

**NATCA Safety & Tech Update**  
**Week of October 30, 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 was scheduled to meet from October 10-12, 2017 to resume work on our assigned tasking of identifying classes of scenarios and benefits of submitting Trajectory Option Sets (TOS). This tasking includes work on the use of the Airborne Reroute (ABRR) and Pre-Departure Reroute (PDRR) capabilities when they come on-line.

The FAA due to budget shortfalls canceled that briefing, and all FET meetings through the end of the year. We were scheduled to participate in a Human in the Loop Testing (HITL) of the Integrated Departure Management (IDM) tool in early November. That has also been pushed back.

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

**NME/UIC/ICMS Update**

Ms. Conrad had a telcon with AJW-143 (Oklahoma, City) on Thursday, Oct. 26, 2017 at which time Sylvester Ivory stated that NBP did not want to enter into a new maintenance warranty unless they can do a tech refresh. This would mean that after January 13, 2018 equipment such as workstations would not be warrantied. According to data, this is the equipment that needs maintenance the most.

Since NME is undergoing the AMS process, both UIC and ICMS have been asked by the PMO not to do upgrades to add functionality to either system as not to give anyone in the market an unfair advantage.

We are exploring ways to mitigate this issue.

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

Congratulations to Indianapolis, Casper, and Ashville. All three facilities transitioned to TAMR STARS this reporting period, great to have you in the family. STARS is the foundation of the terminal world. ATPA (Automated Terminal Proximity Alert), ADS-B (Automatic Dependent Surveillance Broadcast), and TSAS (Terminal Spacing and Sequencing) are just a few of the NextGen programs that are dependent on TAMR STARS in the terminal world. NATCA is working closely with the agency to ensure by December 2019 all terminal facilities will transition to STARS. Updated software and enhancements to inter-facility coordination and messaging are in the works and hopefully be available within the next couple years. The TAMR software team is hard at work ensuring the most important and safety related items are worked first. It is a slow process to say the least, but updated software and enhancements are being worked.

Due to budget constraints, face-to-face meetings and travel have been restricted. Mr. Rose has attended numerous telcons over the last four weeks, which would otherwise have been in person. The Article 114 TAMR meeting was once again shortened and not all parties able to attend. This is the second Article 114 meeting to be changed to telcon only. Dec 8<sup>th</sup> will be a telling time for the PMO and associated programs. If money, at this time, is still unavailable it could impact deployment and implementation. Meetings and site surveys will be rescheduled or canceled altogether. The NextGen timetable of January 2020 may not be met. NATCA TAMR is working with facilities which deploy STARS on Dec 8<sup>th</sup> and 9<sup>th</sup> to change to an earlier date in the off-chance funding is unavailable. We do not want to reschedule facilities, which have already trained their folks, rewritten LOAs, and shuffled schedules.

Mr. Rose worked with the TAMR PO on travel issues and accounting codes due to the conclusion of FY 2017. This has been an ongoing issue for years and NATCA TAMR has made it known that SMEs will not travel the day of or just after the date funds are set to expire. The TAMR program office is rescheduling meetings and deployments, which coincide with FAA Authorization and funding end dates.

New York TRACON (N90) issues with AT Coach have been resolved. N90 is ready to employ AT Coach in each lab to continue and increase training. This was great news and a thank you goes out to John Lizzul (N90) and FacRep Kevin Maney for their patience and involvement to improve AT Coach. The new terminal AT Coach software will be released NAS wide within the next year.

Jimmie White (PHL), TAMR SME, will be working closely with Tom Glaze (TSAS ART 114) to ensure TSAS and TAMR coordinate all testing events and software improvements.

Mr. Rose coordinated with Eric Labardini (NATCA SBS) on DA (Duplicate Address) issues with ADS-B targets. Kyle Ness (M98), Ross Costa (RSW), Mike Smith (SCT) and Aaron Rose are in the process of writing a product improvement to mitigate issues associated with ADS-B duplicate address. TAMR/TSAS, IND IOC, YNG Post IOC, TAMR Hardware, Common Terminal Digitizer Risk Board, N90 Post ORD, TAMR PMO Friday meetings, Travel issues, and STARS Strategic Planning were just a few of the telcons Mr. Rose attended.

Mr. Scott Robillard (K90 now A90) has taken a leave of absence from the TAMR team. We hope to have him back within 6 months. Scott has been a part of the NATCA TAMR team since late 2010. Working with Mitch Herrick and Mark Griffin, Scott made a name for himself with his loyalty to Union and team. Scott worked tirelessly with Mark to ensure the foundation was laid for deployment and implementation of STARS and was a natural replacement for Mark upon his retirement. Since 2013 Scott has lead the deployment team for both Phase 1 (Legacy STARS to TAMR) and ARTS IIE to STARS. His work ethic and dedication is second to none, he puts his heart into everything he does. We should all strive for the same. Scott should take great pride in his accomplishments during his tenure.

Jim VanZee (NATCA GRR) has officially taken over for Scott; the NATCA TAMR team is looking forward to working with Jim in his new capacity.

### **TAMR Deployment and Common Terminal Digitizer (CTD) Update Submitted by Jim VanZee (GRR)**

As we finish the first month of the fiscal year, we are still spending plenty of time working through a restriction on travel funding. Necessary in-person site visits and meetings have been delayed or cancelled which can increase risk to the “on-time” piece of the TAMR program. Work is taking place to identify areas of risk where funding cutoffs line up poorly with IOC transitions, and then trying to change the waterfall dates accordingly. This should help ease the burden of rescheduling, and allow sufficient coverage at a facility for all necessary stakeholders to be on site, providing appropriate support during transitions.

We have been working with Program Office as well as TSLE and OSF leadership to better plan for floorwalker coverage during cutovers to the R4 STARS software, primarily at the Core 30 sites. There has been a clearly identified need for this support from our NATCA SMEs for at least the first day or two.

Site by site activity for September are as follows:

- IND** Achieved IOC on STARS G4 ELITE
- CPR** Achieved IOC on STARS G4 ELITE
- AVL** Achieved IOC on STARS G4 ELITE
- OKC** Contractor Acceptance Inspection (CAI) – G4 ELITE equipment has been installed and accepted by the FAA
- ELP** Equipment Delivery

NATCA leadership transitions within the TAMR group continue. Scott Robillard and Bill Spence's leadership have been invaluable and will be sorely missed. We will be meeting in Atlantic City in mid-November with the outgoing and incoming leadership present. This will help ease the transition and remain consistent in our approach and messaging throughout the program.

TAMR milestone goals continue to be threatened by the difficulties in deploying the CTD into the ASR-8 facilities. Two primary issues plague the CTD plan to go IOC at key sites – lack of an acceptable training and certification plan for TechOps (which should be resolved within a reasonable amount of time), and false weather being output to the STARS system. Discussions are taking place within the TAMR program attempting to identify any and all possible interim workarounds for weather that may allow TAMR to deploy a reliable system into as many ASR-8 facilities as possible in the event that the fix for false weather takes longer than the TAMR timeline can afford.

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

#### System Technical Reports Working Group (STRWG)

Stakeholders have been reviewing proposals outlining the STARS Operating System (OS) transition from Oracle Solaris 10 to Red Hat Enterprise Linux (RHEL) via the R12 software build. The decision to change OS was based on a few reasons: diminishing support for Solaris 10, Solaris 11 is very different than Solaris 10 and lastly, the FAA and Department of Transportation are standardizing on RHEL. The STARS OS replacement will occur at all TRACONS/RAPCONS and ATCTs but will have no effect on Air Traffic functionality or system features. Additionally, AT Coach will migrate to RHEL, which will bring significant changes to the operator interface. Also, new security enhancements will be implemented related to user identification, access control and audit logging.

Proposals to improve scratchpad revert functionality, allow STARS lists to overlap one another and displaying full data blocks based on specific criteria are moving ahead.

#### Operational Testing and Evaluation (OT&E)

R4c testing is scheduled November 13-21. As the name implies, the build is a derivative of R4 that resolves a router hardware dependency. During the software testing event NATCA SMEs will also get a chance to evaluate a revised STARS trackball prototype based on SME input during a prior evaluation. The goal is to develop a trackball that is resilient to dirt and contaminants while satisfactorily moving the cursor. SMEs will also participate in a Scenario Processing Organization Tool (SPOT) demonstration and requirements meeting.

### Program Trouble Report Working Group (PTRWG)

Mr. Ness participated in the October meeting with NATCA SMEs from PHL and RSW. NATCA elevated a PTR related to Direct Sensor Access (DSA) backup availability in the event of a STARS Full Service Level failure. A recent incident at Tallahassee highlighted the need to alert controllers to the status of the backup system when accessing DSA. Also ranked were PTRs related to: appearance of safety critical lists on STARS display, failed sensor notification, automatic data block offset and incorrect MSAW alerts for tracks in Military Alert Suppression Zones (MASZ).

### STARS Software Planning Board

The SPB meeting was held October 4. Build content for R4c, R7, R7a and R9 were reviewed. Two PTRs will be included in the R7 build that are of significant importance to NATCA. The first corrects an ATPA display problem when selecting the backup system. The second significantly improves the 1-10 speed setting for the STARS trackball.

### Field Support

NATCA organized a telcon on October 23 to discuss a continuing automation problem at Potomac TRACON. The lateral boundaries of PCT underlie multiple centers and are adjacent to numerous TRACONS; there are times when two aircraft may be squawking the same beacon code. This can cause problems with aircraft tagging up correctly. The discussion centered on a relatively straightforward software change that will correct the problem and workarounds have been developed while the software solution is pursued. The next step is for TSLE and Raytheon to evaluate the issue and draft recommended changes.

Mr. Ness visited Nashville ATCT October 24 to conduct an R4 briefing with the local cadre team.

## **Operational Support Facilities (OSF) Update Submitted by Scott Kendrick (NT-OSF)**

- Spent the week of October 23<sup>rd</sup> at a RAYTHEON play date for a first look and hands on of the STARS S6.00R8 software. In addition, reviewed the new TBFM simulator to support AT training and adaptation development for Terminal Spacing and Sequencing (TSAS) sites.
- Attended TSAS telcons weekly to address how the new capability will be deployed to terminal approach controls and Operational Support Facilities. A draft MOA is in the process and out for review from stakeholders for the TBFM in a Box simulator to support the initial connection to STARS at the OSFs.
- Attended the Program Trouble Report Work Group (PTRWG) telcon – Reviewed and ranked current PTR's
- Attended the System Technical Reports Working Group (STRWG) telcon to review thin specs for requested changes to STARS software.

- Attended the TAMR Look Ahead, TAMR TAGUP, TAMR SBS and additional TSAS (2 or 3 a week) AWG/ TSLE/Integration Test telcons.
- Attended OSF specialists' weekly OSF technical telcon
- STARS Strategic Planning Meeting (SSP): Coordinate and receive 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.
- Attended the STARS Software Planning Board (SPB) telcon for the S6.00R4C, S6.00R7, S6.00R7A and S6.00R9 software release contents.
- Attended the Rules workgroup telcon. This is the rework of the rules process and streamlining the RTR process for new and updated site rules for sites.

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

The first two of many Safety Risk Management (SRM) Panels were held the last week of September and the first week of October. These meetings will help identify any risks TFDM may bring to the NAS early enough for the team to mitigate them in a timely fashion.

The week of 10/11 Ray Adams joined the rest of the TFDM training team in Gaithersburg, MD for a 3 day review of the TFDM Course Design Guides (CDG) for Air Traffic Cadres, ATC, & FLM/CIC/TMC. We made a lot of progress in the development of training and completed all three documents. Currently, TFDM training is going to take each ATC approximately 5 days of combined web based training and instructor led training. Once the completed build 1 system is in the tech center in February we hope to be able to reduce that to 4 days. Build 2 development has begun and once it has reached a certain level of maturity, we will begin the Advanced TMC training CDG.

NATCA SME from 4 facilities traveled to Gaithersburg, MD the week of 10/23-27 to participate in the second of three Early User Involvement Event (EUIE). This three day hands-on demonstration of the system in it's current state will help ensure that we, as a team, are on the right track and are catering as many field requirements as possible prior to getting to our first Key Site, PHX in 2019.

Concern has been brought up within the TFDM ops team over the last couple of weeks that we may miss our Acquisition Program Baseline (APB) Initial Operating Capability (IOC) date of January 2020 for PHX. As it stands, we are still in the process of developing build 1 and should finish in late January 2018. The tech center will get the system sometime in March or April with official Discrepancy Testing (DT) to start in October 2018. This would still give us just over a year to find and fix any issues, but being that we won't see the completed build until it gets to the tech center, it is a growing concern we are keeping an eye on.

### **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 December and ready for field-testing in early January.

- CLT
  - Nothing new
- PHX
  - PHX will be delivered what hopes to be the last drop in the current 5.3.0.3 build the week of 10/30. This drop hopes to increase the time required between system resets from 7 to 14 days. The test will run in PHX for 2 weeks to ensure it is stable, with Second Level remaining on site and on call for the duration.
  - Once this build is deemed suitable, discussions will begin with CLE and CLT to update their systems with the new software.
- CLE
  - Nothing new
- LAS
  - Nothing new
- SFO
  - Nothing new
- EWR
  - Nothing new

### **SWIM Visualization Tool (SVT)**

A decision was made to add gates from participating airlines to the data fields of SVT facilities, if desired. This feature is set up by a simple filter and can be easily turned On/Off by anyone using the system. This capability should be finished and ready for deployment by the second week in November. If the facilities choose to use this new capability, they will have to take the delta training prior to implementation.

The Northeast Corridor (NEC) Workgroup has requested that ZBW be given SVT in order to aid in BOS and any surface congestion. This will allow ZBW to see in real time what the tower has on it's surface and help the coordination in any possible runway changes, or flow programs in and out of the area.

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

The TBFM National Ops Team leads visited ZAU the week of 10/10 with Derek Melby from ZMP FAST to discuss future use of EDC at ZAU to handle departures. The adaptations at ZAU were looked at and discussions were held about utilizing EDC and also future Adjacent Center Scheduling to DTW and MSP. A plan moving forward for adaptation work and possible TBFM training/implementation was agreed upon for the beginning of calendar year 2018. Thanks to ZAU NATCA President Toby Hauck for having the TBFM Ops Team at ZAU and for having productive discussions on how TBFM can be most useful for ZAU.

The same week of 10/10, members of the TBFM Ops Team training group travelled to OKC to work on the TBFM training course curriculum. This meeting was not only to update the class material but also to run through and update the scenarios in the class. The work by the training group continues to pay dividends as the latest report of the 17 TBFM classes held in FY2017 showed a 99.7% positive review. NATCA members of the TBFM training team will continue to work on the course material to ensure that it is meeting the needs of the field personnel that are utilizing the TBFM equipment.

The week of 10/16 an Operations Evaluation of what will be the newest update of the TBFM system (4.8) was held in Atlantic City at Leidos. This was the second look at the 4.8 system by the TBFM Ops team and this was held to verify fixes of issues seen in the first evaluation. Specifically, there was a lot of fixes needed to ensure that IDAC will continue to work smoothly with an upcoming Java update. This second Eval went well and the few regression items seen were tagged to be fixed prior to the release of 4.8.

During the week of 10/6, Ops Team members visited ZME, ZID, and ZKC to assist with the implementation of MEM mid-shift Adjacent Center metering. This was a project that the Ops Team has been assisting with over the last 6-8 months and involved not only the above mentioned Centers but also ZTL, ZFW, and ZHU. Ops Team members were at ZME, ZID, ZKC assisting controllers with metering times and TMC's with the overall metering operation. The ZME Adjacent Center metering implementation went very well overall and it appears that there will be continued support of its use in the future.



The last full week of October, Ops team members visited ZMA to continue support of adaptation work with ZMA and Miami TRACON for eventual FLL metering. In addition to adaptation work, the Ops Team assisted ZMA with connecting their TBFM support string to their TTL lab for eventual Metering training. Procurement of non-TBFM equipment to support metering was identified during the initial meetings but continues to be a challenge. Hopefully recommended equipment will be in place in the near future so that the many hours that have been spent by NATCA members at ZMA and Miami TRACON working on the TBFM system with their management counterparts will lead to useful TBFM utilization.

Additionally, Ops team members travelled to the New York area the week of 10/23 as well to verify IDAC equipment prior to the upcoming IDAC training/implementation weeks. Representatives visited the 6 New York Area Towers that will begin utilizing IDAC as well at ZNY. Ensuring equipment has been installed and is working correctly has been a challenge with IDAC installations in the past, so verifying this in advance by the TBFM Ops Team has become imperative. Even though some of the equipment movement and additions that were identified in earlier site surveys was not completed, the basic equipment for IDAC usage was verified as working correctly and the facilities agreed to move forward with IDAC next month. The TBFM Ops Team will continue to work with the Program Office and Engineering Services to ensure that requested movement and additional requests of equipment are addressed. This also includes a planned trip next month to New York TRACON (N90) to help with additional TBFM adaptations that will allow the TRACON more visibility into the TBFM system that is being utilized for departure releases.

**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.

Reviewed options for changes on **Field 11 FRC** editing for remarks using the RAD tool. 4 options have evolved in designed with Human factors division, to help determine the best approach with the challenge to provide an *at-a-glance status that will not be confusing*. Some assumptions are as follows:

- ***Automation will detect the FRC*** whether the user types it or it pre-existed when they brought the flight in.
- *No manual intervention by the user* to indicate the presence of an FRC
- *FRC shouldn't interfere with Remarks status*
- *FRC status markings should be distinct so that the user can scan FRC status quickly* – especially for multiple flights
- *Mouse-over and right-click capability proposed in August will work with any method we implement*

Financial support has been secured to get this change for the end-user for 2019 to enhance the RAD functionality.

Some concerns are still being looked at with FRC reading in the NY area to use or adapt to .65, requirements of FRC use when amending and issuing clearances. The current use of "+" in clearances may need to be adapted into the .65 as an option.

**Protected segments** are expected for on or after October 30<sup>th</sup>. Supporting information was update by the steering group, by Dan Mullen and Mark Diplamo, to inform the upcoming action. ABRR and PDRR will soon follow with facility waterfall of turning the feature on after software changes and testing. For ABRR and PDRR, ZJX, ZDV, ZLC and ZMP are slated for turn on October 30<sup>th</sup>. This is occurring after adjustments were made to ERAM, and TFMS's upcoming release on October 28<sup>th</sup> P9A patch release. Other facilities for ABRR/PDRR will follow pending possible RAD/TFMS support SMEs where needed. There are other risks but determined medium and lower and still being addressed with mention of them in the information update to the field.

**CDR Enhancement use to the RAD.** This functionality is highly desirable to make efficient and expedite clearances through use of CDRs in the RAD. The team is working through user cases to determine the best process to allow users to enter the CDR into the RAD that can be applied to single-to-multiple flights. The output must function as if they used the RAD in the system today. This enhancement is expected with the Field 11 FRC release in 2019.

**Surface Viewer** development is still breaking down the key issues such as: accessing Surface Viewer, display issues, desired feature workflow, use-case scenarios (Single/Multiple flights) and integration within TFMS. All these concerns are being vetted out in depth through user cases in each concern. We discussed in depth **AIMS 176892** with TFMS conformance measure verses ERAM's compliance measure. Current TFMS conformance is at 10-mile radius to aid in limiting Non-Conformance actions taken by the TMC to have a controller correct a flight's route. The weight of the decision swings, to either increase the NAS's non-conformant candidates by reducing the radius to a lower standard or adapt to the occasional information variance being addressed by the locals TMC and controllers. TFMS was not opposed to possibly changing the parameter but would advise the increase workload throughout the system could be significant.

**CTOP** use is expected to become more frequent. Although only a handful of actual CTOPs used since its delivery, more are expected to take place since the customer/airline base is showing signs of improving their software to use the program. The use of Protected segments is a part of that process along with the RAD tool to help the TMUs manage any CTOP program. Although the use of the tool is expected to be gradual due to its cultural changing possibilities from today's ways of moving traffic, other software and procedural impacts may still be discovered to correct its impact.

Currently, the route changing amendment portion of the software is still set with a high timer of close to 24 hours with a gradual reduction expected as the system users gets use to its functionality. The desired level is yet to be discovered. It was discovered that customers today, are changing flight plans up to 45 minutes prior to departure with only the system knowing. Since this behavior already exists, there isn't any new risk in the system if the timer was lowered to 45. However, there is the concern due to frequency of automation may exacerbate the concern which is why the gradual decline from 24 hours.

**TFMS Roadshows**, in the past have been for informational missions where DT TFMS personnel go into the field to refresh TMCs the use of current tools, new tools and concepts. Some discussion has been ongoing to help follow up with the recent changes with protected segments, RAD and CTOP growth expectations. However, with frequent budget adjustments it is usually something that gets this removed from the action list. This is not required training but an invitation to facilities to corroborate with TFMS personnel on system uses.

**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.

On October 12 the SCT participated in a remote demo briefing on ATD-2 given by NASA representatives. The focus was development of the Ramp Traffic Console (RTC), a display tool for use by airline ramp control to aid in the tracking decision-making required to implement surface metering programs.

The type of information displayed on the RTC would also benefit ATC if an ATC tower had a distinct feed through which it could observe and manipulate data specific to tower ground control and flow restrictions. If ATC is not given its own discrete display, there could be significant loss of efficiency as ATC tried to make decisions with incomplete knowledge compared to the ramp. In a single dominant airline scenario like CLT, ATC could trust information being delivered by that airline, but in a multiple airline airport (LGA, ORD?), ATC could be in a position of trying to arbitrate metering impact affecting the airlines without the high quality information that the airlines have through the RTC.

On October 11 the CDM Stakeholders Group approved SCT Task 79 “Data Element Provisions by Airport Authorities”, to be jointly worked by the Surface Concept Team and the CDM Automation Team. Meetings between these teams are scheduled for November 15 and December 6, but due to the budgetary restraints of the Continuing Resolution that the FAA is currently working under, travel to the meeting will be unavailable and NATCA representation will be done via telcon.

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

Not a whole lot going on in the program this month as we start the new fiscal year. We have had two on site briefings that were changed at the last minute to webinars due to the continuing budgetary issues. We conducted a webinar with ZID and surrounding facilities on Oct 25th to bring them up to speed on the program and what they can expect in the next few years as we decommission more and more VORs. We were also supposed to have a scoping meeting in Boise on Oct 31st concerning the PVU & LIA VORs. This has also been changed to a webinar.

I will be attending the VOR MON National Planning Meeting in November in DC.

The following VORs are currently undergoing NR studies for decommissioning:

ULW-Elmira, NY

LDK-Crimson, AL

MLC-McAlister, OK

SUX- Sioux City, IA

RBA-Robinson, KS

JEN-Glen Rose, TX

MIP-Milton, PA

CMK-Carmel, NY

DAN-Danville, VA

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

The FAA has temporarily postponed any further Wake Re-categorization implementations until Air Traffic and the NextGen Wake Turbulence office can resolve differences affecting the categorization of the B757 and other aircraft in the upper large category. NATCA, AJV-8 and AJT have been working on a plan to resume implementation for those facilities that were scheduled while simultaneously working towards a single Wake Recat standard for the NAS. I don't expect that any new facilities will implement Wake Recat for at least 2-3 months.

The NextGen office conducted Human in the Loop (HITL) simulations at the FAA Tech Center in Atlantic City, NJ OCT 17-19, OCT 24-26 and will conduct one more OCT 31- NOV 2 to determine the level of complexity that ATC specialist can safely and efficiently work while using increasingly larger Wake Recat matrices. 2 NATCA controllers from recat and non-recat facilities ran simulations and data was collected and will be analyzed. The lab at the Tech Center is very realistic and should provide the research team with valuable information for further Wake Recat implementations.

I will be conducting some post Wake Recat implementation site visits the weeks of NOV 6 and Nov 27. NATCA and the FAA will be visiting SJC, OAK, SFO, NCT, SMF and RNO during the week of NOV 6. During the week of NOV 27, we will be visiting LAX, ONT, BUR, SCT and SAN. I would encourage all controllers at these facilities to complete the Wake Recat Survey that will be distributed.