country.

Mapping out the remaining SEG 2 facilities in regards to delivering their STARS ELITE training briefings.

I look forward to taking on the challenges of this new assignment to represent all of my brothers and sisters with the grace and respect that my friend Bill Spence has for the past several years.

TAMR Operational Support Facility Update Submitted by Scott Kendrick (North Texas OSF)

- Preliminary mitigation software/adaptation for JCF versus software changes testing
- S6R7D3 DRB Telecom and TSAS Adaptation Work Group

<u>TSAS</u>

Attended the TSAS Ops meeting at PHX, which is currently the first site on the waterfall for the program. Additional telecoms weekly to address how this new capability will be deployed to the terminal approach controls.

· Capturing and understanding the OSF/local site needs regarding maintenance and security of TBFM-in-a-box

· STARS is under configuration management and that TBFM-in-a-box cannot be connected unless it's approved by security.

The Architecture Review Board (ARB) Test NCP approval is key to enabling OSF, TSLE and the Tech Center to use TBFM-in-a-Box. A security authorization and formal NCP is needed from the ARB for the summer of 2018. A MOA is now in the drafting phase.

<u>System Technical Reports Working Group (STRWG)</u> - Stakeholders are reviewing requested changes to STAR software.

Attended the TAMR Look Ahead, PTRWG, TSLE, TAMR TAGUP, TAMR SBS and additional TSAS (3 or 4 a week) AWG/ TSLE/Integration Test telecoms.

Supported SEA R4 briefing.

STARS Strategic Planning Meeting: Coordinate and get feedback on integrated hardware and software planning among TAMR stakeholders, identify risks to the hardware and software plan and propose risk mitigation solutions with the stakeholder's input.

TERMINAL FLIGHT DATA MANAGER (TFDM): Matt Baugh (IAH) is the Article 114 Representative for TFDM. Mr. Baugh's update is below.

Meetings have begun with NASA and the FAA regarding the prototype surface metering tool, Airspace Technology Demonstration - 2 (ATD-2) whose Art. 114 Rep is Pete Slattery (CLT), and TFDM. These meetings revolve around the information that is being shared, and how, between ATD-2 and TFDM's prototype Advanced Electronic Flight Strip (AEFS) system. The lessons learned over the next 4 years before a full TFDM system will be brought to CLT would help us reduce risk and exploit efficiencies in an accelerated timeline.

Work will begin in October for Build 2, which is primarily made up of surface metering capabilities. The first steps of this process, like with Build 1 and the electronic flight strips, will be a requirements overview with the vendor, Leidos. During that process, we will ensure our original requirements meet our current needs.

We visited PHX this week for a TFDM early site visit, where we met with local management and NATCA reps to go over a broad implementation schedule and overview of where the system is today in development. Once we have more of a finalized system we will meet again to go over transition plans and to ensure PHX, as the key site, is ready for training and implementation.

Advanced Electronic Flight Strips (AEFS)

We are still in the process of finalizing the enhancements and testing timelines for 5.4.0.0, the next build. The plan is to have the build ready for tech center testing in late November and ready for field-testing in early January.

- CLT
    - An additional patch build has been implemented over the last 10-15 days, and has been working in CLT, fixing an adaptation parameter in ERAM. This adaptation was causing additional flight strips to be printed in A80 in one scenario, and aircraft types to be removed from AEFS in CLT strips in certain situations.

- PHX
  - Nothing new
- CLE
  - Nothing new
- LAS
  - Nothing new
- SFO
  - Nothing new
- EWR
  - Nothing new

SWIM Visualization Tool (SVT)

Nothing new.

TIME BASED FLOW MANAGEMENT (TBFM): Matt Gammon (ZID) is the Article 114 Representative for TBFM. His report to the membership is below.

TBFM National Ops Team was at ZID the week of 9/5 following up on Key site Activities for the release of TBFM 4.7 o the field. Previously Key sites were just held at one facility, but due to the addition of IDAC it has become necessary to test upgrades at facilitates where IDAC is being utilized as well. ZID was very helpful in this effort and during this visit the Ops Team was able to verify the correct application of EDCT's in the IDST system. Additional members of the Ops team traveled to ZID to train mid-shift controllers on TBFM in support of the upcoming Adjacent Center Metering activity to MEM. In Mid-October ZME will be utilizing Adjacent Center Metering adaptation to have their adjacent Centers meet metering delay times to MEM. This has been a project that has been in development for some time and the Ops team has assisted in initial development all the way through testing and training at adjacent facilities.
TBFM Ops Team Co-Leads attended a meeting at Eastern Region Headquarters with representatives from ZNY, N90, and a number of the New York area Towers to discuss EDC implementation and work that is being done for eventual IDAC implementation as well.
The majority of the TBFM Ops team was at ZNY supporting the initial operational testing and utilization of EDC the week of 9/11. The testing of the Enroute Departure Capability went well as this system was used to schedule departures out of the New York area to ATL. This EDC component required the Towers to call for release, but will eventually be the basis that IDAC will work off of so that Towers will be able to schedule departures directly into the TBFM system.

Tom Glaze (D21) has been heading up TSAS development for NATCA. With a number of other Ops Team personnel, he attended an adaptation development meeting at P50 in support of TSAS. This meeting was to help develop very accurate routing in TBFM/TSAS for future testing of TSAS.
The week of 9/18 was the second week of operational testing and utilization of EDC at ZNY. The flows that EDC were utilizing were expanded to include departures to ATL, but also CLT, ORD, and DTW. The EDC adaptation seemed to work very well and for any changes the Ops Team was able to work with Local FAST to make adjustments. The success of this effort was in no small part due to the overall collaboration and hard work by many NATCA representatives in the New York Area. The TBFM Ops Team will continue to work on supporting this effort and the eventual utilization of IDAC.
TBFM Co-Leads presented at a customer forum at Southwest Headquarters in Dallas on 9/19. Also in attendance was NATCA PMO Representative Jeff Woods. The presentation was made to most of the major airline Air Traffic Representatives and included an overview of the TBFM system and the activities that the TBFM Ops Team has been working on as well as future projects.
ZAB hosted a 'Discovery Site' verification of TBFM system 4.8 the week of 9/18. Ops Team members as well as Second Level Engineering and Contract personnel travelled to ZAB for this initial look at the 4.8 system in the ZAB support lab. This initial look at the 4.8 system was very important as TSAS tools are being introduced into the TBFM system it must be verified that the base TBFM adaptations are not adversely effected. The activity went very well overall and a lot of credit goes to ZAB for letting this initial discovery site test be held in their Support Lab.

Traffic Flow Management System (TFMS): Brian Campos (DCC) represents the NATCA membership as their Article 114 Representative to the TFMS project. His report is below.

Staffing and heavy thunderstorms throughout the month of July did not provide any opportunity to conduct activity for the TFMS DT. However, August timeframe provided some opportunity to work on these tasks.
ABRR/PDRR significant effort still ongoing to find a way to turn ABRR/PDRR with fixes that can be adapted into TFMS by end of 2017. Through much discussion with many teams and a rework of the information being used to describe the needs of the TFMS system to run unilaterally with ERAM, some headway was made in determining a solution to running ABRR/PDRR with a few time possible fixes. With all teams focus on safety while trying not to lose efficiency, the task was trying to address auto-changing amendments. It was discovered the customer had been making amendment changes up to 45 minutes prior to P-time in the current system. Since we were adding no new inherent risk into the system that we could continue down the path of auto amendments.

Some concern with automation may speed up the process may discover a problem from this. To manage this, an adjustable time parameter in automation would be pushed back farther away from 45 minutes in an effort to move gingerly. This would create the path of safely adjusting; fixing and improving the system at the pace it can safely accept.
The team reviewed the current state for ABRR/PDRR, PDRR/ABRR TMC Reference card development and close to have it completed and in place prior to the next ABRR/PDRR turn on.
TFMS questioner is set to go to the field in September. Information is expected to be valuable to identify a priority of tool value, current products problems due to infrequent use and collect comments where work needs to be done. Frequent complaints from the field, frame the current engineering problems (ERs) not being addressed satisfactorily to make tools more efficient, thus improving the system. The frustration increases when receiving newer big package releases with very limited follow up enhancement (ERs) updates to the new tool and the systems as a whole.
Surface Case uses are being designed with the help of engineering research team, direct support team of TFMS-DT, to help us work through and understand the existing requirements for the Surface Viewer and how it may integrate into TFMs.
Priority of Enhancements Although not a direct part of the TFMS DT, it has been very beneficial for the team to vet through existing tickets that is now AIMS, to categorize and validate existing ER needs to the current system. The issue in addressing these problems have been left ineffectively handled for many years. The team is able to work some of these ERs shortfalls, by bridging them into the current system releases to make the newer releases better. The team continues to perform this task in an effort to increase system performance effectiveness through safety.

VOR MINIMUM OPERATING NETWORK (MON): John Vogelsang (P31) is the Article 114 Representative on the VOR MON project. His update is below.

The program held an educational briefing at ZKC on September 12th to update the workforce on the coming decommissioning's that will affect their airspace. We are continuing to plan these meetings at various facilities in different areas. The next one is scheduled for ZID/IND on Wednesday, October 25th. The program is anticipating decommissioning 27 VORs for FY18. The ones that are in the 18 waterfalls are:

JKS, STE, DDD, ECA, MXW, GHM, BRD, AOO, DKK, HVN, PNE, RUT, RNL, HZL, MMJ, HLL, LAN, TVT, DAK, IJX, BUU, LJT, LWV, FLP, PSI, ASP, RID

I sat in on a telcon with the DOD on September 26th to discuss ways that the FAA and the DOD can keep each other better informed of the status of the program. I will also be attending a meeting in Boise at the end of October to discuss the decommissioning of the Liberator (LIA) VOR.

The following VORs are in the process of their NR studies for decommissioning:

AZQ-Hazard, KY

GTH-Guthrie, TX

DCA-Washington, DC

GNP-Glenpool, OK

UKN-Waukon, IA

JEN-Glenrose, TX

MSS-Masseena, NY

WAKE TURBULENCE: Andy Marosvari (BOI) is the Article 114 Representative to the Wake Turbulence Office for NATCA. His update for the week is below.

Wake Recategorization for Potomac Consolidated TRACON has been delayed to due to concerns about Tower Applied Visual Separation and the upper large category of aircraft, which includes the B757.

The FAA Procedures office and Air Traffic Services at FAA Headquarters have been working with NATCA to develop what is being referred to as a "National Standard" for Wake Turbulence. The intent is to utilize the most efficient standards from Wake Recat 1, 1.5, 2.0 and the 7110.65 to develop a safe, efficient standard that could be applied NAS wide.

This would most likely result in a separation matrix that would include 8 weight categories, A-H, and the use of time-based separation that currently exists in the 7110.65. A national standard would negate the need for waivers that are currently issued at some non-recat facilities underlying a TRACON using Wake Recat, simplify the four different standards currently in use and be as safe as what is currently in place.

AJV-8 and NATCA will be visiting Wake Recat facilities in northern and southern California in November to discuss post implementation issues. A jointly developed survey will be available for all controllers to participate in and the information generated by the survey will be used in future Wake Recat implementations. I will be visiting NCT, SFO, OAK, SJC, SMF the week of November 6 and SCT, SAN, LAX, SNA, ONT, BUR the week of November 27. It will be a great opportunity to discuss what has worked and what concerns you have with Wake Recat.