When longtime member Frank Frisbie joined ATCA in the mid-1970s, the world – and the air traffic industry – was a very different place. For starters, the Federal Aviation Administration (FAA) and the union, the then Professional Air Traffic Controllers Organization (PATCO), were not on the best of terms.

At that time, the FAA saw ATCA as a more neutral alternative to PATCO. Frisbie took notice. “When I got to Washington, people were paying attention to ATCA,” said Frisbie, then part of the FAA research and development organization and later head of the navigation and landing division.

What began more than six decades ago as a small group of air traffic controllers who wanted more out of the industry has grown into the ATCA of today, where innovation and collaboration converge at the largest ATC conference and exposition in the Americas – the 61st ATCA Annual Conference and Exposition, October 16-19, 2016, at the Gaylord National Resort and Convention Center in National Harbor, Md.

“The ATCA Annual is no longer just a place to have a dry discussion and a meeting of the minds – it’s so much more now,” said Frisbie. “I’ve watched ATCA Annual grow from a meeting of the good ol’ boys to the exposition that it is today.”

After 29 years at the FAA, Frank, then NAS Program Director and Acting Associate Administrator, retired and moved to what became Northrop Grumman and later founded Double F Consulting.

Throughout his impressive career in aviation, ATCA has been a constant presence in his professional life. The ATCA Annual became an event he always added to his calendar.

“ATCA has been good to me, so I’ve stayed involved,” said Frisbie. “It’s a very important mix of stakeholders and system providers and people of influence, both from a technical and an operational standpoint.”

Frank’s involvement and influence at ATCA only grew with time.

“I was very flattered – it’s the best accolade that your peers can give you,” said Frisbie. “When you look at the other winners, you have to be humbled.”

This year’s Glen Gilbert winner, Paul Rinaldi, president of the National Air Traffic Controllers Association (NATCA), is a great example of how far the air traffic industry has come in terms of teamwork and collaboration. Since taking office in 2009, Rinaldi has been a legislative force for NATCA, ensuring the Union was a resounding voice – one of admirable strength and not derision – on Capitol Hill [go to page 10 for more about Rinaldi’s achievements].

“This year’s recipient, Paul Rinaldi, embodies what the Glen Gilbert award is all about,” said ATCA President and CEO Peter Dumont. “His vision, his steadfast devotion to his workforce, and his dedication to collaboration have helped move both industry and government forward. We are looking forward to celebrating his many accomplishments on Wednesday.”

With another ATCA Annual upon us, ask yourself: What can ATCA do for you? Make ATCA a part of your life. Join more than 3,000 industry leaders from over 40 countries for three days of presentations, discussion, demonstrations, and networking opportunities at the 61st ATCA Annual. Experience diverse exhibitors, a wide range of speakers, and a broad spectrum of federal and international participants and aviation stakeholders.

Now it’s a habit to attend the ATCA Annual – it’s a family reunion every year,” said Frisbie. “It’s a great forum – I want to be a part of it as long as I can.”

Be like Frank and be at the 61st ATCA Annual. For more information or to register for the 61st ATCA Annual, visit www.atca.org/61annual.
7:30 a.m. – 4:30 p.m.  
Registration Open

7:30 – 8:30 a.m.  
Welcome Coffee  
Maryland Ballroom Foyer

8:30 – 9 a.m.  
Opening Session  
Maryland Ballroom A/C  
Peter F. Dumont,  
President & CEO, ATCA

9 – 10:15 a.m.  
An Enterprise Architecture and its Budget:  
Never the Twain Shall Meet?  
Maryland Ballroom A/C

Moderator:  
Rich Golaszewski, GRA, Incorporated  
Speakers:  
Margaret Jenny, RTCA; Elizabeth “Lynn” Ray, FAA; Melissa Rudinger, AOPA; Victoria Wassmer, FAA

9:30 a.m. – 4 p.m.  
Exhibit Hall Open  
Prince George’s Exhibit Hall D/E

10:15 – 11:15 a.m.  
Break with Exhibitors  
Prince George’s Exhibit Hall D/E  
Sponsored by:

11:15 – 12:30 p.m.  
Join the Club: How Many Stakeholders Can We Integrate?  
Maryland Ballroom A/C

Moderator:  
Gary Church, AMA  
Speakers:  
Steve Brown, NBAA; Lorne Cass, American Airlines; Kevin Hatton, Space X; Paul Rinaldi, NATCA; Dan Smiley, FAA; Andrew Thurling, AeroVironment

12:30 – 2:30 p.m.  
Awards Luncheon  
Maryland Ballroom B/D

2:30 – 3:45 p.m.  
Straighten Up and Fly Right: Using Performance Based Oversight for Better Results  
Maryland Ballroom A/C

Moderator:  
Marc Warren, FAA  
Speakers:  
Peggy Gilligan, FAA; Matthew Hampton, Office of the Inspector General, U.S. Department of Transportation; Rob Puentes, ENO; Martin Rolfe, NATS; Brian Wynne, AUVSI

4 – 6 p.m.  
Welcome Reception with Exhibitors  
Cherry Blossom Ballroom  
Sponsored by:
**On Course to Deliver NextGen Benefits**

By Jim Eck, Assistant Administrator for NextGen

NextGen is on course and on speed. The FAA is delivering NextGen, and we are well on our way to meeting our major air traffic management objectives by 2025.

Foundational to all of NextGen is an upgrade of our infrastructure. Our latest achievement is completing this year’s commissioning of the Standard Terminal Automation Replacement System (STARS) at the last of our 11 largest Terminal Radar Approach Control facilities. These 11 include nine of the 10 busiest facilities of this type in the world. Dallas was the first site commissioned in 2013, and New York was the final site to go operational this year. Many key NextGen improvements will ride on the shoulders of STARS and its counterpart, En Route Automation Modernization (ERAM), which was operational at 20 en route centers as of last year.

Through multiple enhancements that are already improving air travel from gate to gate, we estimate that NextGen benefits from planned improvements will total $160.6 billion in benefits, including savings in time, fuel, crew, and maintenance costs, as well as fewer emissions and increased safety and efficiency.

That doesn’t mean, however, that we haven’t refined our path ahead or that we won’t do so again in the future.

Over the years, we have learned from research, more mature implementation strategies, and... Continued on page 12
Exhibit Hall Floor: Don’t Miss the NextGen Theater and Flight 101 Interactive Passenger Experience

From Window Seat, a Clear View of FAA’s Airspace Modernization Successes

You can see how the FAA’s Next Generation Air Transportation System (NextGen) is modernizing the National Airspace System (NAS) from an airline passenger’s perspective at the 61st ATCA Annual. The NextGen Flight 101 interactive passenger experience will be featured in Lounge 2 of the Exhibit Hall, a display that highlights various transformational technologies and modernization efforts that the FAA is deploying for NAS users.

The immersive display, which was first unveiled to congressional staff in September on Capitol Hill, invites passengers to sit in one of four “window” seats to watch a series of videos on seatback monitors that explain how NextGen technologies improve the passenger experience. Meanwhile, passengers can watch the scenery outside the window change as the plane travels through different phases of flight that are enhanced by NextGen. At the NextGen Theater, the FAA will host Ask the Expert sessions and panel discussions with government and industry stakeholders. The agency also will unveil its new NextGen storyboard website, which explains NextGen programs through animation to help stakeholders understand how NextGen is changing the NAS. The site illustrates how information is shared among programs, facilities, and systems as aircraft move through the system.

Starting Monday, Oct. 17, the NextGen Theater will feature the FAA’s accomplishments in delivering NextGen technologies and capabilities, including Performance Based Navigation (PBN) and System Wide Information Management (SWIM). Tuesday, Oct. 18, will focus on NextGen integration with remaining legacy systems and NAS operator systems to form a connected and collaborative airspace system.

On Wednesday, Oct. 19, the FAA will present an industry workshop on the Spectrum Efficient National Surveillance Radar (SENSR) Industry Workshop for information that was released to industry. Afterward, the agency will present its vision for remote tower services in the United States.
IT’S TIME FOR A NEW APPROACH TO ATM

With the ever-growing amount of traffic in the sky, air traffic management (ATM) is a critical priority that requires continuous progress. Working together with industry and government organizations, Boeing is committed to an ATM transformation that improves safety, efficiency and the environment for all. At the core of Boeing’s ATM solutions are secure network-centric operations that will incorporate the capabilities of modern airplanes, as well as ensure global interoperability and real-time access to critical information. The time is now, and Boeing is ready to help.

boeing.com/commercial
Company Name ...............Booth
Aireon LLC ........................................... 451
Advanced ATC ....................................... 535
ATAC .................................................. 545
Airtel ATN ............................................ 123
ATCO .................................................. 411
Boeing .................................................. 303
Booths
CAI ..................................................... 355
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CSI ....................................................... 441
CSL ....................................................... 501
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Evans Consol Inc ................................. 110
Evans Incorporated ............................... 514
FAA Emergency Response Vehicle ...835
FAA Drone Display ............................... 419
FAA ....................................................... 450
FAA Commercial Space ......................... 833
FAA Small Business ............................... 606
Flatiron Solutions ................................. 100
Frequentis USA, Inc. .................. 435
G&D North America ............................. 513
General Dynamics ............................... 529
Grant Thornton ................................. 134
Harris Corporation ......................... 403
IHS Jane’s ........................................... 102
IHS USA LLC ...................................... 318
Infina, Ltd ................................. 106
Intelligent Automation, Inc. .......... 623
Intersoft Electronics NV ................... 121
Iron Bow Technologies ...................... 130
JMA Solutions, LLC ...................... 443
Kongsberg .......................................... 643
Kongsberg Geospatial ....................... 543
Leidos ................................................. 313
LS Technologies, LLC ...................... 115
MCR, LLC .......................................... 710
Metron Aviation ............................... 109
Midwest ATC Service, Inc. .......... 230
MITRE ............................................... 720
Moog ................................................... 133
Mosaic ATM, Inc. ............................... 222
MSAG .................................................. 138
Nantucket Holiday for Heroes and Service Dogs for Heroes 116
National Air Traffic Controllers Association ........................................ 131
National Center for Atmospheric Research ......................................... 300
NAV/NAIA ........................................... 429
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Nobili ............................................... 223
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Saab Sensis ....................................... 335
Selen ES .............................................. 235
Sennheiser Communications ............. 136
Siemens Industry ............................ 101
SkySoft-ATM .................................... 523
Snowflake Software ......................... 600
Solea ............................................... 237
Veracity Engineering ..................... 400
Visit Madrid/ ........................................
(Conference Studio) .......................... 550
World ATM Congress ....................... 551
Nathan Tash ................................. 3:30 - 5 p.m.
“Working Lunch Keynote”
Roger Knorre, CEO, Leidos
1:30 - 3 p.m.
Acquisition Programs:
Too Big Not to Fail
Moderator: Dr. Dorothy Robyn,
The Brattle Group
Speakers: Chris Bertram, B+8 Strategies;
Jim Eck, FAA; David Grizzle, Dazzle Partners; Nathan Tash, FAA
3 - 3:30 p.m.
Ice Cream Break with Exhibitors
Sponsored by:

Moderator: Ken Speir, Delta
Speakers:
Erwin Lassoij, ICAO;
Deborah Lawrence, PMA;
FAA, Jeff McCoy, FAA Tech Ops; Brian Townsend, American Airlines; Jeff Woods, NATCA
9 a.m. - 5 p.m.
Exhibit Hall Open
10 - 10:45 a.m.
Break with Exhibitors
Sponsored by:

3:30 - 5 p.m.
FAA Surveillance Strategy
The FAA will provide a holistic view of the surveillance strategy which will include information on NextGen, Automatic Dependent Surveillance – Broadcast (ADS-B), Spectrum Efficient National Surveillance Radar Program (SENSR), and Policy.
Moderator: Jay Merkle, Director, Systems Integration and Requirements Analysis
FAA Speakers:
Carl Burleson, Deputy Assistant Administrator, Office of Policy; Paul Fontaine, Director, Advanced Concepts and Technology Development; Rebecca Guy, Manager, Emerging Solutions; Robert Nichols, Manager, Surveillance Services

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Aireon LLC ........................................... 451
Advanced ATC ....................................... 535
Airtel ATN ............................................ 123
Airways Corporation New Zealand ....... 445
All Weather, Inc ............................... 220
ATAC .................................................. 545
ATCA .................................................. 451
Boeing .................................................. 303
CGH Technologies, Inc. ........... 355
Chassis Plans ........................................ 129
CP Aviation Bermuda, Ltd. .......... 708
CP Aviation, Inc. .................. 706
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Exhibit Hall Open
10 - 10:45 a.m.
Break with Exhibitors
Sponsored by:

List as of October 6, 2016
Monday, October 17

ATEC TODAY

10:20 - 11:20 a.m.
FlightAware and Aireon Partnership: Real-Time Flight Tracking and GADSS Compliance

ICAO has recommended that airlines develop a tracking capability that will provide information on longitude, latitude, altitude, and timestamp at least once every 15 minutes for airborne flights. Join Aireon and FlightAware for a panel discussion on the ICAO Global Aeronautical Distress Safety System (GADSS) requirements and the solutions that will make airlines GADSS compliant, leveraging technology available with no additional avionics or equipage required.

Speakers: Don Thoma, CEO, Aireon; and Daniel Baker, CEO, FlightAware

11:30 - 11:50 a.m.
Tracking UAS - Data Processing Perspective

This presentation will focus on the processing of UAV position data as gathered from multiple sensors and sources. It will address distribution of real-time target tracking information that is compatible with ATC automation systems, command and control operation centers, and other commercial applications, requiring real-time visual and data information on UASs and BVLOS UAVs positions.

Speaker: Robert Walczak, Senior Vice President, Sunhililo

1 - 1:30 p.m.
Snowflake Software SWIM User Experience

A year ago, the Snowflake Software team shared with the ATCA audience their SWIM User Experience from a small business perspective dealing with SWIM in the US and in Europe. This year, Snowflake Software is looking forward to sharing how other industries have matured and how our industry has matured as well. Today the challenge has become about mediating and correlating across data sources rather than connecting to individual ones.

Speaker: Nadine Alameh, CEO, Snowflake Software

2 - 2:20 p.m.
IT Security for the FAA

Security in information technology is more challenging than ever. NextGen programs are providing great value through data sharing and integration, and our strategies around security and management of those systems must keep up. The good news is that a host of new ideas and technologies from the open source community are changing the security landscape.

Speaker: Sebastian Durrer, Federal Solution Architect, Red Hat

2:30 - 2:50 p.m.
Overview on Regulatory Challenges in Commercial Space

Presentation will provide a perspective on some of the regulatory challenges of Commercial Space operations.

Speaker: Dr. Scott Goldstein, Chief Strategy and Technology Officer, ENSCO

3 - 3:30 p.m.
Human-in-the-Loop Investigation of Bird Threat Information Displays for Air Traffic Controllers

The Wildlife Surveillance Concept (WiSC) Human-in-the-Loop (HITL) Laboratory Demonstration examined novel methods for presenting bird threat information to Air Traffic Controllers. Fifty participants, representing controllers from across the United States, evaluated the effectiveness of two different HITL systems for presenting bird threat information to ATC.

Speaker: John Kefaliotis, President, Metron Aviation; Michael Dyment, Founder and Managing Partner, NEXA Capital Partners, LLC; Chris Giaconopellos, Business Development, Thales; Marcus Stevens, President & COO, Robinson Aviation (RVA), Inc.

11:30 - 11:50 a.m.
Challenges and Implications of the Aging US Air Traffic Control Infrastructure

The US transportation infrastructure is a major foundation of our economy, affecting the lives of every citizen in some way on an almost daily basis. The challenges facing our ATC system are acute and will have significant impact if not properly addressed. This discussion panel will explore the shift of investment in transportation infrastructure with emphasis on the ATC infrastructure and the aviation industry impacts resulting from this shift. The panel will discuss how NextGen technology can continue to be delivered while simultaneously modernizing legacy systems that remain a critical part of the ATC infrastructure.

Speakers: John Kefaliotis, President, Metron Aviation; Michael Dyment, Founder and Managing Partner, NEXA Capital Partners, LLC; Chris Giaconopellos, Business Development, Thales; Marcus Stevens, President & COO, Robinson Aviation (RVA), Inc.

11:45 a.m. - 12:30 p.m.
What Will Be the Game Changer for ATC Training? A Look at the Trends, the Challenges, and the Opportunities for a Paradigm Shift in ATC Training

Millennium learners are our first truly digital natives who have grown up using smart technologies. Airways will share their experiences with Aviation Knowledge Online (AKO), a digital ecosystem developed to meet the expectations of future learners incorporating new generation e-learning and gaming technologies.

Speaker: Sharon Cooke, Head of Training, Airways New Zealand

1 - 3:00 p.m.
Remote Towers: Safe Operations in Demanding Environments

Remote towers are becoming a reality at medium-sized international airports. In collaboration with Festoon, the German ANSP, DFS is implementing the remote tower concept at Saarbrücken airport. This presentation describes the DFS and Festoon concept, and highlights the challenges encountered and experiences gained.

Speaker: Markus Klopf, Strategic Marketing Manager, FREQUENTIS AG

2 - 2:30 p.m.
Preventing Rogue Drones from Endangering Airport Flight Operations

Join us for a presentation on Sky Tracker, a counter UAS system for airports, developed by CACI International. This solution has been refined under a CRADA with the FAA and tested at the FAA’s William J. Hughes Technical Center.

Speaker: Alan Kraft, Senior Business Development Executive, Counter UAS and Cyber Security, CACI

2:45 - 3:15 p.m.
ATFM: Key Components for Different Models

This presentation will examine the Air Traffic Flow Management (ATFM) components and systems. It will explore how ATFM systems are used around the world, including in the US and Europe, as well as new models forming in regions such as Asia Pacific, Middle East, and Latin America.

Speaker: Greg Feldman, Vice President Commercial Products and Solutions, Metron Aviation

10:00 - 10:30 a.m.
Closing Remarks

Peter F. Dumont, President and CEO, ATCA

3 p.m.
Sponsors

The Boeing Company; Leidos; American Airlines

7 - 9 p.m.
2016 Glen A. Gilbert Memorial Award Banquet

Honoring Paul M. Rinaldi, President, National Air Traffic Controllers Association (NATCA)

Sponsored by:

7 - 9 p.m.
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PREVIEW ISSUE

61ST ATCA ARENA

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Sponsored by:
New to ATCA Annual? As the largest ATC conference and exposition in the Americas, ATCA Annual can be intimidating. With so much happening in 72 hours, where does one begin? Here’s a quick guide for our industry’s Young Aviation Professionals (YAP) and those young at heart:

**Monday, October 17**

9:30 a.m., Exhibit Hall opens! Stop by the ATCA booth (#451) and become a member! You won’t regret it.

4 p.m., Cherry Blossom Ballroom – ATCA Welcome Reception with Exhibitors (sponsored by SAIC)

**Tuesday, October 18**

7:30 a.m. – Attend the ATCA Membership Meeting and New Member Welcome Breakfast (you know, since you’re a member now)

3 p.m., Aireon Fly-By Theater – Young Aviation Professionals Tower Talks. Drop by and listen to short discussions on the ATM industry from the views of YAPs.

Visit our new location (Stand 203) to see our latest products for 2016 and our in-booth UAS Situational Awareness Demo

**New Products:**

- RICI 5000 Gateway - TDM to IP
- Ventnor - Sunhillo MPS1000 direct replacement
- UAS NAS Connector with Virtual Radar

www.Sunhillo.com

**Navigating ATCA Annual As a Young Professional**

As a Young Professional (similar to TED Talks).

**Wednesday, October 19**

9 a.m., Aireon Fly-By Theater - How to Get (and Stay) Engaged

Opportunities for career growth ensure that today’s early career professionals gain the skillsets needed to provide future leadership within the aviation industry. This panel will provide perspectives from several generations of the workforce on the type of activities early career professionals are seeking for development and growth and what activities have been effective for organizations to develop and retain early career professionals.

1 p.m., Maryland Ballroom - A Cross-Generational Industry Perspective

For more information about YAP, visit www.atca.org/youngprofessionals.

**SPEAKER SPOTLIGHT**

**NAME:** Dan Smiley  
**TITLE:** Vice President, System Operations  
**ORGANIZATION:** Federal Aviation Administration (FAA)  
**SESSION:** Join the Club: How Many Stakeholders Can We Integrate?  
**TIME AND LOCATION:** Monday, October 17 at 11:15 a.m.

**THE MESSAGE I WANT TO GET ACROSS IN MY PANEL IS …**

We need to discipline ourselves to keep an open mind as we search for adaptive solutions and new operational concepts in managing the NAS.

**I FEEL MOST SUCCESSFUL WHEN …**

I’ve taken a collaborative approach to come up with the best solution for a situation or problem, when the work is well thought through on the front end, when there are clear objectives, and I’ve got a motivated team.

**I’M MOST PROUD OF …**

My two children, who seem more reasonable than me at times and demonstrate sound moral character.

**IF YOU COULD HAVE LUNCH WITH ANYONE, WHO WOULD IT BE?**

John Dickinson, founding father from Pennsylvania.

**WHAT BOOK IS CURRENTLY ON YOUR NIGHT STAND?**

The Red Badge of Courage by Stephen Crane

**HOW I GOT INTO THE AVIATION INDUSTRY:**

I started as a shipboard radar controller in the US Navy in 1979, then became an anti-submarine air controller, and from there moved into the FAA as an air traffic controller.

**NAME:** Dan Smiley  
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**I’M MOST PROUD OF …**

My two children, who seem more reasonable than me at times and demonstrate sound moral character.

**IF YOU COULD HAVE LUNCH WITH ANYONE, WHO WOULD IT BE?**

John Dickinson, founding father from Pennsylvania.

**WHAT BOOK IS CURRENTLY ON YOUR NIGHT STAND?**

The Red Badge of Courage by Stephen Crane

**HOW I GOT INTO THE AVIATION INDUSTRY:**

I started as a shipboard radar controller in the US Navy in 1979, then became an anti-submarine air controller, and from there moved into the FAA as an air traffic controller.

**NAME:** Dan Smiley  
**TITLE:** Vice President, System Operations  
**ORGANIZATION:** Federal Aviation Administration (FAA)  
**SESSION:** Join the Club: How Many Stakeholders Can We Integrate?  
**TIME AND LOCATION:** Monday, October 17 at 11:15 a.m.

**THE MESSAGE I WANT TO GET ACROSS IN MY PANEL IS …**

We need to discipline ourselves to keep an open mind as we search for adaptive solutions and new operational concepts in managing the NAS.

**I FEEL MOST SUCCESSFUL WHEN …**

I’ve taken a collaborative approach to come up with the best solution for a situation or problem, when the work is well thought through on the front end, when there are clear objectives, and I’ve got a motivated team.

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FAA Developing Prototype Tool to Track Space Missions

Existing FAA systems cannot automatically track and monitor space launch and reentry vehicles moving through the NAS, but the FAA is building a tool to remedy that.

For today’s space launches and reentries, six or seven FAA employees are needed to calculate a vehicle’s trajectory on paper and share the data with air traffic controllers by telephone and internet to help them manage the airspace around these operations—a time-consuming process that creates the potential for error. Under the current system, the FAA is only capable of monitoring one launch or reentry vehicle and one mission at a time, while closing off large areas of airspace, which is a costly, inefficient practice.

In partnership with the FAA’s Air Traffic Organization and Next-Gen, the Office of Commercial Space Transportation is developing a Space Data Integrator (SDI) tool that will enable the FAA to track the progress of space missions as vehicles fly through the NAS.

“Another critical SDI function is providing near-real time error detection, notifying the FAA instantly if a launch or reentry failure could affect nearby air traffic. If a space vehicle loses power or breaks apart, the FAA can quickly identify contingency Aircraft Hazard Areas and coordinate with air traffic facilities to move aircraft out of harm’s way. The SDI is advancing through the FAA’s Acquisition Management System process, with a planned deployment in 2020. To watch a demonstration video, visit Booth 833.”

Shuttle Bus Schedule

October 17 • 18 • 19

Departures from FAA
(with access to L’Enfant Plaza Metro)
FAA FOIBaA from the C Street side of the building to Gaylord National Harbor Resort & Convention Center

October 19 Only:
- Last Shuttle Departs at 4:30 p.m.
- Departures from Gaylord National Harbor
  Resort & Convention Center
- Returning to FAA FOIBaA, Depart from Porte-Cochere off Maryland Ballroom Foyer

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October 19 Only:
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- Travel times are approximately 30 minutes each way depending on traffic conditions.

Visit the Nantucket Holiday for Heroes booth (#116) to enter for your chance to win a 2006 Jeep Wrangler! Tickets are $150. Drawing will be December 4 in Nantucket, MA (winner does not need to be present). Winner also receives a year supply of Blue Buffalo dog or cat food.

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Paul M. Rinaldi to be Honored with 2016 Glen A. Gilbert Memorial Award

The Air Traffic Control Association will present one of aviation’s premier awards – the Glen A. Gilbert Memorial Award – to Paul M. Rinaldi, president of the National Air Traffic Controllers Association (NATCA). ATCA will honor Rinaldi on October 19, 2016, at the Glen A. Gilbert Memorial Banquet – a capstone to the 61st ATCA Annual. As president of NATCA, the federal labor union representing aviation safety professionals at the FAA, DoD, and within contract towers, Rinaldi has displayed an exemplary career-long commitment to the betterment of the NAS.

About the Winner
Paul Rinaldi became the sixth president of NATCA when he began his first term in October 2009. He is now in his third term, and is the first leader in NATCA’s history to serve three terms as president.

Since taking office in 2009, Rinaldi and Executive Vice President Patricia Gilbert have worked as a team, along with the NATCA National Executive Board, elevating NATCA to new levels of success. NATCA’s team is committed and focused on improving the working relationship between the Union, the FAA and Department of Transportation. Efforts like the Air Traffic Safety Action Program (AT-SAP), fatigue mitigation, Professional Standards, and Partnership For Safety are a result of the team’s focus on progress and safety. These processes have led to collaborative decisions on important issues involving airspace, procedures, technology, staffing, and training while cementing NATCA’s leadership role and voice in the aviation industry.

Rinaldi has been a legislative force for NATCA, leading the Union to many successes, such as ensuring collective bargaining for NATCA members and leading the charge to end the sequester-related furloughs of 2013. He saw his union through many tumultuous times, including two federal government shutdowns and repeated attacks on federal employees that threaten the profession and the system NATCA safeguards. Through it all, Rinaldi ensured the union was a resounding voice on Capitol Hill.

Rinaldi has testified before the House Transportation & Infrastructure Subcommittee on Aviation on a host of issues, including FAA Reauthorization and reform, facility consolidations and realignments, NextGen modernization, and collaboration to ensure air safety. He’s also testified about air traffic control safety oversight.

Rinaldi is a native of Island Park, N.Y. He resides in Manas- sas, Va., with his wife, Debra. They have two sons, Anthony and Nicholas, and a daughter, Olivia.

About the Glen A. Gilbert Award
The Glen A. Gilbert Memorial Award is dedicated to the memory of one of the recognized “Fathers of Air Traffic Control,” and honors the lifelong achievements of an individual in the field of aviation. Glen Gilbert was a visionary who, along with Earl Ward, founded the US air traffic system and dedicated his professional career to its improvement.

The award trophy is inscribed with recipient names and was donated by ATCA Corporate Member Raytheon Company. The Glen A. Gilbert Memorial Award is on permanent display in the Smithsonian’s National Air and Space Museum in Washington, D.C. The Glen A. Gilbert Memorial Award is ATCA’s most prestigious honor.

Save the Date!
The Glen A. Gilbert Memorial Banquet is Wednesday, October 19! There’s still time to purchase tickets! Contact Mindy Soranno at 1-703-299-2430 x395 or mindy.soranno@atca.org. Don’t forget to stop by the Glen Gilbert desk at registration to pick up your table assignment and drink tickets for Wednesday’s black-tie banquet!

Visit These New Exhibitors
Endura LLC – Booth 128
Selex ES – Booth 235
Selex ES is a leading supplier of ground-based navigation, precision landing (ILS, CVOR/DVOR and DME) and surveillance systems to military and civil aviation customers globally. We design and manufacture next generation surveillance radars and systems such as Multi- lateration (MLAT) and ADS-B. Our comprehensive line of equipment and services uniquely qualifies the Selex ES to provide total turnkey solutions, as well as terminal and en route precision landing and airport guidance requirements. With systems deployed worldwide, Selex ES consistently delivers software and hardware customization to meet each customer’s requirements.

Solace – Booth 237
Solace enables the next generation of air transportation by reliably routing real-time aeronautical, flight, and weather data between planes and global ATM systems. The FAA is using Solace to reduce congestion in the SWIM element of their NextGen program.
JOIN ATCA:
Be at the Center of Air Traffic Collaboration

**Advance your career:** Connect with fellow leaders from FAA, DoD, NASA, and the international aviation community.

**Engage with industry:** Participate in the world’s most influential aviation events and meetings.

**Enhance your knowledge:** Hear expert opinions in the ATM world. Join one of our executive committees. Read our renowned magazine, e-newsletters, and white papers.

**Recognize greatness:** ATCA grants scholarships and industry awards, and provides mentorship for young aviation professionals.

ENJOY REDUCED RATES AT THE WORLD’S PREMIER ATM EVENTS:
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NextGen Benefits
Continued from page 3

technology demonstrations. Based on experience and feedback from our partners in the aviation industry, we no longer needed to pursue some concepts that were high-cost, high-risk, or of low benefit. Those concepts that have made the transition to capabilities — and those that are still in development — support NextGen’s principal aim: transforming air traffic management to a time-based system. We are moving from today’s largely tactical aircraft separation paradigm — based on knowing where an aircraft is now — to a more strategic management system based on precise knowledge of where an aircraft will be at any designated time along its projected flight path. Such time-based management of air traffic should maximize NAS efficiency, enabling departures and arrivals to enter into — and descend from — a smooth-flowing overhead stream like clockwork.

One of the keys to making this work will be completing Data Communications (Data Comm) for controller-pilot exchanges. These digital, text-based messages are already being used for departure clearances at more than 40 airports; initial en route services are expected to become operational in 2019. In addition to Data Comm, the FAA is well on its way to developing software that will enable networked voice capability using VoIP communications as part of the NAS Voice System (NVS). NVS will provide robust communications tools for controller-pilot exchanges, and enable better internal FAA facility coordination to support resilient operations.

As we continue to focus on our NextGen goals, we are seeing more clearly what specific capabilities are feasible and necessary.

For example, the FAA is working closely with the NextGen Advisory Committee’s Time, Speed and Spacing Task Group to develop a deployment strategy for decision support tools to be used by air traffic controllers and pilots to adjust spacing on arrival and departure. These tools include:

**Ground Interval Management–Spacing (GIM-S):** Already in operation at the Albuquerque, Denver, and Seattle en route centers, GIM-S provides speed advisories to controllers to help adjust aircraft arrivals at metering fixes.

**Integrated Departure Arrival Capability (IDAC):** Now operational at Los Angeles and Indianapolis centers, IDAC monitors departure demand, identifies slots, and helps coordinate departures between airports. It will be rolled out to eight more centers by 2019.

**Terminal Sequencing and Spacing:** This developmental capability will help pilots and controllers use Performance Based Navigation (PBN) procedures.

**Path Stretch:** This developmental tool will help controllers when speed alone can’t be used to provide the desired spacing between aircraft.

All of these tools will help the FAA and airspace users transition to more efficient operations based on time management. You can read more about our path ahead in the updated Future of the NAS document at www.faa.gov/nextgen/media/futureOfTheNAS.pdf.

I look forward to working with ATCA members on these and other NextGen initiatives. Our path from NextGen’s launch in 2003 has led us to a point today where we can see our goals more clearly than ever. In the coming years, we will reach them together.