

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

Description

Deliver NextGen Status Report.

Special Designations: OSI

Commentary (March 2015)

(March 2015) NAC goal is currently on track, with 115C1A1, 115C1A2, and 115C1A6 currently complete, and the remaining 5 activities currently status green on track. 10 of 31 activity targets are stasured green, with 21 activity targets marked complete : 68% complete and the remaining 32% on track.

Commentary (February 2015)

(February 2015) NAC goal is currently on track, with 115C1A1 and 115C1A6 currently complete, and the remaining 6 activities currently status green on track. 15 of 31 activity targets are stasured green, with 16 activity targets marked complete : 52% complete and the remaining 48% on track.

Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green
02/2015	Green
03/2015	Green

✓ Indicates that the item is complete.

NAC Recommendations

Generated on April 16, 2015

	Title	Mar	Mar 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	✓	February 2015 - Goal completed on January 15th, two months ahead of the target date. Completed sites. Potomac (PCT), Chicago (C90), New York (N90), Houston (I90), Boston (A90) and Louisville (SDF). (Updated 3/4/2015)
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).	✓	Commenced work on an approach to develop the associated processes and procedures. An initial step was to collaborate with Stakeholders to confirm the recommendation would not be adversely impacted in the event the recommended capability was implemented at an airport where Surface collaborative decision making (CDM) Departure Metering is in effect.
5	Conduct a feasibility assessment of Terminal Flight Data Manager (TFDM) Program Departure Management capability at 1 location to be determined by the assessment.	✓	Complete. Report completed by AJM-2 and directly submitted to ATO COO. ATO/ANG meeting held on March 26. ATO position is to support the Terminal Flight Data Manager (TFDM) acquisition. Forward plan to accelerate the delivery of departure metering capabilities is for ANG to engage NASA. A briefing of this plan is scheduled to be delivered to the Nextgen Advisory Committee (NAC) on April 21st.
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).	✓	3/15: AJR-3 was tasked with drafting a tasking to the CDM Stakeholders Group (CSG) to consider Airports for CDM membership. CSG accepted AJR-E s tasking and made the determination that a CDM work group is not needed for considering airports for CDM membership. Therefore, the adjudication/decision will be made by the CSG at the next plenary in April. To date, the CSG schedule is consistent with the milestones documented in the Congressional report per direction.
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).	✓	March 2015: Completed: Controller training and pilot awareness outreach was accomplished at CLT and CLT began operational use of the Re-Catgorization Phase I wake separation stanadards on March 31, 2015.
10	Implement Wake Re-Categorization Phase I at Chicago airports (ORD/MDW).	✓	March 2015: Ongoing: Coordination is continuing for the operational use of the Re-Categorization Phase I standards at the Chicago area airports. Required activities are on schedule

11	Implement Wake Re-Categorization Phase I at San Francisco (SFO).		March 2015: Ongoing: Coordination is continuing for the operational use of the Re-Categorization Phase I standards at the SFO/Northern California area airports. A trip to SFO is planned at the end of April to discuss the implementation of the Phase I standards and facility specific requirements for using the Phase I standards.
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))	✓	Complete. March 1, 2015 - New York Terminal Radar Approach Control (TRACON), Newark Liberty International Airport (EWR)/John F. Kennedy International Airport (JFK)/LaGuardia Airport (LGA)/Teterboro Airport (TEB)/Westchester County Airport (HPN) and Long Island MacArthur Airport (ISP) began operational use of the Re-Categorization Phase I wake separation standards on March 1, 2015. Controller training along with pilot awareness activities were also conducted at Charlotte Airport (CLT) and first operational use of the standards by CLT occurred March 31, 2015. No issues occurred with the switchover to the new separation standards.
13	Complete separation recommendations and partial safety case documentation for Wake Re-Categorization Phase II.	✓	Complete Dec 2014. 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).		Mar-Green. Target 3: Ongoing: The Wake Turbulence Mitigation for Arrivals (WTMA)-P procedure, 7110.308A, will be published as an addition to the 7110.308. The order was sent out for field review and no comments were received. It has now been submitted for final coordination. Air Traffic Procedures (AJV-8) will sign the change once coordination has been completed.
15	Complete Final Investment Decision (FID) for Wake Turbulence Mitigation for Departures (WTMD) or potential alternate solution.		Mar-Green. Target 4: An overall Wake Turbulence Mitigation for Departures (WTMD) performance enhancement strategy will be presented as part of the package supporting the WTMD decision on further deployment. This change in procedure will be discussed with San Francisco airport's Air Traffic Control facility during an April 2015 visit. An overall WTMD performance enhancement strategy will be presented as part of the package supporting the WTMD decision on further deployment.
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.	✓	Complete Nov 2014. 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.		March 2015 - On Track - Successfully conducted remote logon testing with live aircraft. Planned to continue IT through June 2015. (Updated 4/6/2015)
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.		March 2015 - On Track - Use Case team working final use case; expected to complete in May. (Updated 4/6/2015)
22	Complete Charlotte Draft Environmental Assessment.	✓	Complete Dec 2014. 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.		Mar. Green. Estimated delivery of Environmental Assessment May 2015. Evaluation phase concludes with publication of the EA Record of Decision (ROD). Project on track.
24	Begin Charlotte Implementation Activities.	✓	Complete Nov 2014. 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.	✓	Complete Oct 2014. 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.	✓	Complete Nov 2014. Northern California Metroplex successfully completed their first procedure implementation in Nov 2014.
27	Complete Northern California Second Chart Publication Implementation Activities.	✓	Complete. Green. NorCal completed their second Chart Publication/Implementation on 1/8/15. Project on track.
28	Complete Northern California Third Chart Publication Implementation Activities.	✓	Complete. Green. NorCal completed their third Chart Publication/implementation on 3/5/15.
29	Complete Northern California Fourth Chart Publication Implementation Activities.		Mar. Green. NorCal progressing on 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.	✓	Complete. Green. The Established on RNP (EoR) stakeholder team (that included AJV-14) was successful in its effort to obtain a new ATC waiver to fly EoR for widely spaced simultaneous operations at the Denver International Airport. The Denver TRACON and Tower facilities received the Facility Specific Safety Standard (FSSS) authorization and began flying the new ATC procedure on March 11, 2015, two days ahead of schedule. Simultaneous data collection also began in an effort to validate the EoR operational concept in preparation for pursuing a NAS-wide Document Change Proposal (DCP). There are five participating operators: United, Southwest, Frontier, Alaska and Air Canada. Delta tentatively plans to join the list of operators in mid-April. This achievement also satisfies one of the Performance Based Navigation (PBN) NextGen Advisory Committee (NAC) commitments. It is also believed that this is the first operational use of EoR in the world today.
31	Complete Established on RNP (EoR) Track-to-Fix (TF) Safety Analysis and Data Collection Plan.	✓	Complete Feb 2015.. Flight Standards (AFS-450) conducted Human In The Loop Simulations (HITLS) from 1/12/15 to 2/6/15 at the MMAC with commercial line pilots flying EoR procedures in the Boeing and Airbus full-motion flight simulators.

✓ = Target Completed