

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

## Description

80% of the FAA's commitments to Congress in response to the NAC recommendations are achieved within a calendar quarter of their scheduled dates

Special Designations: OSI (Target is 80%), CSTI (Target is 90%)

## Commentary (June 2015)

(June 2015) NAC goal is currently on track, with 15C.115A1, 15C.115A2, 15C.115A6, and 15C.115A8 currently complete, and the remaining 4 activities currently status green on track. 28 of 32 activity targets marked complete, with 2 additional targets marked green on track and 2 final targets stasured incomplete : 88% complete, 6% on track, and the remaining 6% unstateded.

## Commentary (May 2015)

(May 2015) NAC goal is currently on track, with 15C.115A1, 15C.115A2, 15C.115A6, and 15C.115A8 currently complete, and the remaining 4 activities currently status green on track. 25 of 31 activity targets marked complete, with 5 additional targets marked green on track and the final target stasured yellow: 81% complete, 16% on track, and the remaining 3% at risk.

## Status Table (Qualitative Metric)

Period	Actual
10/2014	Green
11/2014	Green
12/2014	Green
01/2015	Green
02/2015	Green
03/2015	Green
04/2015	Green
05/2015	Green
06/2015	Green

✓ Indicates that the item is complete.

# NAC Priorities - June Scorecard

Generated on July 20, 2015

	Title	June	June Commentary
<b>Deliver Benefits Through Technology/Infrastructure</b>			
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).	✓	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).		6/15 Ongoing. AJR-E facilitated a discussion among Stakeholders in June relative the use of the "Estimated Offblock Time"(EOBT) data element to schedule release times. Two telecons and a face-to-face discussion are scheduled in July to ensure consensus is reached on a response to the tasking in accordance with the schedule for the NextGen Advisory Committee(NAC) Priorities.
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).		6/15 Ongoing. AJR-E Facilitated two discussions among Stakeholders in June relative to Airport Operator participation in Collaborative Decision-Making Group (CDM). Three telecons and a face-to-face discussion are scheduled in July to ensure consensus is reached on a response to the tasking in accordance with the schedule for the NextGen Advisory Committee (NAC) Priorities. Per EC/BC via APO, the intention of the language is completion of a target within a calendar quarter (90 days) of the posted due date in BPB and Spire. The CSG schedule is consistent with the milestone date as documented in the Congressional report. We are on track for the August 2015 completion date.

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).	✓	June 2015: Completed - Training and on-site support for implementing the Wake Re-Categorization (RECAT) Phase I.5 wake separation standards were provided the Chicago airports and TRACON prior to the initial operational use of the new separation standards. Chicago TRACON and airport air traffic control towers (ATCTs) began using the RECAT Phase I.5 standards June 29, 2015. The transition to the use of the new standards went smoothly for the air traffic staffs at the facilities.
11	Implement Wake Re-Categorization Phase I at San Francisco (SFO).		June 2015: On Track - Coordination with San Francisco (SFO) is continuing after a May on-site visit by AJV and support personnel; and, discussions with the major air carriers operating from these airports. Training and on-site support for initial use have been scheduled. AJT staffs at Northern California TRACON (NCT), SFO and other airports supported by NCT are working with AJV to facilitate the transition to the operational use of the RECAT wake separation 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).	✓	Target 3: Completed 4/30/2015. The Wake Turbulence Mitigation for Arrivals (WTMA)-P procedure was authorized by the signing of FAAO 7110.308A. The change order was sent out for field review and no comments were received. The final coordination package was signed by AJI and AJT on April 30, 2015. The schedule for training and date for WTMA-P's first operational use are on track for implementation.

15	Complete Final Investment Decision (FID) for Wake Turbulence Mitigation for Departures (WTMD) or potential alternate solution.		June-Green. Target 4: On-going: Work continues on developing improvements to Wake Turbulence Mitigation for Departures (WTMD) that will allow increased time it can be used in the SFO departure operations. AJV-8 visited San Francisco (SFO) in May and SFO ATC expressed desire for the WTMD capability to remain in use once the new WTMD algorithm parameters have been approved and inserted into their system. SFO ATC also provided guidance on how they would use the WTMD Paired Departures (WTMD-PD) procedure once it had been developed and approved. 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. As a result of the SFO ATC request, 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 the SFO departure operations. An overall WTMD performance enhancement strategy will be presented in a briefing to the ATO PMC in July in preparation for a ANG/ATO decision on the further WTMD development/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.	✓	June 2015 - Complete - Completed lab integration and testing of the Data Comm system. (Updated 7/2/2015)
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.	✓	April 2015 - 2) Complete - Use Case team completed final use case for Full Services, report delivered 1 May. (Updated 5/5/2015)
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.	✓	Complete. April. The EA Finding of No Significant Impact (FONSI) Record of Decision (ROD). Project was delivered to the FAA HQ for coordination and signature on April 13, 2015. With the final review of Evaluation activities on 4/20/15, Charlotte's Evaluation Phase is Complete.

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.	✓	Apr. Green. NorCal Metroplex completed the 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.