MONDAY:

For full agenda, see page 16.

7:30 a.m. - 5:00 p.m.
REGISTRATION

8:30 a.m. - 11:00 a.m.
WORKSHOP: *NATCA 101*

9:45 a.m. - 11:00 a.m.
WORKSHOPS: *Safety Risk Management, QA/QC, Human Factors*

Noon - 12:15 p.m.
WELCOME: *Steve Hansen, NATCA National Safety Committee Chair*

12:15 p.m. - 12:45 p.m.
KEYNOTE ADDRESS: *Paul Rinaldi, NATCA President*

12:45 p.m. - 2:45 p.m.
PRESENTATION: *Dr. James Fallon*

2:45 p.m. - 3:15 p.m.
BREAK

3:15 p.m. - 4:00 p.m.
PANEL: *Foundations of Professionalism*

4:00 p.m. - 4:45 p.m.
PANEL: *Human Factors in Pilot/Controller Communications*

4:45 p.m. - 5:30 p.m.
AIR TRAFFIC FEUD
(See page 5 for details.)

5:30 p.m. - 6:30 p.m.
MEET & GREET: *CFS Sponsors & Exhibitors (Rio Pavilion)*

NATCA DAILY DISPATCH

MONDAY, MARCH 2, 2015

CFS 2015: Safety Is In Our DNA

Welcome to Communicating for Safety (CFS) 2015.

Thank you for joining us in the interest of elevating aviation safety in this great country and around the world. We are glad you chose to bring your expertise to CFS 2015!

Paul Rinaldi PRESIDENT

Patricia Gilbert EXECUTIVE VICE PRESIDENT

Steve Hansen NAT'L SAFETY COMMITTEE CHAIR

When planners sat down to organize the first CFS in 1999, they focused on the local level, talking about what mattered most to controllers and engineers in individual facilities across the U.S. But soon, the discussions evolved. As our technology and capabilities have expanded, so has CFS — from 40 attendees in 1999 to over 1,500 registrants this year! With such an impressive increase in participation, we have seen a bigger, more multifaceted picture emerging.

Within the NATCA family, we often say that safety is in our DNA. As you probably remember from high school biology, DNA chains are comprised of hundreds of thousands of molecules, which on their own do not affect any change within a body. But joined together in sequences, these molecules compound to form proteins — the quintessential chemical in the body. These individual proteins are tiny but integral agents that create and maintain incredibly complex systems.

Let's apply this metaphor to our mission for aviation safety. Each of you in this room performs a single but essential function within the airspace, and without you, aviation could not be as safe and efficient as it is. After all, every big initiative and innovation, like the ones we will examine this week, start with individual ideas. CFS is about bringing these ideas together.

The conversations we will engage in together over the next few days will help set the course of our industry at home and abroad. As a stakeholder, you are also an innovator and an essential part of the National Airspace System (NAS). Thank you again for joining us to improve aviation safety and efficiency worldwide. Enjoy the conference!

#NATCACFS

Join the conversation via NATCA's TweetWall!

OR send a text (140 characters max) to 702.904.9784 if you don't have a smartphone with Twitter access.

Download the app!

iPhone

Android

Spotlight: Dr. James Fallon

This afternoon Dr. James H. Fallon, Ph.D., will discuss how our personalities determine our productivity.

Fallon is Professor Emeritus of Anatomy & Neurobiology and Professor of Psychiatry and Human Behavior at the University of California, Irvine. He has a doctorate in neuroanatomy and physiology from the University of Illinois, and a master's degree in psychology and psychophysics from Rensselaer Polytechnic Institute. He is a Sloan Scholar, Senior Fulbright Fellow, National Institutes of Health Career Awardee, and recipient of a range of honorary degrees and awards. He sits on several corporate boards and national think tanks for science, biotechnology, the arts, and the U.S. military. He is a subject matter expert in the field of cognition and war for the Pentagon's Joint Command.

Dr. James Fallon
"How Does Your Personality Determine Your Productivity?"
Rio Pavilion Ballroom • 12:45 p.m.

His research program focuses on adult stem cells, chemical neuroanatomy and circuitry, higher brain functions, and brain imaging. Fallon's lab was the first to discover how to mobilize massive numbers of adult stem cells to reverse the deficits in models of chronic stroke and Parkinson's disease, which was recently heralded as one of the top seven breakthrough findings of the decade. His lab is also creating new neural interfaces for advanced prosthetic limbs and neural chips.

In addition to his neuroscience research, Fallon has lectured and written on topics ranging from art and the brain, architecture and the brain, law and the brain, consciousness, creativity, the brain of the psychopathic murderer, and the Vietnam War. He has appeared on numerous documentaries, radio, and television shows for his work on stem cells, growth factors, psychopathology, tissue engineering, smart prostheses, schizophrenia, and human and animal behavior and disease.

Panel Preview: Foundations of Professionalism

Join representatives from NATCA and the Air Traffic Organization (ATO) at 3:15 p.m. today for a panel discussion on Foundations of Professionalism. Moderated by Andy Marosvari, NATCA Professional Standards Rep and National Safety Committee (NSC) member, and Robert Mickolayck, CSA En Route Chair and SUPCOM, the group will discuss how Turn Off, Tune In, Fully Charged, ATSAP, and Professional Standards all compliment each other in making the NAS the safest and most efficient system in the world.

Panel Discussion
Foundations of Professionalism
Rio Pavilion Ballroom • 3:15 p.m.

"We hope the audience will take away an understanding of the importance of each program and the importance of leveraging successes from all four," said Marosvari. "The professionalism of our members will be critical to a successful transition to working with new NextGen equipment, technologies, and a new workforce."

The panelists include: Jeff Richards, Fatigue Safety Steering Committee, NATCA (Fully Charged and Professional Standards); Garth Koleszar, Professional Standards and Turn Off, Tune In Rep, NATCA; Steve Hansen, Chairman, NSC, NATCA (ATSAP); Joseph Teixeira, Vice President of Safety and Technical Training, ATO (ATSAP); Bob Jones, District Manager, New England Terminal Ops, ATO (Fully Charged); and Tom Boland III, Assistant District Manager, Southern Skies District, ATO (Professional Standards).

Preview: Paul Rinaldi Keynote Address

Everyone knows that air travel is the safest form of transportation. U.S. air traffic controllers have a safety record second to none. As members of the aviation industry, each of us, as stakeholders, takes tremendous pride in the safety and efficiency of our airspace. So when fatal accidents occur in the U.S. and abroad, we all take it to heart. It touches us personally.

NATCA President Paul Rinaldi will take the stage today to discuss our roles in maintaining the safety of our airspace by implementing modern technology and procedures that allow us to more accurately track airplanes and enhance safety. From the Malaysia Airlines, Air Asia, and TransAsia disasters to the general aviation tragedies in Maryland, we must collaborate to ensure a future where no flight ever has a tragic ending.

KEYNOTE ADDRESS
Paul Rinaldi, NATCA President
Rio Pavilion Ballroom • 12:15 p.m.

Panel Preview: Human Factors in Pilot/Controller Communications

The pilot/controller communications panel, a recurring discussion at CFS, focuses on what happens every day when controllers plug in and pilots sit down in the cockpit. The safety of the NAS is dependent on pilots and controllers communicating effectively with one another. The conversations that take place between them can mean life or death.

Panel Discussion
Human Factors in Pilot/Controller Communications
Rio Pavilion Ballroom • 4:00 p.m.

This panel, moderated by NATCA NSC Chairman Steve Hansen, will focus on human factors during emergencies and Climb/Descend Via operations. We will hear from Jason Demalgaski, Human Factors and Fatigue Risk Manager, ATO; Dave Bricker, NATCA NSC Human Factors Rep; John Drexler, Air Traffic Services Group, ALPA; Dennis Kelly, Nat'l PBN Rep, NATCA; Mike Schilz, Safety Information Analysis Programs, ALPA; and Ric Loewen, NATCA National RSAT Rep.

The ability to react quickly and efficiently in an emergency is one of the most important traits both pilots and controllers possess, but those skills can be wasted if communication breaks down. Effective communication is paramount not only during an emergency, but during normal operations as well. As planes ascend and descend, precise communication is essential to flight safety. Join us today at 4:00 p.m. for this popular panel.

NATCA National Safety Committee Debuts New Website

Interested in what NATCA is doing to enhance and maintain safety in the NAS? Visit the revamped NATCA NSC website, natcasafety.com. Find updates on CFS, upcoming safety projects, contacts for the NSC members, and National Office Safety and Technology staff information. You'll also find summaries and updates on programs including ATSAP, Partnership for Safety, CISP, and Professional Standards. Get links to department updates, ATSAP briefing sheets, workgroups, and more.

natcasafety.com

2015 Archie League MEDAL OF SAFETY AWARDS

For the last 11 years, the Archie League Medal of Safety Awards banquet has paid homage to heroic flight assists that exemplify the dedication, professionalism, and commitment of our members. This year is no different. We are featuring winners in each issue of the Daily Dispatch so you can better understand what led them to win the award and who they are as individuals.

Today we have the honor of introducing Central Region winner Travis Arnold (R90), Southern Region winner Sarina Gumbert (F11), and New England Region winners Kelly Eger and Sarah LaPorte Ostrander (BOS).

CENTRAL REGION

Travis Arnold *Omaha TRACON (R90)*

Arnold had vectored an aircraft for an ILS approach into Lincoln on Dec. 13, when he noticed the pilot passing across the final approach course. After issuing a corrective heading, the pilot acknowledged but continued to turn the wrong direction. Communication was temporarily lost, but when it was reestablished, Arnold learned that the pilot's instruments were not working correctly. Arnold issued no gyro turns and closely monitored the aircraft's altitude. His instincts and quick thinking ensured the pilot landed safely at his destination.

Travis Arnold

I'm from: I'm a military brat. I was born in Okinawa, Japan, lived in California for 12 years, and joined the military from Nebraska.
I've been an air traffic controller since: 2001.
I became an air traffic controller: In the Air Force. I always wanted to do something related to aviation.
In my spare time, I enjoy: Staying active by running and waterskiing.
I have a major phobia of: Spiders.
Favorite sport: Baseball. Go Giants!
Dogs or cats? We have two dogs.

SOUTHERN REGION

Sarina Gumbert *Central Florida TRACON (F11)*

In the late morning of Oct. 24, an aircraft took off from Orlando International Airport and contacted Gumbert upon departure. During his initial contact with Gumbert, the pilot did not state his assigned heading, so Gumbert quickly verified. Although the pilot stated the correct heading, Gumbert realized he was not turning to that heading and was instead turning into traffic departing from the east complex. Gumbert immediately issued a new heading as the pilot was flying directly into the departure path of another aircraft. The pilot complied and narrowly avoided the other departing aircraft. Gumbert's proactive approach to the pilot's actions helped mitigate a dangerous situation.

Sarina Gumbert

I'm from: Gloucester, Mass.
I've been an air traffic controller since: October 1998. Military 1998-2005, contract tower 2005-2007, and FAA 2007-present.
I became an air traffic controller because: In high school, through friends, I met an air traffic controller. I was intrigued and asked him questions every time I saw him. When I asked how I could become a controller, he told me to join the military or go to a CTI school. I chose the Air Force and have loved ATC ever since. My mentor retired from my facility (F11) before I was picked up by the FAA, but the operating initials I chose from day one were his: AA.
In my spare time, I enjoy: Spending time with my family. I have a 12-year-old son who keeps me and my husband very busy.
Best vacation: A 12-day European cruise to Spain, Italy, Sicily, and Croatia.
Dogs or cats? Love my dogs! I have two Boston Terriers, Sox and Fenway, named after my beloved Boston Red Sox.
Favorite comfort food: POPCORN! I love popcorn.

NEW ENGLAND REGION

Kelly Eger *Boston ATCT (BOS)*

Sarah LaPorte Ostrander *Boston ATCT (BOS)*

During the evening push on Sept. 5, a JetBlue aircraft missed the assigned departure time and had to be taken out of sequence. Eger routed the aircraft around the airport and instructed the pilot to hold short of Runway 22R. The pilot responded correctly so Eger then cleared an aircraft for takeoff on runway 22R. Shortly after, Ostrander, who was training someone on ground control, alerted Eger that the JetBlue aircraft was not stopping at Runway 22R, where there was the aircraft taking off. Eger quickly stopped JetBlue right before the ASDE-X alert went off, avoiding a possible collision.

Kelly Eger

I'm from: Springfield, Mass.
I've been an air traffic controller since: 2008.
I became an air traffic controller because: I gained a passion for aviation while becoming a professional pilot and studying aviation management at Dowling College. It was there that I was introduced to the air traffic control career field.
In my spare time, I enjoy: Traveling, shopping, and spending time outdoors.
Favorite dish to cook: Red velvet cupcakes.
Favorite sport: Volleyball.
Candy or Chocolate? Chocolate-covered strawberries.

Sarah LaPorte Ostrander

I've been an air traffic controller since: 1998.
I became an air traffic controller because: When I signed up for the Air Force it sounded like the best job!
In my spare time, I enjoy: Hiking with my dogs, yoga, and spending time with friends.
Favorite dish to cook: Salmon piccata.
Dogs or cats? I'm a big animal lover, but dogs are my favorite.
Favorite comfort food: My mom's biscuits and gravy.

ARCHIE LEAGUE MEDAL OF SAFETY AWARDS

NOW ACCEPTING NOMINATIONS

FOR SAVES OCCURRING DURING THE 2015 CALENDAR YEAR

Please note the nomination process has changed for the 2015 calendar year. All nominations must be submitted electronically. Previous versions of the form, including pdf and paper copies, will not be accepted. The form may be accessed at natcamembers.org or by scanning here:

Guidelines:
The 12th annual Archie League Medal of Safety Awards will be presented at Communicating for Safety 2016 in Las Vegas. • Any NATCA member may nominate a save for the award. • Only members in good standing are eligible to win. • A save made by a small team of members is also eligible for the award. • All saves occurring since January 1, 2015 are eligible. • One nomination for each event must be received by no later than December 31, 2015 to be considered for an Archie League award. • Applicants must submit the audio/video tape of the event and a brief write-up describing the save. The write-up should include all relevant information on the save, including the date and a description of the events as they unfolded. • Please submit as much information on the event as possible as it helps the judges determine a winner. • All nominations for the 2015 calendar year must be completed by December 31, 2015. (Note: if your facility has a flight assist event worthy of nomination on December 31 or in the days immediately preceding it, please contact Doug Church at dchurch@natcadc.org immediately). • One winning entry will be selected from each of the regions. Of these regional winners, one will then be chosen as the most outstanding and presented the President's Award at the banquet.

flipping out for safety

If you leave the Rio and spend some time on the Vegas strip, you'll undoubtedly run into a few (or a hundred) guys looking to hand you an advertisement for the various entertainment this town has to offer.

Not to be outdone, we're handing out our own flippy cards stocked with info on some of NATCA's most important programs and committees. Don't just toss those cards when you're handed one – they're your ticket to win tons of great prizes! Note the number on the front of your card and the information on the back. If that number is called at any time throughout CFS, you'll get the chance to win big!

playing it safe

Everyone knows safety isn't boring, but who knew it could be so fun?

We're putting teamwork to the test this year with Air Traffic Feud, an entertaining take on the popular show, "Family Feud." Four teams will go head to head, answering questions and proving their aviation and trivia knowledge. Two teams will face off on the CFS stage today and Tuesday, and the winners from those contests will compete in the Air Traffic Feud Championship on Wednesday!

"We're really excited to change things up at Communicating for Safety 2015," says NSC Chair Steve Hansen. "There's going to be a lot of serious, technical information shared over the next few days, so this will be a fun break!"

Stand by for announcements throughout CFS for other exciting contests happening over the next few days!

COLLABORATIVE
PROGRAMS IN THE NEWS

NextGen is happening now, and NATCA is telling the flying public all about the successes. Check out the e-version of the Daily Dispatch at natca.org to view these articles online!

AVIATION TODAY

Raytheon to Continue Terminal Automation Replacement Through 2017
NATCA President Paul Rinaldi & NATCA National TAMR Rep Mitch Herrick quoted

Saab, Sweden ANSP Make Remotely Controlled Airports a Reality
Features NATCA Director of Safety & Technology Dale Wright

STARS Coming to 90 ATC Facilities Through 2018
Features NATCA National TAMR Rep Mitch Herrick

The Three-Year NextGen Plan: DataComm, MRO, PBN & Surface Ops
Features NATCA NextGen National Rep Mel Davis & National OAPM Study Team Lead Jeff Woods

All 20 En Route Centers to Use ERAM by Spring 2015
References NATCA's "NextGen Now" e-publication

THE WASHINGTON POST

FAA Rolls Out Taste of NextGen Air Traffic Control System in Dallas
NATCA President Paul Rinaldi quoted

WFAA-TV.COM

Happier Landings for North Texas Passengers
NATCA President Paul Rinaldi quoted

FEDSCOOP

Will Funding Issues Force FAA's NextGen into a Holding Pattern?
Features NATCA President Paul Rinaldi

WIRED MAGAZINE

Planes Are Finally Making Logical Descents Onto American Runways
Features NATCA National Airspace Rep Jim Davis

KHOU-TV.COM

FAA Changes Houston Sky Corridors to Save Money
NATCA President Paul Rinaldi quoted

BLOOMBERG NEWS

Airlines to Save Millions in Efficient Houston Airspace
NATCA Southwest Region Alternate VP Andrew LeBovidge & NATCA President Paul Rinaldi quoted

USA TODAY

DOT Strives to Reduce Houston Flight Delays, Save Fuel
NATCA President Paul Rinaldi quoted

AVIONICS TODAY

NextGen Procedures Go Live in Houston Metroplex
National OAPM Study Team Lead Jeff Woods quoted

national safety committee

Steve Hansen ZDC • CHAIRMAN
Steve currently serves as the chairman of NATCA's National Safety Committee (NSC). Steve has 26 years of ATC experience, beginning with USAF assignments at McClellan Tower, Sacramento, Calif.; Okinawa Approach Control, Okinawa, Japan; Eielson Tower, Fairbanks, Alaska; Tuzla Approach Control, Bosnia; and McChord Tower, Tacoma, Wash. Steve's military service was followed by a short stint working for the Dept. of Defense. Soon after, he began his FAA career at Fairbanks Tower & Approach Control, followed by Albuquerque Center (ZAB), and his current facility, Washington Center (ZDC). Steve has served NATCA as a FacRep, area rep, National Airspace Redesign rep, Regional LR team member, and Southwest Region safety rep.

Danny Aguerre ZMA • PILOT/CONTROLLER LIAISON
Danny has been a CPC at Miami Center (ZMA) since 1997 and has been with the FAA since 1990. She has served as the pilot/controller liaison since 2007. Danny also serves as the IFATCA rep on ICAO's Regional Aviation Safety Group Pan America Region (RASG-PA). She has a bachelor's degree in aviation business administration and a Master of Aeronautical Science from Embry-Riddle Aeronautical University. Danny was born in Montevideo, Uruguay, and is fluent in Spanish. Danny's NATCA involvement began when she attended her first Communicating for Safety in September 2006, at the beginning of the Imposed Work Rules, and there were only 198 attendees!

Mike Blake ZBW • VSRP REPRESENTATIVE
Mike is a charter member of NATCA and currently serves as the VSRP rep for the NSC. Mike worked as a controller at Boston Center (ZBW) and also served as NATCA's ZBW FacRep in the early and mid-1990s. He then ran unopposed in 1997 to become the New England RVP. Mike was re-elected in 2000 and again in 2003, becoming one of only a select few leaders in NATCA's history to serve three terms. Serving on the NSC for the past four years, Mike currently oversees NATCA's participation in the Confidential Information Share Program (CISP) with United Airlines, Southwest Airlines, and American Airlines. In addition, Mike leads NATCA's participation on the ATSAP Analysis Team and is NATCA's rep on the Aviation Safety Information Analysis & Sharing (ASIAS) Issues and Analysis Team (IAT), the Commercial Aviation Safety Team (CAST), and the Joint Implementation Measurement Data Analysis Team (JIMDAT).

Dave Bricker ZAB • HUMAN FACTORS REPRESENTATIVE
Dave started as a controller in the USAF in 1993, where he worked the Radar Approach Controls at Vance AFB, Okla., Osan Air Base, S. Korea, and RAF Lakenheath, England. In December 2000, Dave was hired by the FAA at Albuquerque Center (ZAB). He holds a bachelor's degree in aeronautics and Master of Aeronautical Science from Embry-Riddle Aeronautical University, and a doctorate in business administration from Northcentral University. He is the NATCA VP at ZAB and has previously been involved in over a dozen workgroups. Currently, he is involved in GIM-S, PHX 2015 Super Bowl, RNAV, HR onboarding and hiring, and the ERAM CHI Team. He has previously served as the ZAB safety rep and ZAB SW area rep.

Joseph Cardenas JFK • INTERNATIONAL REPRESENTATIVE
Joseph joined the FAA in 2007, and now works at JFK. A member of the NSC since 2012, Joseph continues to work with international partners in aviation safety from fellow controllers in other countries to foreign airlines operating in the U.S. He has attended regional and international assemblies of IFATCA and ICAO, building on his knowledge base and making important connections. His committee work has made him a better controller by giving him a greater understanding of the work that happens daily to keep the skies safe all over the world. Joseph has also served NATCA as a FacRep, Professional Standards committee member, and Recurrent Training Cadre.

Eric Carter SFO • TOWER REPRESENTATIVE
Early on, in high school to be exact, Eric would watch the planes in the sky outside the window instead of paying attention in class; this led him to the question – what would it take for him to do well in school? His answer: if he were paid to go to school, he would do just fine. Along came the FAA Academy ... and the rest is history. Eric has been a controller since 1990, working at Long Beach (LGB) Tower, Los Angeles (LAX) Tower, Bay TRACON (now part of NCT), and currently San Francisco Tower (SFO). In 2002, he became the SFO facility safety rep, and in 2007, became the Western Pacific Region safety rep. In 2008, when the ATSAP MOU was signed, Eric became involved with the ATSAP program, serving as an ERC member, and currently as an ERC analyst. As tower rep on the NSC, Eric represents what he claims, arguably, is the best region in NATCA – the Western Pacific Region!

Joey Vargo T75 • TRACON REPRESENTATIVE
Joey hails from Pittsburgh, and completed the CTI program from the Community College of Beaver County in 2006. Hired in 2007, St. Louis TRACON (T75) has been his only FAA facility. He currently holds roles as an ATSAP Cadre instructor and local crew rep, and started as the RNAV rep this year. Joey joined the NSC in 2012, just recently taking over as the TRACON rep. Rated as a private pilot, Joey enjoys working with pilots and industry, and enjoys those opportunities that CFS presents within this arena.

Drew Frankel ZOB • TMU REPRESENTATIVE
Drew is currently the NATCA en route rep to the Central Service Area ERC and the traffic management rep on the NSC. Drew has been with the FAA at Cleveland Center (ZOB) since February 1985, and earned his CPC in March 1988. In 2005, he went to TMU and has been assigned there ever since. During his time on the floor, Drew was an instructor/evaluator and trained most of the area's developmentals. This duty required Drew to dig into the .65, AIM, and FARs, and he was asked to be the NATCA liaison to QA, a role he performed for almost 15 years. He also helped implement and transition the facility into DSR and URET. Drew was the NATCA ZOB treasurer in 1990, and the Great Lakes rep on the National Finance Committee for several years, while also serving as area rep from 1991-2001. Drew started on the ATSAP training team in 2009 and later became NATCA's analyst on the WSA ERC. In late 2010, he was asked to serve in his present capacity on the CSA ERC.

Rafael Diaz ZNY • OCEANIC REPRESENTATIVE
Rafael was hired by the FAA in 2001. His area of specialization since starting his career has been Oceanic Airspace. Rafael was initially certified on Non Radar WATRS airspace (D Boards), followed by the Advanced Technologies and Oceanic Procedures (ATOP) system (also known as Ocean21). He graduated from the College of Aeronautics, located across from LaGuardia Airport, with a bachelor's degree in aircraft operations, with a minor in air traffic control.

Andy Marosvari BOI • PROFESSIONAL STANDARDS REPRESENTATIVE
Andy began his FAA career at New York Center (ZNY) in 1987, worked at Salt Lake City Center (ZLC) from October 1988 until January 2003, and is currently a controller at Boise ATCT (BOI). While at ZLC, he participated on the DSR and Airspace Redesign workgroups. He was the Area A NATCA rep for Quality Through Partnership, and was involved in numerous pilot educational briefings. At BOI, he has served as the NATCA VP and facility safety rep. He has also participated in numerous educational briefings provided to the local pilot community. In April 2009, Andy was appointed NATCA Northwest Mountain regional safety rep and currently serves as one of three NATCA national reps on the Professional Standards workgroup. He also serves as NATCA's rep on the Terminal Procedures team, Future Aviation Safety team, and the ATC Handbook Revision workgroup. He is an instrument rated private pilot and aircraft owner.

micah maziar TOL • COMBINED TOWER/TRACON REPRESENTATIVE

Micah graduated from Embry-Riddle Aeronautical University in 1999 with a bachelor's degree in aeronautical science with an air traffic control minor. He was hired by the FAA in 2000 and reported to his first and current facility, Toledo ATCT (TOL), later that year. Having grown up in a union household, Micah understood the importance of union membership and joined NATCA on his first day at the facility. From 2002-2005, he served his local as secretary, and he has been the local's president since 2006. Micah has been involved in many rewarding roles at NATCA, from legislative activities to public outreach, facility realignment, regional labor relations, and now safety initiatives. Through each of these activities, Micah has been able to learn and grow. The experiences have helped him become a better FacRep for his facility. Through the NSC, he hopes to be able to learn even more in order to assist facilities nationwide.

steve mckenzie ZID • EN ROUTE REPRESENTATIVE

Steve has been an NSC member since 2007. He started his ATC career while serving in the U.S. Marine Corps from 1985-1989. He worked as a radar controller at MCAS Yuma, Ariz., and MCAS Futenma, Okinawa, Japan. Steve was hired by the FAA in 1991 and has worked at Indianapolis Center (ZID) for his entire career. He has served as an area rep, facility safety rep, and has also served ATSAP in many positions. He's worked with the ATSAP Implementation and Training Team and served as the ERC en route member for the Western and Central Service Areas. Steve is now a member of the ATSAP Analysis Team (AAT), which supports the three Service Area ERCs and helps trend safety risk information to develop mitigations that deal with any identified safety risks. The AAT also works with the Confidential Information Sharing Program (CISP) that involves sharing ATSAP and airline ASAP data between programs.

mike collins AIRCRAFT CERTIFICATION REPRESENTATIVE

Mike has been the aircraft certification rep since 2013. He is the ENM AIR VP and has been a member the Local ENM AIR Safety Committee since it was originally formed. He graduated from the University of Washington in 1977 with a mechanical engineering degree and started his career in nuclear power plant construction. He transitioned to aerospace in 1984 as an engineer with Boeing in Renton, Wash. He has been with the FAA since 1989 as a propulsion specialist in the Transport Airplane Directorate of the Aircraft Certification Service. He represented the FAA on the NTSB investigation into the cause of the TWA Flight 800 fuel tank explosion and was on the FAA rulemaking teams that resulted in two new major transport airplane fuel tank safety regulations. Mike works on the standardization of the application and interpretation of those and other propulsion rules for transport category airplane projects, both foreign and domestic.

don schmeichel REGION X REPRESENTATIVE

Don has served as Region X rep since 1999. He is a charter member of the Engineers/Architects unit in the Renton ENM local, and serves as local VP. Don was hired into the Northwest Mountain Terminal Engineering Branch in 1986 after graduating from South Dakota State. Don was the lead electronics engineer for the Salt Lake City ATCT (SLC) and TRACON (S56) and Seattle (S46) TRACON facilities. Don was reassigned to the Seattle ES en route group in 2004. He designs automation and communications system installations at Denver (ZDV), Salt Lake City (ZLC), and Seattle (ZSE) Centers, and was the ERAM lead engineer.

judd wallace ZOB • EN ROUTE REPRESENTATIVE

Judd started his air traffic control career at Community College of Beaver County's CTI program. Hired by the FAA in the spring of 2007, he reported to Cleveland Center (ZOB) that summer. Shortly after becoming a CPC, Judd became the local safety rep at ZOB. Hired under the imposed work rules, Judd has seen a drastic change in how the entire agency is run. He has seen a culture of blame and punitive solutions turn into a collaborative effort to fix the issues. It is Judd's belief that this change only occurred due to NATCA's efforts to implement programs like ATSAP and Professional Standards. It is encouraging when the FAA comes to the workforce for solutions, rather than with solutions to be handed down. CFS is a great forum for both the Union and the Agency to strengthen these new lines of communication.

For more information about the NSC and its mission, please visit natcasafety.org.

NSC mentorship program

As NATCA works towards creating a formal mentorship program for the Union, the NSC has taken up the challenge to become the first national committee to implement an official mentorship program. The NSC has focused on pairing motivated safety NATCAvists to veteran committee members who will "show them the ropes" and give them a glimpse of what it takes to serve on the NSC.

catherine lovetro, ZHU

Originally from Brooklyn, N.Y., Cat has been a CPC at Houston Center (ZHU) since 2012. She graduated from Embry-Riddle Aeronautical University-Daytona in 2008, with a bachelor's degree in aviation safety, with a minor in air traffic management.

She worked as an aviation safety analyst for a federal government contractor in Washington, D.C., as well as an operations intern at ExpressJet Airlines in Houston. She is currently pursuing a master's degree in aeronautics from Embry-Riddle Aeronautical University-Worldwide and hopes to complete her degree in early 2015.

She has been selected to participate in the NSC mentorship program and looks forward to this opportunity to further pursue her passion in aviation.

jennie sandland, ZAN

Jennie started her government career in January 1990 by enlisting in the Army as a Russian interrogator. She began working for the FAA in Alaska as a Russian interpreter, along with Airspace Analysis and Obstruction Evaluation. In 1996, Jennie became a controller at Merrill Field Tower (MRI), where she spent four years before moving to Anchorage International Tower (ANC) for two years. In 2002, she transferred to Anchorage Center (ZAN), where she is today.

In 2010, Jennie became the first ZAN NATCA facility safety rep, a position she still holds. In summer 2012, she was selected to represent NATCA as a regional coordinator for collaboration for the Western Service Area. Her favorite position has been that of Alaska Region pilot safety outreach NATCA team advocate. This collaborative group was formed in January 2013 and in its first year reached hundreds of pilots within the state of Alaska.

brandon miller, PCT

Brandon began his aviation career by earning his private pilot license in 2006. He then graduated from a dual-degree program between Geneva College and the Community College of Beaver County with a bachelor's degree in business aviation and an associate degree in air traffic control. He was hired by the FAA in January 2008 at Potomac TRACON.

Brandon became the PCT safety rep in 2012 and has helped organize public outreach programs in the Maryland, Virginia, and Washington, D.C., areas, as well as pilot outreach programs such as Operation Rain Check and Airline Ready Room Briefings. He also works with his facility on all ATSAP issues and QC matters, in addition to chairing PCT's Professional Standards group. He has recently been selected to participate in the NSC mentorship program, and he is looking forward to learning about safety on the national level.

NextGen is Now!

Over the course of the last several years, NATCA has worked collaboratively with the FAA and industry to enhance the safety and efficiency of the NAS through safety initiatives and NextGen technologies. This special section of the Daily Dispatch takes a closer look at some of these dynamic technologies and how they will change the NAS for the better.

ADS-B

The FAA is leveraging this new technology to enhance surveillance, safety, and efficiency. Aircraft flying in the NAS are mandated to equip with automatic dependent surveillance–broadcast (ADS-B), and as aircraft equipage increases, so will benefits. The ADS-B Rule requires all users flying in Class A, B, C, and E (with some exceptions) to be equipped by Jan. 1, 2020, resulting in a gradual but significant shift in capability between now and then for controllers and users alike.

Several ERAM sites have begun operations with ADS-B in non-radar airspace including Indianapolis Center, Jacksonville Center, Los Angeles Center, and Houston Center - Domestic.

Meanwhile, key site testing for STARS and CARTS has begun at New Orleans and Southern California TRACONs. Other sites are expected to quickly follow. ADS-B coverage has been proven to enhance surveillance in all facilities, and many facilities are anxiously anticipating this capability. Controllers will soon have ADS-B surveillance coverage in areas where they have never had radar coverage.

Twenty-two en route (ERAM and MEARTS) and 63 Terminal (STARS and CARTS) sites have reached ADS-B Initial Operational Capability (IOC), allowing them to use this new surveillance source for separation.

As for equipage, approximately 9,600 aircraft were equipped with ADS-B as of February 2015, the majority being general aviation.

DATA COMM

Data Communications (DataComm) is right around the corner. The ability to send fully loadable revisions directly to the Flight Management System is coming over the next few months. The Tower Data Link Services (TDLS) version 12, which has the capability to send revisions to the flight deck and receive pilot responses, will be deployed to Salt Lake City, Houston Intercontinental, and Houston Hobby this summer. The Departure Clearance Application (DCL) that currently contains Pre-Departure Clearance will receive an improved Computer Human Interface (CHI) and the new Controller Pilot Data Link Communications (CPDLC) functionality.

These key sites will help test and validate the system and assist in an In Service Decision (ISD) from the FAA in December 2015. When an ISD is received, deployment to the remaining TDLS sites will begin in January of 2016.

In the en route environment, a final investment decision was reached last December that funded CPDLC functionality for "initial" services in the en route centers. Requirements and coding are currently ongoing and deployment will begin in the 2018-2019 timeframe. Last year, controllers from the National User Team, ERAM Chicago Team, and the DataComm Team ran scenarios utilizing CPDLC functionality. Controllers are looking forward to using the capability in the en route domain.

ERAM

The implementation of En Route Automation Modernization (ERAM) in 20 FAA en route centers is in its final stages. ERAM will be the platform with which all future NextGen projects must be compatible as the much-needed and anticipated modernization of our nation's airspace system continues.

There are four remaining facilities that have yet to declare ERAM operational readiness demonstration (ORD), which is the final stage of acceptance of ERAM as the facilities' operating platform. These four facilities, Washington Center, Jacksonville Center, New York Center, and Atlanta Center have been conducting numerous operational tests, and in some cases have declared continuous operations on ERAM.

Through the many months and years of NATCA involvement in this program, there have been too many NATCA members involved than could possibly be fully recognized here. It is through their hard work, and the work of the controllers back at their home facilities during their absences, that have made this program successful – so successful that the processes that have been collaboratively developed by the ERAM team are being used in many other projects.

Barring any unknown factors, NATCA is confident the four remaining facilities will declare ERAM ORD prior to March 31, 2015.

OAPM

It's an exciting time for the Optimization of Airspace & Procedures in the Metroplex (OAPM) program, along with Time Based Flow Management (TBFM), Performance Based Navigation (PBN), and Area Navigation (RNAV). Successful implementations in Houston and North Texas in 2014, followed by further collaboration between NATCA, the FAA, and other aviation stakeholders, were key to the success of airspace improvements in the Washington, D.C., Metroplex to improve travel for the holidays.

The Washington, D.C., Metroplex was the nation's first to have three, satellite-based highways in the sky running side by side by side, each dedicated to one of the three major airports in the region: Baltimore/Washington International Thurgood Marshall Airport, Dulles International Airport, and Washington National Airport. The D.C. Metroplex Team was the first to implement. They created the Metroplex implementation 'playbook,' and it has been continuously improved in other locations.

Work on Metroplex projects is now continuing in these locations: Phoenix, Atlanta, Southern California, Northern California, Charlotte, Cleveland/Detroit, and Florida.

NVS

The NAS Voice System (NVS) can accommodate all legacy resources, but at its core, this is a Voice Over Internet Protocol (VOIP) system. The system does not rely on direct connections with neighboring facilities. Instead users will be able to call whomever they need to, whenever they need to place the call. Designed to support tower, TRACON, and en route facilities, NVS brings some of best features of these legacy voice-switching systems to all options.

NVS is currently on schedule to be fielded at three key sites – Seattle, Seattle TRACON, and Seattle Center – in fiscal year (FY) 2018.

The air traffic user group for NVS looked at all available aspects of the system, including the Graphical User Interface, functionality, and the workstation. The second Air Traffic Early User Involvement Event is tentatively scheduled for the second quarter of FY16.

The key NVS NextGen functionality is asset sharing. Resources become available through the cloud, allowing a much faster response in operational contingency planning (OCP), business continuity planning (BCP), and scenarios (measured in minutes, not days/weeks).

RECAT

Wake Recategorizaton (RECAT), with Automated Terminal Proximity Alert (ATPA), are two of the more remarkable and successful components of NATCA's collaborative NextGen work with the FAA and the commercial and cargo airlines. In Memphis and at the other airports where RECAT has been implemented, RECAT has increased efficiency (arrival/departure rate at Memphis rose from 77 to 99 an hour) while maintaining the same high standard of safety the users of the NAS enjoy today.

RECAT has made applying wake turbulence separations between aircraft easier for controllers. The wake category is placed in the data block that radar controllers see and the flight strips that tower controllers read. This removes a time-consuming step in determining the wake separation between the many different types of aircraft. This is important because during heavy traffic, every second is critical.

In addition to Memphis, the NATCA-FAA-users team has implemented RECAT in Atlanta, Louisville, Cincinnati, and both Houston Intercontinental and Houston Hobby. Soon, the team will add New York-Kennedy, New York-LaGuardia, Newark, and Teterboro. In Atlanta, the benefits are also clear: Delta reports two minutes of taxi time reduction per aircraft, and credits RECAT in providing them with a higher degree of predictability, which allows for more accurate scheduling.

REMOTE TOWERS

Remote tower operations have moved forward worldwide, but the technology is still in the first steps here in the U.S. Sweden has certified a system, which is scheduled to begin testing this summer at Leesburg (JYO), Va. Many small communities look at this initiative as a viable option since they are not able to afford a brick and mortar control tower. An agreement between SAAB and VSATS (Virginia Small Aircraft Transportation System) is the first step to moving the high definition video to any location and lowering the initial costs.

The JYO remote tower system will have a camera tower atop the terminal building, 54 feet above ground level. The video will be sent to the remote tower center (located in a conference room) and displayed on 14 55-inch monitors. These monitors provide 360 degrees of coverage but are condensed into approximately a 220-degree view. The camera unit is approximately eight inches wide with windows in front of the cameras. High-pressure air is constantly blown on the front of these windows to prevent foreign objects such as snow and rain from affecting the view of the controller. While the air traffic control systems of Sweden and the U.S. are vastly different, NATCA looks forward to the opportunity to engage on this initiative.

TFDM

The Terminal Flight Data Manager (TFDM) program continues to move forward on several fronts. The effort to baseline Automated Electronic Flight Strips (AEFS) is scheduled to continue this month with developmental testing at Cleveland (CLE). Progress towards formal training documentation and material creation continued in February to obtain the necessary documentation needed to generate formal training for AEFS. Once these materials are created, they will be rolled back into CLE and Phoenix.

CLE continued to operate its AEFS last month with contract support on the Tech Ops side. Once formal training is created and vetted for Tech Ops, the local techs at CLE will begin providing support for AEFS. A planned demonstration test is also scheduled at CLE.

Meanwhile, a demonstration of the new Electronic Flight Strip Transfer System (EFSTS) touch keypad was performed at the FAA's Atlantic City Tech Center in February. The demonstration showed both functionality as well as brightness settings for day and night in an actual environment. The test was performed in the mock tower at the Tech Center. Moving forward, a list of needed functions will be pulled from facilities to ensure all correct requirements are captured to move forward with implementation.

UAS

The FAA Reauthorization bill of 2012 mandated that the FAA integrate Unmanned Aircraft Systems (UAS) into the NAS. The FAA has been working on integration for several years and has a UAS integration office set up specifically for this purpose.

NATCA has had a full time Article 48 rep for UAS, Steve Weidner, since November 2014. Prior to that, the NATCA Safety and Technology Department was working all issues associated with UAS. Weidner participates in all aspects of UAS integration, from the development of future technologies and requirements to working with individual facilities on their specific UAS operations. He will be working with the UAS office on the development and implementation of UAS training for controllers.

Full UAS integration into the NAS continues to be a challenge for several reasons, not the least of which is the variety of size and capabilities that exists in UAS airframes.

Unlike manned aircraft, UAS thus far have been unable to comply with the "see and avoid" requirement for aircraft operating in the NAS. Several efforts are underway to develop "detect and avoid" systems that will allow UAS to comply with the "see and avoid" requirement. NATCA is participating in these efforts through RTCA.

TAMR

The Terminal Automation Modernization and Replacement (TAMR) program launched into a busy 2015 by cutting over to Standard Terminal Automation Replacement System (STARS) at two facilities. Northern California TRACON reached initial operating capacity (IOC) on Jan. 27, followed by Fort Myers on Feb. 6. As this issue went to press, Midland was expected to reach IOC on Feb. 27.

TAMR is on track to hit several more milestones in 2015:

- TAMR teams either have or will survey 98 facilities
- STARS automation equipment will be delivered to 22 facilities
- 20 facilities will cutover to STARS
- Louisville, Minneapolis TRACON, Atlanta TRACON, Harrisburg, Pa., and Southern California TRACON are just some of the facilities that will cut over to STARS this year.

These milestones follow a series of deployments of the NextGen foundational program last year in Billings, Mont., Austin, Texas, Denver, and Allentown, Pa.

NATCA National TAMR Representative Mitch Herrick said NATCA's involvement in all phases of the TAMR program is a "major reason why the FAA is poised to accomplish something it has been unsuccessful at for nearly 40 years – having all terminal facilities utilizing the same automation system."

NATCA invites its members, particularly those at terminal facilities, to visit the Raytheon booth in the exhibit hall, test out a STARS workstation, and learn when STARS is coming to a facility near you. Raytheon, which greatly values the direct feedback from users of its systems, is also requesting volunteers to record a brief video at the exhibit about what they like best about STARS and what the user experience has been like.

CFS EXHIBITOR MAP

↑ **GENERAL SESSION ENTRANCE** ↑

413	
510	411
508	409
506	407
504	405
502	403
500	401

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414
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↓ **LOBBY/REGISTRATION** ↓

405 AEFS/TFDM	**300** Exelis	**413** NATCA Charitable Foundation	**312** Raytheon
410 Air Safety Investigation	**207** Fully Charged	**500** NATCA Reloaded	**503** Reed Timmer
310 Aireon	**201** Geico	**307** NATS iFACTS	**212** Saab Sensis
206 All Points Safety	**211** General Dynamics	**313** NAVCANatm	**414** SAIC
510 Angel Flight	**213** Harris	**304** New Bedford Panoramex	**200** SkyOne Credit Union
407 ATCA	**402** IDS North America	**506** NHCFAE	**210** Surveillance Broadcast Services
204 CEDAR/Falcon Interactive	**409** IFATCA	**412** NTSB	**401** Systems Atlanta
408 CISM	**301** Lockheed Martin	**502** OSHA	**306** Thales
411 Collaborative Decision Making	**203** Long Term Care Partners, LLC	**403** Plantronics	**209** Turn Off, Tune In
406 EAP/WorkLife	**202** NATCA Benefits Committee	**205** Professional Standards	**400** UFA, INC.
404 Evans Consoles	**504** NATCA Board of Trustees	**508** Professional Women Controllers Assn.	**208** WARP SMG

91 - 119 NATCA facility and candidate booths

Meet Your CFS Sponsors and Exhibitors

CFS has grown from a small safety conference with 40 attendees in 1999 to the aviation industry's leading conference, attracting over 1,500 attendees this year, resulting in considerable industry attention and an array of new exhibitors. This year's conference will feature more exhibitors than ever due to the invaluable feedback companies receive from NATCA members who visit their booths and provide user input on emerging technologies and equipment. Companies want NATCA members involved in the development of technology to provide a perspective from actual users of the technology, program, or equipment they are developing. Read below for detailed information about what some of our sponsors will be showcasing!

Raytheon

BOOTH 312 • raytheon.com

Bad weather takes the blame for most air traffic delays, but technology is on the way to help air traffic controllers work around the weather and keep more flights running on time. Raytheon is building those tools as part of the FAA's NextGen system.

The tools aim to put pilots and air traffic controllers ahead of the weather, rather than responding to it. They would provide up to eight hours notice of a flight-jeopardizing weather system, buying controllers much-needed time to re-route and reschedule traffic accordingly.

For example, a Miami-bound flight leaving from New York might now sit on the tarmac for hours if there's a storm over the mid-Atlantic. But an eight hour weather warning allows an air traffic controller to find a new flight path and get the wheels up on schedule.

The technologies also will compile data profiles of each flight that include its GPS and radar location, its flight plan, and predicted congestion of the airspace. That information, along with real-time weather and traffic data, will help controllers move planes through the system more efficiently through re-routing and traffic flow management.

The implications are huge: Inclement weather caused nearly half the flight delays in January and 63 percent in June, according to the Department of Transportation's Research and Innovative Technology Administration. Annually, delayed flights cost $40 billion a year, according to an estimate from the Congressional Joint Economic Committee.

Raytheon, with its long history of radar technology, will continue building tools to better manage the National Airspace System.

EXELIS

BOOTH 300 • exelisinc.com

Exelis is exhibiting a selection of global aviation solutions products that support operations at airport towers and terminal approach facilities. Exelis' products provide real-time situational awareness and capacity-demand predictions for airside and surface operations. Exelis Symphony is a suite of tools for real-time status, environmental/noise assessment, and surface resource planning. Symphony MobileVue now enables this capability on mobile devices with an Internet connection, like your phone or tablet. Exelis Osyris is the most deployed and proven AMAN/DMAN system in the world, with many new enhancements to airport surface management. Osyris provides scheduling, demand predictions, metering, what-if analysis, metrics reporting, etc. The user interface is optimized for ATC use, including ED109 certification.

Osyris maximizes use of available capacity at airports and reduces controllers' workload by improving traffic flow and automatically sequencing arriving aircraft. In simple terms, the Central Flow Management (CFM) component manages airline requirements prior to takeoff to suit their business needs. CFM matches airlines' scheduling needs with capacity at the destination, and coordinates departure and arrival slots to minimize airborne delays. Prior to top of descent, the AMAN component calculates target landing times to ensure the most efficient speed and energy profiles for arriving aircraft.

The Exelis Osyris AMAN system allocates an optimum standard arrival and approach profile for each aircraft, matched to that aircraft's performance. The profile is designated before the aircraft reaches top of descent, to ensure the optimum descent profile can be flown. This enables future capabilities to be integrated in the NAS today, like PBN RNP/RNAV procedures.

The Exelis tools provide foundational capabilities to improve airport surface operations defined in the Surface CDM ConOps that will be implemented under the TFDM program. Osyris has been implemented for ANSPs around the globe with startling success in achieving efficiency benefits.

NAVCANatm

BOOTH 313 • navcanatm.ca

NAVCANatm's feature this year at CFS is its NAVCANsuite integrated controller workstation, with a focus on our electronic flight strips component, NAVCANstrips. NAVCANstrips is an advanced tower, terminal, apron, and en route coordination system allowing controllers to manage electronic flight data online using touch-sensitive display screens.

NAVCANatm will also exhibit NAVCANlink, the company's collaborative decision-making tool for airport operators, operational staff, and air carrier operational managers. NAVCANatm representatives will demonstrate how all the products can facilitate Remote Tower services.

NAVCANatm's fully integrated suite of air traffic management tools is designed to innovate and simplify controller workstations by delivering mission critical air traffic control information. NAVCANatm's tools transform the tower environment, combining flight surveillance and operational data, making it safer and more efficient.

NAVCANsuite tower automation products provide controllers with an integrated platform for surface management, electronic flight data exchange, departure sequencing and scheduling, surveillance data integration, and enhanced data exchange with external stakeholders. Platform-independent and developed on an open architecture, this system is highly adaptable to any working environment.

Fully integrated with this suite is NAVCANlink, a collaborative tool offering a near real-time view of airport radar, traffic, weather, lighting, and navaid status – anywhere, anytime.

NAVCANatm had a very positive experience last year at CFS and the feedback the company reps received was thoughtful and well-informed. Input to the systems from the operational controllers is valuable and their suggestions contribute to the improvement of the company's products.

THALES

BOOTH 306 • thalesgroup.com

There is no conference more important for Thales than CFS. This venue allows Thales to reach the controller user community to engage with those who manage air traffic on a daily basis. Thales designs systems to help them manage traffic in all phases of flight safely and efficiently.

Thales has been designing and manufacturing air traffic management solutions in the U.S. for more than 70 years. Thales has multiple U.S.-based teams from Overland Park, Kan., to Arlington, Va., to Clarksburg, Md. The U.S. organization is one of Thales ATM's centers of excellence for the design and development of air traffic management solutions. The U.S. team is proud to be the product design authority for the latest generation electronic flight data solution, often referred to as electronic flight strips. Thales is transitioning control towers from paper to fully integrated electronic environments. This U.S.-based team is fueling the success of the Thales air traffic management group. They are working on further improving the product to provide the maximum flexibility necessary to support the mission of our U.S. controllers when the FAA rolls out a NextGen tower system to nearly 90 towers in the next decade.

Thales product development teams have senior air traffic operations professionals as part of the early definition, design, and development of mission-critical air traffic management solutions. They hire former ATCs and embed them with design teams in Europe and the U.S. These former controllers are critical to the company's success and have helped to tailor its automation platforms to meet the needs of the controllers who are using their systems worldwide.

Thales provides air traffic management solutions in over 100 countries worldwide. More than 16,000 controllers rely on Thales systems each day to help them provide exceptional service to aviation stakeholders.

LOCKHEED MARTIN

BOOTH 301 • lockheedmartin.com

The future of air traffic management is here. Air traffic and airport management technologies designed and built by Lockheed Martin facilitate thousands of journeys daily, helping billions of passengers arrive at their destinations safely and more efficiently than ever before.

NATCA NATIONAL OFFICE SAFETY AND TECHNOLOGY DEPARTMENT

Our NSC members and Article 48 representatives spend countless hours advocating for safety on behalf of NATCA. But there is another group of dedicated professionals who also spend their days ensuring the safety of the NAS. The Daily Dispatch is proud to introduce the NATCA National Office Safety and Technology Department.

Dale Wright
Director, Safety & Technology • dwright@natcadc.org

Dale Wright is NATCA's Director of Safety and Technology, as well as a retired air traffic controller. After entering the U.S. Air Force in 1975, he began his air traffic control career at Berlin Center in Germany before later relocating to England AFB in Louisiana. Joining the FAA in 1983, Dale spent 17 years at Charlotte (CLT) and Atlanta (ATL) air traffic control facilities and also served as a Liaison for Requirements and JPDO from 2000 to 2005. Dale spent many years as a member and chairman of NATCA's National Finance Committee. He has also served as NATCA's National Finance Committee Chair, CLT FacRep, IFATCA Executive Vice President of Finance and Finance Investment Committee Chair, and RTCA Tactical Operations Committee Co-Chair.

Robert Utley
Technical Representative Liaison • rutley@natcadc.org

Robert Utley provides support to the NATCA Article 48 tech reps and NATCA members participating in work group activities on operational issues. He also provides staff support and advocacy for the NSC, Air Safety Investigator (ASI) Committee, and NATCA tech reps on all matters related to terminal technology issues. Robert represents NATCA at national level safety forums where specific ATC operational expertise is required, and participates in work groups where specific ATC-related operations, procedures, or equipment may be affected. He maintains outreach and professional-level contact with aviation-related associations and unions. Robert worked for 23 years as an air traffic controller with the FAA and served in the U.S. Air Force for 10 years.

Mark Prestrude
En Route Technology Coordinator • mprestrude@natcadc.org

Mark Prestrude joined the team in July 2014. He participates on RTCA and IFATCA working groups, right-sizing NAS initiatives, and supporting the Commercial Space Article 48 rep. Mark retired from the FAA at ZLC in 2013 where he had been active in the local as an area rep, secretary, and the ERAM rep during the keysite phase of ERAM's deployment. Mark was first hired by the FAA in 1978 and then again in 1997 as a PATCO re-hire. He has 31 years working in U.S. Army, U.S. Air Force, and FAA ATC facilities. In 2008, Mark retired from the Air National Guard with 28 years of combined service time.

Bill Geoghagan
Terminal Technology Coordinator • wgeoghagan@natcadc.org

William (Bill) L. Geoghagan has 25 years of terminal air traffic control experience. He worked at Meridian Approach (NMM), Nashville Tower (BNA), Gulfport Tower (GPT), and Savannah Tower (SAV). He retired from the FAA in August 2012 and is now the NATCA rep for the Blended Airspace initiative. Bill serves on the Low Activity Towers subgroup of the NAS Right-Sizing Initiative. He is active in RTCA groups SC-217, Aeronautical Databases; SC-206, Aeronautical Information Services and Meteorological Data Link Services; and SC-213, Enhanced Flight Vision Systems/Synthetic Flight Vision Systems. His background prior to the FAA included employment in the fields of electronics, satellite communications, and photojournalism. Bill now resides in the D.C. area.

Chris Stephenson
Terminal Operations Coordinator • cstephenson@natcadc.org

Chris Stephenson has over 32 years of frontline air traffic control experience. He began his career with the U.S. Navy in 1978, serving at the Naval Air Test Center Patuxent River, Md. (NHK), and with Tactical Air Control Squadron 21 in Virginia Beach, Va. Following his discharge in 1986, Chris returned to Patuxent River as a Dept. of Defense civilian controller. In 1991, he transferred to the FAA and spent two years at Andrews Tower (ADW), followed by 18 years at Washington National Tower (DCA). Chris has held several positions within NATCA, including eight years as the DCA FacRep and six years as the legislative coordinator for the state of Maryland. Now retired from government service, he has been the NATCA subject matter expert for UAS integration into the NAS for the last four years.

Pauline Hines
Safety & Tech Administrative Assistant • phines@natcadc.org

Pauline Hines was originally hired into NATCA's accounting department in October 1999, 15 years ago! She spent four years there before moving to Safety & Tech. Pauline handles uploading Safety & Tech updates and reports to the website, filing, and balancing multiple budgets. She also helps in travel arrangements for the department and assists the NATCA membership dept. as well. Pauline resides in Maryland with her husband and two dogs. In her free time, she enjoys shopping, arts and crafts, and bowling.

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LOCKHEED MARTIN

MONDAY AGENDA

7:30 a.m. - 5:00 p.m. REGISTRATION

8:30 a.m. - 11:00 a.m.
Workshop: NATCA 101 *(Congo B/C)*

9:45 a.m. - 11:00 a.m.
Workshops: Safety Risk Management *(Brasilia 3)*, Quality Assurance/Quality Control *(Brasilia 4)*, Human Factors *(Brasilia 5)*

Noon - 12:15 p.m.
Welcome: *Steve Hansen, NATCA NSC Chair*
National Anthem: *Elise L. Wolff Elementary School Choir*

12:15 p.m. - 12:45 p.m.
Keynote Address: *Paul Rinaldi, NATCA President*

12:45 p.m. - 2:45 p.m.
Presentation: *Dr. James Fallon*

2:45 p.m. - 3:15 p.m. BREAK

3:15 p.m. - 4:00 p.m.
Panel: *Foundations of Professionalism*
Moderated by Andy Marosvari, NATCA Professional Standards Rep & NSC member, and Robert Mickolayck, CSA En Route Chair, SUPCOM.
Panelists include:
 Jeff Richards, Fatigue Safety Steering Committee, NATCA
 Garth Koleszar, Professional Standards Rep, NATCA
 Steve Hansen, Chairman, NSC, NATCA
 Joseph Teixeira, Vice President of Safety & Technical Training, ATO
 Bob Jones, District Manager, New England Terminal Ops, ATO
 Tom Boland III, Asst. District Manager, Southern Skies District, ATO

4:00 p.m. - 4:45 p.m.
Panel: *Human Factors in Pilot/Controller Communications*
Moderated by Steve Hansen, Chairman, NATCA NSC.
Panelists include:
 Jason Demalgaski, Human Factors & Fatigue Risk Manager, ATO
 Dave Bricker, Human Factors Rep, NATCA NSC member
 John Drexler, Air Traffic Services Group, ALPA
 Dennis Kelly, Nat'l PBN Rep, NATCA
 Mike Schilz, Safety Information Analysis Programs, ALPA
 Ric Loewen, National RSAT Rep, NATCA

4:45 p.m. - 5:30 p.m.
Air Traffic Feud: Round 1

5:30 p.m. - 6:30 p.m.
Meet & Greet: *CFS Sponsors & Exhibitors (Rio Pavilion)*

TUESDAY AGENDA

7:30 a.m. - 8:30 a.m. BREAKFAST

7:30 a.m. - 3:00 p.m. REGISTRATION

8:30 a.m. - 8:35 a.m.
Welcome: *Steve Hansen, NATCA NSC Chair*

8:35 a.m. - 9:00 a.m.
Keynote Address: *Hon. Christopher Hart, Acting Chairman, NTSB*

9:00 a.m. - 11:00 a.m.
Presentation: *Gordon Graham*

11:00 a.m. - 11:30 a.m. BREAK

11:30 a.m. - 12:30 p.m.
Panel: *Advancing Safety in the Aviation Industry Through Voluntary Reporting*
Moderated by Mike Blake, VSRP Rep, NATCA NSC member, and Dr. Hassan Shahidi, Director of Aviation Safety, MITRE.
Panelists include:
 Peggy Gilligan, Associate Administrator for Aviation Safety, FAA
 Joseph Teixeira, Vice President, Safety & Technical Training, ATO
 Mike Schilz, Safety Information Analysis Programs, ALPA
 Steve Hansen, Chairman, NSC, NATCA

12:30 p.m. - 1:50 p.m. AWARDS LUNCHEON

1:50 p.m. - 2:50 p.m.
Panel: *Aviation Weather*
Moderated by Steve Hansen, Chairman, NATCA NSC and Jenn Van Rooy, NATCA Reloaded Committee. Panelists include:
 Reed Timmer, Storm Chasers
 Keith Gordon, Director of Aviation for Flynn-Gallagher Associates & NBAA
 Marc Henegar, Air Traffic Services Group, ALPA
 Matt Tucker, National Weather Rep, NATCA
 Andy Marosvari, NATCA Professional Standards Rep, NATCA NSC member
 Tony Smith, ATCSCC Facility Rep, NATCA
 Greg Byus, Acting ATCSCC Air Traffic Manager, ATO
 Kim Stover, Acting Director of Operations, Central Service Area South, ATO

2:50 p.m. - 3:25 p.m. BREAK

3:25 p.m. - 3:45 p.m.
Keynote Address: *Edward Bolton, Assistant Administrator for NextGen, FAA*

3:45 p.m. - 4:45 p.m.
Panel: *Chicago Center (ZAU) Outage*
Moderated by Trish Gilbert, NATCA Executive Vice President, and Steve Wallace, Miami Center, NATCA.
Panelists include:
 Bryan Zilonis, Great Lakes Regional Vice President, NATCA
 Terry Biggio, Vice President of Air Traffic Services, ATO
 Toby Hauck, Chicago Center Facility Rep, NATCA
 Bill Cound, Air Traffic Manager, Chicago Center, ATO
 Matt Walters, South Bend Facility Rep, NATCA
 Dan Pawelski, Air Traffic Manager, South Bend, ATO
 Mike Thompson, Minneapolis Center Facility Rep, NATCA
 Ron Sekenski, Staff Manager, Minneapolis Center, ATO

4:45 p.m. - 5:30 p.m.
Air Traffic Feud: Round 2

5:30 p.m. - 6:30 p.m.
Meet & Greet: *CFS Sponsors & Exhibitors (Rio Pavilion)*

WEDNESDAY AGENDA

7:30 a.m. - 8:30 a.m. BREAKFAST

7:30 a.m. - 11:00 a.m. REGISTRATION

8:30 a.m. - 8:35 a.m.
Welcome: *Steve Hansen, NATCA NSC Chair*

8:35 a.m. - 9:25 a.m.
Keynote Address: *Tom Costello, NBC News Correspondent*

9:25 a.m. - 10:45 a.m.
Panel: *Air Traffic Control Modernization & Safety*
Special introduction from Teri Bristol, COO, ATO.
Moderated by Margaret Jenny, President, RTCA Inc., and Dale Wright, NATCA Director of Safety and Technology.
Panelists include:
 Dr. David Harrison, Director of Safety, NATS UK
 Aaron Curtis, Prospect ATCOs Branch, UK
 Patrik Peters, President and CEO, IFATCA
 Lynn Ray, Vice President of Mission Support, ATO
 Jeff Woods, National PMO Rep, NATCA
 Peggy Gilligan, Associate Administrator for Aviation Safety, FAA
 Capt. Joe DePete, First Vice President, ALPA
 Peter Duffey, President, CATCA

10:45 a.m. - 11:25 a.m. BREAK

11:25 a.m. - 11:55 a.m.
Presentation: *National Safety Initiative*
Steve Hansen, Chairman, NATCA NSC
Joseph Teixeira, Vice President Safety & Technical Training, ATO
Kim Stover, Acting Director of Operations, Central Service Area South, ATO

11:55 a.m. - 12:40 p.m.
Air Traffic Feud: Championship Round

12:40 p.m. - 1:40 p.m. LUNCH

1:40 p.m. - 2:40 p.m.
Fireside chat with FAA Administrator Michael Huerta and NATCA President Paul Rinaldi

3:00 p.m. - 4:00 p.m.
*Workshops

4:00 p.m. - 4:30 p.m. BREAK

4:30 p.m. - 5:30 p.m.
*Workshops

6:30 p.m. - 7:30 p.m.
Archie League Medal of Safety Awards Reception

7:30 p.m.
Archie League Medal of Safety Awards Banquet
(Ticket required for admission.)

*WORKSHOPS

- Human Factors in ATC *(Brasilia 6)*
- Partnership for Safety *(Brasilia 4)*
- Weather *(Brasilia 7)*
- Collaborative Decision Making *(Palma C & D)*
- Accident Response *(Palma E & F)*
- Quality Assurance & Quality Control *(Brasilia 5)*
- Safety Risk Management *(Brasilia 1)*
- ADS-B *(Palma A & B)*
- Emergency Response *(Brasilia 2)*
- Unmanned Aircraft Systems *(Miranda 2)*
- Air Traffic Training *(Brasilia 3)*
- Remote Towers *(Miranda 1)*