NATCA Safety & Tech Update
Week of October 9, 2017

AIR TRAFFIC PROCEDURES (AJV-8): Andy Marosvari (BOI) is the Article 114 Representative in the AJV-8 Office. Mr. Marosvari forwarded the summary below for this update.

SRM Panel for 2-1-13, Formation Flights

I participated in an SRM panel for changes to 7110.65 2-1-13, Formation Flights. The new guidance will permit controllers to issue clearances to any element of the flight when a flight split up has been requested. It has always been the responsibility of the flight lead to effect separation among the elements of the flight until an ATC clearance will effect separation. The new guidance reiterates this and removes the requirement of an advisory to the flight lead to effect separation. Also, procedures for flight join ups have been addressed. The new guidance won't be published until March of 2018 but I am confident a Notice will be issued to make the changes effective sooner.

Class G Airspace Definition and Responsibilities DCP

The change to Class G airspace includes a new PCG definition that states that Class G Airspace is uncontrolled and that IFR separation standards do not apply in Class G airspace. ATC is still responsible to provide Traffic Advisories and Safety Alerts in order to prevent a collision. Prior to Airspace Reclassification, Uncontrolled Airspace was understood as airspace that ATC had neither the authority or responsibility to control but that understanding was lost when the Agency renamed it Class G and defined it as any airspace other that Class A, B, C, D or E airspace. This change aligns pilot and controller expectations and responsibilities for Class G or Uncontrolled Airspace.

SRM Panel for 4-7-12, Airport Conditions

The requirements for issuing NOTAMs have been a topic of discussion and disagreement for the last several years. About 14 months ago, Enroute Procedures issued a Memo to provide guidance for en route controllers when issuing NOTAMs to arrival aircraft. Some facilities were issuing only those NOTAMs that affect the approach and landing conditions while others were being required to issue every NOTAM published for the airport, including those static NOTAMs listed in the Chart Supplement. A Document Change Proposal was drafted, sent out to the field and a SRM panel was held to identify hazards and mitigate risks that the new guidance may create. When published, this new guidance will require controllers to inform a pilot of any NOTAMs that may affect the approach and landing conditions at a particular airport. Asking the pilot, "do you have the NOTAMS" will not satisfy the requirement to inform nor will sending the aircraft to FSS.

It is important to remember that only those NOTAMs affecting the approach and landing must be issued. This change should be published in March of 2018 but may be issued as a Notice, making it effective sooner.
As a reminder, the 7110.65 W becomes the 7110.65 X October 12, 2017.
Please don't hesitate to contact me at procedures@natca.net with any questions regarding ATC procedures.

Airport Capacity Decision Support Tool (ADEST): Kristen Laubach represents the membership as the Article 114 Representative for ADEST. Her report is below.

There haven't been any new developments with Airport Capacity Decision Support Tool (ADEST) in the past month. A couple of the weekly telcons were canceled due to team members being away. A basic model of ADEST is in place and continues to be tested. Looking ahead, the team will be reaching out to facilities in an effort to incorporate airport specific procedures into the ADEST program.

AIRSPACE: Jim Davis (PCT) is the National Airspace Representative for NATCA. Below are reports from the various airspace team leads and Mr. Davis.

Atlanta Metroplex

Coordination is ongoing for the Oct. 12, 2017 procedure publication (10 RNAV STARs and 4 RNAV Required Navigation Performance (RNP) legacy procedures.
STAR implementation for Atlanta is planned for Oct. 17, 2017. Two satellite airport STARs will be implemented on Oct. 12, 2017.
The Leads provided a project update briefing at the Communications, Navigation, and Surveillance meeting in Seattle. Design changes and actions to avoid the problems experienced in Nov. 2016 were explained.
The Leads began the RNAV STAR briefings at the Delta Flight Dispatcher training sessions on Sept. 6-8, 2017. Additional training will be offered Sept. 15 and 25-29, 2017. Briefings for the Delta Flight Planners were also conducted the week of Sept. 4 and will continue in Oct. 2018.
The waiver revisions recommended by the Procedures Review Board (PRB) for eight RNAV STARs were incorporated. Verbal approval has been received.
• In preparation for the Oct. 2017 implementation, the Leads are working with Delta to create a video for pilots to help them understand Optimized Profile Descent (OPD) clearances and expected actions. Controllers are also receiving refresher training that includes the pilot actions. •
The Leads provided a project update briefing to the National Customer Forum on Sept. 13, 2017 and the Air Traffic Control System Command Center (ATCSCC) on Sept. 14, 2017.
Attended and briefed at the Delta ATM Symposium on September 26th.

Submitted by Christian Karns Atlanta Metroplex Co-Lead

Cleveland/Detroit Metroplex Design & Implementation
Conducted several telephone conferences with Environmental contractors to answer numerous questions on procedures today and the future.
Met with Delta, ZOB, D21 and DTWT regarding trips configuration and also a speed of 280 at FL280 on numerous STAR's into DTW.
Delta is not supporting 280 speeds at current designed altitudes; we are working with the SME's to redesign top altitudes.

Working with many of the surrounding facilities on LOA's to complete draft copies for the new procedures, most are completed but there are a few still outstanding on working traffic around or through the proposed new procedures DTW, D21, Ron and I traveled to NYC to meet with ZNY TMO regarding TBFM into DTW for implementation and will follow up on this at the end of the month.

Received a pass down from Don regarding the status of the project, I am still trying to get a complete grasp of where the project is. We are looking at options and contingencies if the project would need to slip for any reason. As of now it looks like 11/18 would be an option for implementation that could work for all parties except ZAU, they are scheduled for DataCOM.

Report submitted by Michael Taylor CLE/DTW Article 114 liaison

Denver Metroplex Update
The Denver Metroplex Team has entered the Evaluation Phase of the project. A meeting took place with local NATCA and facility leadership, POC's, MIST Team, and National TBFM representatives to further develop the current TBFM adaptation along with working towards a workable traffic management solution for implementation. Also, use of preferential routings was discussed and a decision was reached to pursue these routings.
The POC's from the local facilities have begun to work with the SME's, support staff, and training departments to develop training and implementation plans.
Mark Ostronic Denver Metroplex Article 114 NATCA Lead

Florida Metroplex September 2017 Report

Florida Metroplex team had the following activates during the past month:
Participated in Facility Telcons briefings
Participated in Florida Metroplex Telcons and planning for October meetings

Caribbean Group activates: No activities

Submitted by Gregory Harris Florida Metroplex Co-Lead

SoCal Metroplex

The SoCal Metroplex Team has been responding to noise complaints received from Ombudsman, the Regional Administrator's office and Headquarters. The majority of the complaints are legacy noise issues.

The core team has been working with Legal from Western Pacific and Headquarters preparing mitigation proposals for the Petitioners. The proposals have been presented and the results are expected to be presented to the courts November 17th.

The team created the JCKIE STAR to address concerns in the Lake Arrowhead area and provide safety benefits for aircraft operating in high terrain at night into ONT. The procedure is being environmentally screened.

The team is waiting for Headquarters and the Regional Administrator to provide a community outreach plan for the post-implementation procedures that will be implemented in December and February.

The team is preparing materials to be used during the briefings to the Western Service Center to begin the transition of the Metroplex project and procedures to OSG.

The team conducted a successful LAX East flow operation on September 19, 2017. The test was conducted to ensure that procedure automation was correct. It also ensured airspace changes were correct while allowing the workforce to see interactions with procedures.

Congratulations to the SoCal Team for receiving the Air Traffic Control Association (ATCA) Annual Team Award for Outstanding Achievement. So proud of you all.

Submitted by Jose Gonzalez Article 48 Rep, SoCal Metroplex

Las Vegas Metroplex

The Las Vegas Metroplex began design work the week of September 19th at the Las Vegas TRACON. We started the design looking at the Northwest corner STAR and SIDs. The Study Team had proposed flip-flopping the arrival and departure flows into and out of the TRACONs airspace. We were fortunate enough to have ATAC available to run simulations while we designed this new concept. The team worked well together and ultimately came to a decision not to proceed with the Study Team proposal for the NW

Corner. I believe the ISIMs provided a huge benefit-helping make this decision.

After the decision was made the first week the Team brought representatives in from ZOA to assist ZLA in designing new routes into the TRACON. As I mentioned earlier, what I believed was going to be some of our most contentious design work; the Team worked through the issues quickly and designed a new STAR and 2 new SIDs for all 4 configurations in Las Vegas. Currently we are about one week ahead of our proposed schedule. Next week we'll be in ZLA with reps from ZLC and ZDV working on the Northeast corner.

Overall our project is in a good place. We continue to work with the facilities dealing with local issues that we can provide help with.

Chris Thomas Las Vegas Metroplex Co-Lead

Eastern Service Area (ESA) PBN September 2017
Capital Area Project DCA/BWI/IAD

ESA Co-Leads have held two design meetings at PCT. The week of August 21st and the week of September 25th. We have additional meetings scheduled the next three months.

Projects publishing over the next few cycles;

10/12/17 ORF RNPs, ZID Q39 & Q67, Cuba y-routes

Additional projects being worked;

PLB is VORMON generated – T705 between ZBW and NavCanada 2018 publication

ROA – RNPs, FEDEX request for safer operation

Projects on hold or waiting prioritization in eastern;

T-294 extension – ZTL request for TDG VORMON
TJSJ SIDs & STARs – Datacomm generated
ZME Q-routes – 8 new routes and 10 amended
ZME/MEM – FEDEX request to update OPD STARs & RNPs
RDU – on hold BFOT and TARGETS 5.2
PXT – VOR MON, BFOT issues
WRI – Multiple NAVAIDS VOR MON generated
BGR – RNAV STARs
BNA – facility request
NPA – RNAV SID & STAR for the military
ZBW – NavCanada T-route project
LGA – SIDs and RNPs, may fall under North East Corridor (NEC)
ACR- Atlantic Coast Route Program

Submitted by Bill Wise ESA PBN Article 114 Rep

Western PBN Update – October 2017
A FWG kickoff and design meeting was held in September at Aspen-Pitkin County Airport (KASE) to design SID(s), STAR(s), and RNP(s). Significant focus was given to current required opposite direction operations due to mountainous terrain. Several hours were spent discussing feasible SID designs. The request was made to explore RNP-1 SIDs in addition to RNAV-1 SIDs. STAR and RNP options are still being considered. Next FWG meeting TBD.

The transfer of KBUR RNPs as a "separate utility of Metroplex" into a Single Site recently took place. Industry has requested expedited processing, however the WSC-OSG discovered potential environmental challenges and strategic Community Involvement might be required.

Josh Haviland, Western PBN Rep

PBN and EoR 9/7-10/3
9/7-13 On site at AJV-14
9-8 Participated in PBN NIWG Telcon. Topics included ALPA VNAV issue, fleet equipage survey, EoR
9/11 Participated in Community Involvement Desk Guide Telcon. Concerns continue to be expressed with ensuring the document lines up with the PBN .41 process, ensuring PBN Co-leads retain ownership of their projects to include community involvement.
9/12 Participated in IAH EoR ops telcon. Houston is conducting EoR to widely spaced runways traffic permitting.
9/13 Participated in NATCA ALPA VNAV discussion. The ALPA issue brings mixed equipage to forefront of EoR decisions.
9/14-15 Leave
9/18 Participated in Northeast Corridor NIWG Telcon
9/19-21 Participated in quarterly PBN Co-lead meeting.
9/22 Participated in an EoR Human Factors preparation telcon. Evans Corp is conducting Human Factors survey in Denver and planning on also Seattle. Discussed potential questions planned for controllers and management.
9/26-29 Participated in Industry Tech Pilot meeting in Denver. Topics included ALPA VNAV, EoR, procedure design issues in the cockpit, etc.
9/27 Participated in AFS telcon to begin discussion on preparing for EoR Dependent Ops HITLS.
10/2-3 On site in DC

Phil Hargarten, PBN Rep/National EoR Rep

PBN/Metroplex Design and Implementation Lead Monthly Report – 10/4/17

Metroplex: The Florida Metroplex facility POCs are meeting the weeks of October 2 and October 9 to reevaluate the scope of the project because of budget, schedule and funding concerns. Because of the agency's self-imposed requirements for community involvement, the costs associated with this effort, along with the escalating environmental costs, on a project the size of Florida Metroplex had caused the original scope of the project to become unsustainable. Post-implementation of SoCal Metroplex amendments is scheduled for October 2017, November 2017, and February 2018. The SoCal project is looking at a closeout in March 2018. Detroit/Cleveland Metroplex is still working towards a May 2018 implementation date but may move to the right due to environmental timelines. There are still ongoing issues with Delta concerning published speeds on the STAR above FL200 but alternate designs have been proposed to mitigate those concerns. Also, DTW still has concerns over the ability to use of trips to maximize the proposed Metroplex designs. The CLT project closed-out the week of September 18 and current rough estimates show that the CLT Metroplex designs far exceeded the initial benefits expectations. The Denver Metroplex team met the week of September 25 to discuss TBFM impacts and options. The Las Vegas Metroplex has already begun design work with a 25% design complete milestone of October 23. Atlanta Metroplex is working towards their final implementation in October with a project closeout scheduled for December 2017. The next Metroplex Leads meeting is scheduled for January 9-11, 2018 in San Diego.

Part of the current Florida re-scoping options is to incorporate a portion of the AC Q routes from ZJX and ZMA. The Florida Metroplex team will work to connect the Q routes to the existing SIDs and STARs for an early implementation. The team will then reconnect the future Metroplex SIDs and STARs to the Q routes at a later date. The northern ACR Q routes (ZDC and north) could possibly be incorporated into the NE Corridor initiative or become a stand-alone project with a dedicated set of Co-Leads.

The PBN office is currently working with Flight Standards (AFS), Aeronautical Information Services (AIS), Service Center Operational Support Groups (OSGs), Flight Inspection, and PASS on a workgroup to look at ways to streamline the Instrument Flight Procedures (IFP) development processes to improve the way we validate incoming IFP requests. This workgroup will also look at ways to better prioritize valid requests that aligns better with safety needs and the PBN NAS Nav Strategy. This workgroup kicked off on March 28 with a weeklong meeting in Seattle and will meet again in Atlanta the week of October 9. The timeline for completion of this work is TBD. Also, the document defining Industry roles and responsibilities on PBN

workgroups and projects is still currently in final status and is awaiting final signature. We are also involved with helping the agency create a Community Involvement Plan Desk Guide (CIPDG) to assist the PBN Co-Leads in developing community involvement strategies for their projects.
Submitted by PBN/Metroplex Design and Implementation Lead Art. 114 Ed Hulsey

NATCA National Airspace Rep
We continue to have moderate to major issues surrounding community involvement and the continuous changes associated with this subject. The agency has issued a desk guide to help the co-leads navigate this issue; we suspect many more changes will follow.

We recently added an additional NATCA co-lead in the eastern service center to help with the overwhelming workload. We will continue to monitor the PBN implementation workload in each service area and provide assistance as necessary.

We have been trying to get the FAA to create a procedure prioritization process for about 2 years now with no success. With resources growing thin and no prioritization process in place we believe this problem will continue to grow and become more difficult to deal with.

Submitted by Jim Davis NATCA National Airspace Rep

AIRSPACE TECHNICAL DEMONSTRATION 2 (ATD-2): Pete Slattery (CLT) represents the membership as the Article 114 Representative for ATD-2. His report for is below.

After more than two years of preparation, design, training, and deployment, the NASA/FAA ATD-2 IADS system is in use in the Charlotte Douglas International Airport (CLT) Air Traffic Control Tower (ATCT), Terminal Radar Approach Control (TRACON) and Washington Air Route Traffic Control Center (ZDC). Additionally, NASA ATD-2 hardware and software is also in use at the AAL Ramp Tower at the CLT airport. Together these systems will be used during the Phase 1 Field Demonstration to conduct departure metering later this fall.

The change to departure metering from current day practice of first-come-first-served, was deemed too great a change to undertake all at once. Therefore the full capabilities of ATD-2 are being implemented in 3 micro-phases over the next 60 days. Full capabilities will be realized and utilized by the end of November of this year. The three phases can be briefly described as follows:

- Phase 1A. Data Exchange and Integration. (Between ATC and Ramp)
- Phase 1B. IDAC-style APREQ Negotiation with ZDC + Phase 1A Capabilities.
- Phase 1C. Full Surface Departure Metering + Phases 1A & 1B Capabilities.

To further industries understanding of the Integrated Arrival Departure Surface (IADS) concept, NASA provides frequent seminars detailing ATD-2 concepts and methodologies. I recently participated in one of these meetings. The meeting I attended was a joint meeting of two government/industry Collaborative Decision Making (CDM) teams; The Surface CDM Team (SCT) and the CDM Automation Team (CAT). Both of these groups met at the Air Traffic Control System Command Center (ATCSCC) in Warrenton, VA on September 27th. During the meeting NASA presented a comprehensive overview of the activities taking place at CLT over the next 3 years. NASA described how their IADS system is expected to work and the benefits it is expected to bring to both the FAA and Industry. Topics discussed at the meeting included the development of industry tools to allow flight operators to interface with future FAA systems such as TFDM, expectations for Earliest Off Block Time (EOBT) data sent by flight operators, and roles and procedures for establishing when surface departure metering is required at airports. The meeting went very well with some lively discussion that I was able to contribute to.

Future activities for ATD-2:
October 12: Phase 1A: Data Exchange & Integration Status Meeting I
October 18 & 19: ATD-2 support of TFDM Build 2 Kickoff Meeting
October 23: Software Release 3.0.6 deployed to field
October 24: Phase 1A: Data Exchange & Integration Status Meeting II
October 26: Phase 1B: IDAC Style APREQ Negotiation with ZDC target date

As always, I will continue to look out for the best interests of TMCs and controllers as this research project enters its next phase.

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**.**

Standard Terminal Arrival (STAR) Criteria WG

Participated via telcon with the STAR WG. We discussed a recommendation that was brought to the Aeronautical Charting Forum (ACF) for the FAA to add Minimum Safe Altitudes (MSA's) not only on SIDS, but also STARS. ACF accepted the issue and introduced it to the IFPP, which was brought up during our discussions on October 3, 2017. However, after several minutes of conversation, we agreed to table it for a future meeting and in the meantime, more information will be sent to the members of the WG for review.

FAA 8260.3D (Draft)

A draft copy of the FAA 8260.3D was sent out by AFS for review and comments. Based on initial review, NATCA still does not concur with the majority of the requirements regarding Standard Terminal Arrival (STAR) design criteria and will be submitting several proposed language changes. The FA 82260.3d is scheduled to become effective around the December-2017/January-2018 timeframe.

NATCA Airspace Committee

Participated in the airspace committee meeting on October 4, 2017.

Pilot Controller Procedures & Systems Integration (PCPSI)

Planning and Schedule Review: The PCPSI WG Q4 Face-to -Face meeting is scheduled for November 15th-17th in Henderson, NV.

FAA 7110.65 4-7-1 DCP SRMP: There will be a Safety Risk Management Panel (SRMP) held on December 6th-7th discussing the upcoming Document Change Proposal for the FAA 7110.65 regarding paragraph 4-7-1.

The background on this change is for Standard Terminal Arrival Routes (STARS) that provide course guidance to multiple runway transitions, pilots must be provided with runway transition information along with the descend via clearance. This allows pilots to program the Flight Management System (FMS) and fly the proper decent profile associated with the runway transition that was issued. On March 1, 2013, a memorandum was issued clarifying FAA JO 7110.65, Paragraph 4-7-1. The memorandum stated that Air Route Traffic Control Centers (ARTCC) should issue a landing direction and Terminal facilities should issue the runway transition to be flown. In limited situations when the procedures are covered in a letter of agreement, ARTCCs may issue the runway transition in lieu of Terminal. Once the aircraft is established on the runway transition, due to the behavior of some FMSs, runway changes and certain route changes become problematic for pilots. Prior to this change, controllers were required to vector aircraft to the final approach course when any runway change was issued once the aircraft past the point ten miles prior to the runway transition waypoint. This change provides limited relief from that requirement.

The change requires controllers utilizing descend via clearances on STARs with multiple runway transitions to issue the runway transition or landing direction in conjunction with the descend via clearance. After the aircraft has passed the point 10nm prior to the runway transition waypoint, an additional change relieves controllers from the requirement to vector aircraft to the final approach course with strict qualifiers when certain runway or course changes are made.

PARC NAV WG

The PARC NAV WG recently held a meeting in Seattle, WA as well as with some additional telcons where the main topics of discussions have resolved around the following:

RNP AR 50 second Rule Action Review: Mike Cramer (MITRE) reported that he and Barry Miller (FAA) had completed a draft outline for a recommendation to remove the 50-second requirement from RNP AR procedure design; reducing it to 15 seconds and handling exceptions through operational mitigation or non-approval. The outline was distributed the morning prior to the telecon and all members were asked to provide review and any feedback directly to Mike and Barry within the next week or two (mid-October).

A-RNP Team Status: Mike Cramer (MITRE) reported that the A-RNP subgroup had met on September 13th (virtual meeting). The results were a "brainstorming" list of actions and topics that the group believes need to be worked out prior to coming to a recommendation on each of the 4 A-RNP issues. Ron Renk (UAL) and Gary McMullin (SWA) were tasked with identifying locations where reduction of the OEA for A-RNP would be beneficial, and locations where the larger OEA is currently limiting application of A-RNP. Gary had identified sites and Ron is writing the draft material.

Barry Miller (FAA) had an action to identify specifically which design assurance related requirements are the same for AR and A-RNP in the ACs and other regulatory guidance. He produced a white paper for team review, which was distributed to the entire working group for review and comment just prior to this telecon. All interested members were asked to provide a review and feedback on the draft by mid-October directly to Mike and Barry.

A MITRE action from the A-RNP group was to continue to add to the table of bank angle limitations in various aircraft and systems. The table is quite complete for Part 121, and Mike has sent it to NBAA (Rich Boll) for their input from Gulfstream, Cessna, and similar aircraft systems.

RF.TF Concurrent Ops Action Review: Mike Cramer (MITRE) relayed that he and Mark Bradley (DAL) have completed a draft questionnaire for database and chart providers that will be used to add information to the options matrices regarding potential costs and complexity along the two primary paths. This will either be sent out by the SG or by individual operators from the SG in the next week or two.

Mike also noted that the MITRE path analysis for the 10-degree offset trials in the 737 MAX engineering cab will be available by next week.

Planning and Schedule Review: NAV WG Q4 F2F meeting – November 1 & 2, 2017, Delta (Atlanta), full day on the 1st and half day on the 2nd. Next telecon, November 29, 2017, 1 PM Eastern.

Established on Departure Operations (EDO)

The EDO Safety WG met on September 26th and 27th at the FAA Headquarters in Washington, DC. We received briefings from the by the William J. Hughes Technical Center (WJHTC) regarding the EDO Human-In-The-Loop-Simulations (HITLS) and Fast-Time Simulations they conducted. At this point, we are still in discussions with the FAA on the feasibility of EDO and no decision has been made yet.

Washington National Airport (DCA) and Baltimore Washington International (BWI) Full Working Group Meeting based on Roundtable Recommendations

Their second Full Working Group (FWG) was conducted at PCT on September 26th-28th with additional meetings schedule for October 17th-19th, November 14th-16th, and December 12th-14th. These meetings deal with recommendations made by DCA and BWI Roundtables regarding community concerns with current Standard Instrument Departures (SIDS) as well as some Instrument Approach Procedures (IAPs). A lot of information has been presented and discussed, but more work is required before any of the designs are at a state that can be presented to either the DCA or BWI Roundtables for consideration.

UNMANNED AIRCRAFT SYSTEMS (UAS): Steve Weidner (ZMP) is the NATCA Article 114 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.

NATCA/FAA WORKGROUPS

The NATCA/FAA Lost Link Standardization sub-workgroup held its first meeting in Washington DC on September 12-14. Five NATCA SME's (2 enroute, 2 terminal, and 1 oceanic) traveled to Washington DC and participated in this activity. The SME's are Danny Watson (ZAB), Jeremy McGinty (ZAU), Jamie Sanders (COS), Joe Klimes (TRI), and Abigail Anderson (ZOA). This workgroup began the work of formulating recommendations to the FAA on standardized UAS lost link procedures. Jeff Richards (NATCA) and Randy Willis (AJV-115) are the leads for the workgroup. In addition to NATCA and FAA participants, the workgroup included participants from DOD, MITRE, NAV Canada, Northrup Grumman, and General Atomics. Our thanks to all who volunteered to participate in this workgroup. The next meeting of this workgroup is tentatively scheduled for February 2018.

CHANGES TO UAS FACILITY MAPS (UASFM)

A recent change to the 7200.23A has prompted Air Traffic Services (AJT-22) to send out requests to some facilities to make changes to their UAS Facility Maps. These requests are being sent to the facility manager. Mr. Richards and Mr. Weidner have been coordinating these change requests with the affected facility reps. Please remember that the development of the UASFM for your facility was intended to be a collaborative effort. Any changes made to the map should also be done in a collaborative fashion.

LOW ALTITUDE AUTHORIZATION AND NOTIFICATION CAPABILITY (LAANC)

Again, the vast majority of Mr. Richards and Mr. Weidner's time this past month has been spent on the development of LAANC. Mr. Richards and Mr. Weidner and their FAA counterparts have begun traveling to the prototype facilities to provide initial training on the LAANC tool. The following facilities will receive the initial version of LAANC and will provide testing and feedback: MIA, CVG, ZMP, LNK, RNO, SJC, PHX, ANC/LHD and MRI.

Initial training has been completed at SJC and RNO. Training for the remaining sites is scheduled between now and the end of October. The LAANC tool is scheduled to become operational at these prototype sites on or about October 16th. Provided all goes well at the initial sites, the LAANC tool will be deployed in facilities across the NAS throughout CY2018. The initial deployment will simply replace the manual process in which notifications are accepted and authorizations are approved. The tool itself will be used solely by staff support/management during the initial phase. It is envisioned the future iterations will be incorporated into operations.

As a reminder, LAANC will automate the UAS authorization for Part 107 proponents. There are still few legal issues to work through, but LAANC is expected to be able to provide notification for Part 101/Hobbyist proponents by early in CY2018. The initial test version of LAANC will only include Part 107 authorizations.

The Agency is working with several industry partners who will provide this service to the various UAS proponents. The Agency will provide UAS facility map data to the industry partners. The partners will, in turn, develop tools that will provide authorization and notification services to the proponents, on a real-time basis, based on the UAS facility map data. The authorizations and notifications will be instantly transmitted back to the facility for which the authorization/notification was made.

AVIATION RULEMAKING COMMITTEE (ARC)

Mr. Weidner and Mr. Richards continue to participate in two different ARC's as subject matter experts (SME's). The UAS Identification and Tracking ARC is expected to complete its work and make its recommendations to the FAA soon. The UAS Controlled Airspace ARC held its kickoff meeting on Sept 26-27. This ARC is expected to meet over the next several months before finalizing its recommendations to the FAA.

UAS QUESTIONS

As a reminder, any UAS related questions can be addressed to Mr. Weidner and Mr. Richards at UAS@natca.net.