

15C.115A9 NextGen Advisory Committee (NAC) Recommendations

Description

Achieve, within a calendar quarter of their scheduled dates, 80% of the FAA's commitments to Congress in response to the NAC recommendations (a total of 31 targets).

Special Designations: OSI (80%), Corporate STI (90%)

Commentary (January 2015)

(January 2015) NAC 80% goal is currently on track, with 8 of the 8 activities currently stasured green. 19 of 31 activity targets are stasured green, with 14 activity targets marked complete : 61% on track and 45% complete.

Commentary (December 2014)

December 2014) NAC 80% goal is currently on track, with 8 of the 8 activities currently status green.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green

✓ Indicates that the item is complete.

BPB Report Builder - Commentary Scorecard

Generated on February 12, 2015

	Title	Jan	Jan Commentary
Deliver Benefits Through Technology/Infrastructure			
1	Deliver Advanced Electronic Flight Strips (AEFS) at Cleveland Hopkins International Airport (CLE).	✓	January 2015 - Completed: The system was delivered to Cleveland Hopkins International Airport (CLE) on the week of December 1, 2014. (Updated 2/9/2015)
2	Traffic Flow Management System (TFMS) to publish data via System Wide Information Management (SWIM).	✓	December 2014 - Completed. Data is being published via SWIM as of December 8,2014. (Updated 1/8/2015)
3	Deploy the SWIM Visualization Tool (SVT) to six (6) FAA facilities [Boston, Houston, NY, Chicago, Louisville, and Potomac], depending on operational needs, to provide surface management capabilities from the (ASDE-X) and Airport Surface Surveillance Capability (ASSC) data published to NAS Enterprise Messaging Service (NEMS) via SWIM Terminal Data Distribution System (STDDS).		January 2015 - On Track. Three sites were completed: Potomac (PCT), Chicago (C90), New York (N90). Three sites remaining: Houston (I90), Boston (A90) and Louisville (SDF). (Updated 2/9/2015)
4	Initiate a collaborative FAA-Industry team to develop procedures on how to utilize "Estimated Offblock Time" (EOBT) data elements to improve Time Based Flow Management (TBFM) "wheels up" time Members (Note: Refer procedural changes to Collaborative Decision Making (CDM) Stakeholder Group).		Funding has been secured. The three Collaborative Decision Making (CDM) draft tasking were delivered to the Collaborative Decision Making Stakeholders Group on 12/09/2014.
5	Conduct a feasibility assessment of Terminal Flight Data Manager (TFDM) Program Departure Management capability at 1 location to be determined by the assessment.		The initial framework of the feasibility assessment of Terminal Flight Data Manager (TFDM) Program Departure Management (metering) capability is under review among appropriate FAA LOBs.
6	Complete a Feasibility assessment of Electronic Flight Data for Advanced Electronic Flight Strips (AEFS) at (John F Kennedy International Airport (JFK), La Guardia Airport (LGA) and Newark International Airport (EWR).	✓	Complete. Determine the technical feasibility of deploying Advanced Electronic Flight Strips (AEFS) at NY Metro facilities was presented to the ATO's Chief Operating Officer (COO) early December 2014. This information will be presented to the NextGen Advisory Committee (NAC) as per FAA commitment.
7	Determination by the Collaborative Decision-Making Group (CDM) partners on whether Airports will be allowed to become members (Note: Refer procedural changes to CDM Stakeholder Group).		Funding has been secured. The three Collaborative Decision Making (CDM) draft tasking were delivered to the Collaborative Decision Making Stakeholders Group on 12/09/2014.
8	Implement Wake Re-Categorization Phase I at Houston airports (IAH/HOU).	✓	December 2014: Completed: Training at IAH/HOU/I90 was completed in December prior to IAH/HOU beginning operational use of the Wake Re-Cat Phase I separations on December 18. Trainers were on-site at IAH/HOU/I90 during the initial first days of operational use, providing support to the TRACON/ATCTs.
9	Implement Wake Re-Categorization Phase I at Charlotte (CLT).		January 2015: Preparations are underway to implement Wake Re-Categorization Phase I at CLT and discussions with its major air carriers have been initiated. On December 16,2014, AFS-400 issued a Safety Alert for Operation (SAFO) 14007, "Subject: FAA Aircraft Wake Turbulence Re-Categorization (RECAT) Updates", that provided aircraft operators a description of the changes to the wake separations that air traffic control would be applying between aircraft for landings and takeoffs. The SAFO also listed the 5 selected TRACONS/ATCTs (including CLT) and the estimated schedule that the RECAT wake separation standards would become effective for these TRACONS/ATCTs.
10	Implement Wake Re-Categorization Phase I at Chicago airports (ORD/MDW).		January 2015: Dialog with ORD, MDW and their major air carriers has been initiated. On December 16, 2014, AFS-400 issued a Safety Alert for Operation (SAFO) 14007, "Subject: FAA Aircraft Wake Turbulence Re-Categorization (RECAT) Updates", that provided aircraft operators a description of the changes to the wake separations that air traffic control would be applying between aircraft for landings and takeoffs. The SAFO also listed the 5 selected TRACONS/ATCTs (including ORD and MDW) and the estimated schedule that the RECAT wake separation standards would become effective for these TRACONS/ATCTs.
11	Implement Wake Re-Categorization Phase I at San Francisco (SFO).		January 2015: Dialog with SFO and its major air carriers has been initiated. On December 16,2014, AFS-400 issued a Safety Alert for Operation (SAFO) 14007, "Subject: FAA Aircraft Wake Turbulence Re-Categorization (RECAT) Updates", that provided aircraft operators a description of the changes to the wake separations that air traffic control would be applying between aircraft for landings and takeoffs. The SAFO also listed the 5 selected TRACONS/ATCTs (including SFO) and the estimated schedule that the RECAT wake separation standards would become effective for these TRACONS/ATCTs.
12	Implement Wake Re-Categorization Phase I at New York airports (John F Kennedy International Airport (JFK)/ Newark Liberty International Airport (EWR)/ La Guardia Airport (LGA))		Jan-Green. Target 1: In January, controller training for use of the Wake Turbulence Re-Categorization (RECAT) Phase I standards began at the three New York airports. Major air carriers in the New York area were briefed on the RECAT Phase I standards and provided information they require for their pilot awareness training. In December, AFS-400 issued a Safety Alert for Operation (SAFO) 14007, "Subject: FAA Aircraft Wake Turbulence Re-Categorization (RECAT) Updates", that provided aircraft operators a description of the changes to wake turbulence separationstandards that air traffic control would be applying between arriving and departing aircraft. The SAFO listed Newark Liberty Airport (EWR), John F. Kennedy International Airport (JFK) and LaGuardia Airport (LGA) along with the estimated March 2015 date that the RECAT Phase I separation standards would become effective for the airports.
13	Complete separation recommendations and partial safety case documentation for Wake Re-Categorization Phase II.	✓	Target 2: Completed On 12/22/2014. A portion of the supporting safety case documentation was also completed in December for use by the SMEs in finalizing the Wake Re-Categorization Phase II Wake Separation Standards recommendations.

14	Complete procedure authorization for Wake Turbulence Mitigation for Arrivals (WTMA)-P at Philadelphia International Airport (PHL).		Jan-Green. Target 3: The Air Traffic Organization (ATO) Policy and Review Directorate, and the Aviation Safety (AVS) Air Traffic Operations Oversight Division approved, in December, the Wake Turbulence Mitigation for Arrivals (WTMA)-P procedure safety risk management document, an addition to FAA Order JO 7110.308. In January, the WTMA-P addition to FAA Order 7110.308 (7110.308A) is being prepared for signature.
15	Complete Final Investment Decision (FID) for Wake Turbulence Mitigation for Departures (WTMD) or potential alternate solution.		Jan-Green. Target 4: Work continues on developing improvements to Wake Turbulence Mitigation for Departures (WTMD) that will allow increased time for its application in departure operations at San Francisco Airport (SFO). In January, modification of the WTMD Safety Risk Management Document continued - with most of the needed documentation changes for the revised Wind Forecast Algorithm (WFA) parameter set completed. A WTMD safety risk panel will meet in February to review the WFA parameter changes and the associated risk analyses. The modification to the WTMD Safety Risk Management Document is being constructed for submittal with the request to extend the WTMD Operational Demonstration to evaluate the effect of the WFA parameter change on the WTMD availability for use in departure operations at SFO. Work also continued in January on developing a change to the WTMD operating procedure that could greatly increase the availability for the procedure to be used. This procedure change will allow WTMD to be applied in pairing departures to insure the following aircraft departs before the wake from the leading aircraft on the adjacent parallel runway can reach the following aircraft's runway and departure path. A draft WTMD functional architecture revision was completed in January to address the changes needed for its application to paired departures. An overall WTMD performance enhancement strategy will be presented as part of the package supporting WTMD Decision.
16	Complete analysis of dependent approaches to San Francisco Runway 19 left/right (19L&R) to mitigate wake encounter risk using Air Traffic Organization Policy: Order JO 7110.308 - 1.5-Nautical Mile Dependent Approaches to Parallel Runways Spaced Less Than 2,500 Feet Apart.	✓	Completed on 11/19/2014. Target 5: The analysis determined that San Francisco International Airport (SFO) runways 19 Left & 19 Right can be used with procedures prescribed in FAA Order JO 7110.308, provided changes are made to the runways' approach paths. Alternatives for using FAA Order 7110.308 on SFO's 19L & 19R will be discussed with SFO and the major air carriers it supports - to determine if use of runways 19L & 19R with FAA Order 7110.308 is still desired by the airport and its major air carriers.
17	Complete safety case documentation for dependent runway separation reduction for runways with centerline spacings between 2500 and 3600 feet.	✓	Complete--Delivered safety analysis and report to CSPO Program Office on ability to perform dual simultaneous dependent instrument approaches to parallel runways spaced 2500 ft. to 3600 ft. apart with 1.0 NM diagonal separation between aircraft on adjacent approaches. CSPO PLA #03.00.00 Safety Analysis for Reducing Dependent Approach Stagger; NSIP item #102141-13.
18	S1P1 - Complete Integration and Testing (I&T) of Data Comm subsystems.		January 2015 - 2) On Track - Started I&T of Data Comm subsystems in December 2014. Planned to continue through April 2015. (Updated 2/5/2015)
19	S1P1 - Deliver Data Communications Network Services (DCNS) Build 2 to WJHTC.	✓	December 2014 - COMPLETE - DCNS Build 2 delivered to the Tech Center and being used in Integration Test (IT) on 12/1/2014. (Updated 1/8/2015)
20	S1P2 - Achieve Final Investment Decision (FID) for Segment 1 Phase 2.	✓	November 2014 - COMPLETE. Program achieved Final Investment Decision (FID) for Segment 1 Phase 2 initial Services on October 29, 2014. (Updated 12/11/2014)
21	S1P2 - Finalize En Route services use cases with controller user teams.		January 2015 - 2) On Track - En Route Use Cases 6 and 7 were submitted the week of January 19, 2015. Use Case team continues to work the remaining use cases. (Updated 2/5/2015)
22	Complete Charlotte Draft Environmental Assessment.	✓	Draft Environmental Assessment was delivered on 12/5/2014. Workshops and comment period underway. Final Environmental Assessment Record of Decision (ROD) expected May 2015. Complete.
23	Complete Charlotte Evaluation Activities.		Jan. Green. Tentative completion of EA scheduled for May 2015. Evaluation phase concludes with publication of the EA Record of Decision (ROD). Project on track.
24	Begin Charlotte Implementation Activities.	✓	Charlotte Metroplex began Implementation Phase 1 with facility coordination of publication dates, training plan, and implementation plan with AJV-3 on 11/03/14. Phase 1 to conclude by 7/31/15. Complete.
25	Begin Atlanta Implementation Activities.	✓	Atlanta Metroplex began their Implementation Phase 1 planning and coordination meetings with ESC and AJV-3 on 10/20/14. Implementation of all Metroplex procedures is expected by 4/27/17. Complete.
26	Complete Northern California First Chart Publication Implementation Activities.	✓	Northern California Metroplex successfully completed their first procedure implementation in Nov 2014.
27	Complete Northern California Second Chart Publication Implementation Activities.	✓	NorCal completed their second Chart Publication/Implementation on 1/8/15. Project on track.
28	Complete Northern California Third Chart Publication Implementation Activities.		Jan. Green. NorCal coordination is ongoing for their third Chart Publication/implementation on 3/5/15. Project on track.
29	Complete Northern California Fourth Chart Publication Implementation Activities.		Jan. Green. NorCal planning continues for their fourth Chart Publication/Implementation on 4/30/15. Project on track.
30	Begin Established on RNP (EoR) Widely-Spaced Required Navigation Performance (RNP) AR Operations in Denver.		Jan. Green. Air Traffic waiver request package was returned to Denver TRACON (Terminal Radar Approach Control Facilities) for changes and coordination with original Safety Risk Management Panel. Project remains on schedule.
31	Complete Established on RNP (EoR) Track-to-Fix (TF) Safety Analysis and Data Collection Plan.		Jan. Green. Flight Standards is currently building EoR safety analysis plan with input from stakeholders and ANG (Office of NextGen) is coordinating initial activities.