

16C.55FFF4 Target #1 Achieve the FAA's commitments to Congress in response to the NAC recommendations within a calendar quarter of their scheduled dates. Due September 30, 2016.

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

Commentary (March 2016)

On track; activities scheduled for Q2 FY2016 are underway and on track.

Current percent completed: 68%

Commentary (February 2016)

On track; activities scheduled for Q2 FY2016 are underway and on track.

Current percent completed: 64%

Status Table (Qualitative Metric)

Period	Actual
11/2015	Green
12/2015	Green
01/2016	Green
02/2016	Green
03/2016	Green

✓ Indicates that the item is complete.

NAC Recommendations - March Scorecard

Generated on April 18, 2016

	Code	Title	Mar	Mar Commentary
Deliver Benefits Through Technology/Infrastructure				
1	16C.3N1 Target #2	Ingest 11 Data Elements via a TFMS Update.		March 2016 - William J. Hughes Technical Center Site Acceptance Test completed on March 30, 2016. Both Operational test sessions were complete as of March 31, 2016. (Updated 4/4/2016)
2	16C.30H6 Target #1	Established on RNP Track-to-Fix of Fly-By Approaches Safety Analysis.	✓	Completed. Delivered Established on Required Navigation Performance (EoR) Dual Track-to-Fix Safety Results document on 12/31/15.
3	16C.31000 1 Target #3	Achieve IOC for Advanced Electronic Flight Strips (AEFS) at Newark (EWR).		March 2016 - Site is finished with the second training string. Engineering services is completing the work in the cab and should be finished with an IOC for the end of the April. Engineering services needs to build strip bays for the new displays in the tower. A new stability build is being tested in EWR through April 7. This build is meant to fix some of the memory leaks and reconfiguration issues. Currently running in shadow mode. (Updated 4/6/2016)
4	16C.31000 1 Target #4	Installation of Advanced Electronic Flight Strips (AEFS) at the new tower at Las Vegas (LAS).		March 2016 - Equipment installation is on target. Site survey completed and strawman schedule was discussed with the facility for a July hardware delivery and a December IOC (Updated 4/7/2016)
5	16C.31000 1 Target #5	Installation of Advanced Electronic Flight Strips (AEFS) at the new tower at San Francisco (SFO).		March 2016 - Equipment installation is on target. Site system training has started at SFO. Select adaptation parameters have been approved by AJV and distributed to AJM. AJM is developing an development/implementation schedule for the changes. Planning to deploy the hardware to the new tower by August prior to the tower going operational. (Updated 4/7/2016)
6	16C.131C1 Target #1	Extend Departure Clearance Operational Trials in Newark (EWR).	✓	January 2016 - 1) COMPLETED. Newark (EWR) Departure Clearance Operational trials extended to January 2016, as agreed to in the NIWG. Trials decommissioned on January 19, 2016 (Updated 2/4/2016)
7	16C.131C1 Target #2	Extend Departure Clearance Operational Trials in Memphis (MEM).	✓	January 2016 - Memphis (MEM) Departure Clearance (DCL) Tower Trials completed, DCL Trials Automation platform (DTAP) decommissioned and uninstalled from MEM tower. MEM on track to receive production DataComm service in early Q3 FY16. (Updated 2/10/2016)
8	16C.131C1 Target #3	S1P1 - Complete S1P1 IOC at the 4th cumulative site for Tower Service.	✓	January 2016 - 3) COMPLETED. New Orleans (MSY) now operational with Data Comm Tower Services, the 4th cumulative operational site with Data Comm. Tower services. (Updated 2/4/2016)
9	16C.131C1 Target #4	S1P1 - Complete S1P1 IOC at the 5th cumulative site for Tower Service.	✓	February 2016 - February 2016 - 4) COMPLETED. Austin (AUS) is now operational with Data Comm Tower Services. 5th operational cumulative site with Data Comm tower services. (Updated 3/3/2016)
10	16C.131C1 Target #5	S1P1 - Complete S1P1 IOC at the 6th cumulative site for Tower Service.	✓	February 2016 - February 2016 -5) COMPLETED. Louisville (SDF) now operational with Data Comm Tower Services. 6th operational cumulative site with Data Comm tower services. (Updated 3/3/2016)
11	16C.131C3 Target #1	S1P2 - Complete JRC Checklist for Segment 1 Phase 2 En Route Full Services FID.		March 2016 - Coordinated program re-plan with internal and external stakeholders. Re-worked relevant FID documentation to reflect program re-plan. (Updated 4/6/2016)
12	16C.145A1 Target #1	Implement Wake Recategorization at the 14th facility	✓	Blue, November Completed: Training for Re-Cat 1.5 at Denver TRACON D01 and DEN was completed on November 18, 2015.
13	16C.145A1 Target #2	Implement Wake Recategorization at the 15th facility	✓	Blue, Completed March Facility #15 Indianapolis International(IND) Re-Cat Phase 1.5 went Initial Operational Capability on March 14, 2016.

14	16C.145A1 Target #3	Implement Wake Recategorization at the 16th facility		Green, March AJV-8 schedule is on target to begin training at Facility #16 [Northern California TRACON (NCT) including San Jose International (SJC), Reno Airport Traffic Control Tower (RNO), Oakland International (OAK)].
15	16C.145A1 Target #4	Implement Wake Recategorization at the 17th facility		Green, March - Initial Wake Re-Cat briefing is schedule at Facility #17 A11 and ANC (Anchorage Tower/TRACON (A11) and Ted Stevens Anchorage International) (ANC) on March 30, 2016.
16	16C.145C1 Target #1	Implement Dependent Parallel Operations at the 1st facility.	✓	Complete. Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 1st facility, Minneapolis/St. Paul (MSP) to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.
17	16C.145C1 Target #2	Implement Dependent Parallel Operations at the 2nd facility.	✓	Complete. Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 2nd facility York (JFK) to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.
18	16C.145C1 Target #3	Implement Dependent Parallel Operations at the 3rd facility.	✓	Complete. Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 3rd facility, Seattle (SEA) to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.
19	16C.145C1 Target #4	Implement Dependent Parallel Operations at the 4th facility.	✓	Complete. Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 4th facility, Portland (PDX) to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.
20	16C.145C1 Target #5	Implement Dependent Parallel Operations at the 5th facility.	✓	Complete. Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 5th facility, Raleigh/Durham (RDU) to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.
21	16C.145C1 Target #6	Implement Dependent Parallel Operations at the 6th facility.	✓	Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 6th facility, Dallas Love Field (DAL) to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.
22	16C.145C1 Target #7	Implement Dependent Parallel Operations at the 7th facility.	✓	Complete. Blue, December - Completed: The change initiated by the ATC Handbook Revision Steering Committee, to FAAO 7110.65, Paragraph 5-9-6. SIMULTANEOUS DEPENDENT APPROACHES, was published December 10, 2015. This change allows 7th facility, Memphis (MEM), to use 1 mile diagonal separation when conducting simultaneous dependent parallel operations with 2,500 3,600 between runway centerlines.