ATCA and the FAA Catch Up by the Fireside

The fireplace for Tuesday morning’s fireside chat between ATCA President and CEO Pete Dumont and Federal Aviation Administration Administrator Michael Huerta may have been virtual but the conversation was real, honest, and insightful.

- State of the ATO with Teri Bristol, COO of the ATO, FAA – 8:30 a.m. in Maryland Ballroom A
- Privatization Debate – 9 a.m. in Maryland Ballroom A
- ENGAGE: ATCA Tower Talks – Listen to short presentations by some of the best and brightest young professionals – 10 a.m. at Aireon Fly-By-Theater
- Visit with Tuskegee Airmen – 12 – 2 p.m. at the ATCA Booth (#451)

Sid Koslow to Receive 2015 Glen A. Gilbert Memorial Award at Ceremony This Evening

The Air Traffic Control Association (ATCA) will present one of aviation’s premier awards – the Glen A. Gilbert Memorial Award – to 2015 winner Sidney (Sid) Koslow, Vice President and Chief Technology Officer of NAV CANADA, Canada’s Air Navigation Service Provider. Koslow will be honored by ATCA and the industry tonight at the Glen A. Gilbert Memorial Banquet – a capstone to the historic 60th ATCA Annual and CMAC.

“Sid Koslow truly embodies the spirit of the Gilbert award,” said Neil Planzer, ATCA’s Chairman. “He has been an agent of progress through multiple roles and organizations, and has made a lasting impact on a global level through innovation and professionalism. ATCA is proud to include Sid in its history books as an extremely deserving recipient of this award.”

Exchange your ticket for your seat placement by noon today at the ATCA Registration Desk.

Visit the Exhibit Hall

ATCA 60th ATCA Annual Conference & Exposition

WEDNESDAY, NOVEMBER 4, 2015

TODAY

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Hours
Wednesday, November 4 • 9 a.m. – 3 p.m.

New Exhibitors

Company..............................Booth
FAA Small Business Development Program..............249
Enovative Technologies.........................345
Parsons Technical Support Services...............720
Sennheiser Air Traffic Control Headsets..............352

#ATCA60

“Engineers are the masterminds behind aviation. They need to be made into rockstars like pilots.”
Fostering the Future #ATCA60 @ATCA_now

@CSC
Congrats @JamesGHayes1, 1st place Journal Award Winner: Integrated Traffic Flow Management #ATCA60 #CSThoughtLeader
Chairman’s Perspective — Neil Planzer

What should we take away from this year’s ATCA Annual?
I’d like attendees to leave the conference having a better understanding of changes to the industry and what they bring to it. I feel that this year’s Annual has had a better focus than in previous years.

That’s great to hear. Specifically, how has this Annual’s focus improved?
This year the conference featured more challenging subject matter and stronger debates – UAS and privatization are just a couple examples – and showed ways to perform better through NextGen. We’ve seen a complete focus on technology on the Exhibit Hall floor. The FAA has also been more involved this year than in years past and we’d like to thank them.

Engaging Industry’s Future Leaders by Thinking Outside the Box

The Bureau of Labor Statistics reports that 24 percent of the U.S. workforce is under the age of 30. But a new Partnership for Public Service survey found that age group only comprises 6.5 percent of the federal workforce.

During the Tuesday morning session Fostering the Future of Aviation, a group of industry experts discussed how to correct that issue and prevent the brain drain in the aviation and aerospace industry.

“We’re having a problem as an industry in attracting the best and brightest,” said panel moderator Katie Kondub, senior program analyst at Noblis. The problem is multifaceted, panelists agreed.

First of all, the aviation and aeronautics field needs an image overhaul, said Ariel Scheirer, senior financial analyst with Ascent Consulting and chair of ATCA’s Young Aviation Professionals committee. “The industry is not building practical tools to reach out to millennials,” she said. “Millennials are the selfie generation, a generation focused on imagery. But most of the stock images of aviation are pilots—typically fighter pilots,” she said.

I’ve watched ATCA grow and mature into the strongest voice in ATC for its members. This is due in large part to the leadership of Pete Dumont and the ATCA Staff over the last nine years. I see no limits to ATCA’s growth.

What have been some of the highlights during your time as ATCA Chairman?
I immediately think of three major highlights: 1) ATCA’s great and important partnership with CANSO [Civil Air Navigation Services Organisation], 2) the level of involvement with the FAA as an ANSP and their strong support of ATCA, and 3) working with our members. We are lucky to have so many great members; they are at the center of everything for this association.
During Tuesday morning’s keynote address, ATCA Chairman and Vice President of Boeing Airspace Solutions—ATM Neil Planzer looked to the future. “The window for change in NextGen and SESAR is closed,” he said. “NextGen in principle is done; SESAR in principle is done. So the question is what’s next; what’s over the horizon?”

Privatization and regulation of unmanned aerial vehicles (UAVs) are definitely issues on the horizon, but Planzer said neither is a long-term goal for the aviation community. Instead, he believes aviation issues over the next 20 years will be driven by four market trends: growth spurred by emerging economies and low-cost carriers, a much more diverse and balanced market, continued strong aircraft replacement demand, and new airplanes and capabilities opening new markets.

Planzer said Boeing’s Current Market Outlook, which tends to be historically accurate but on the conservative side, predicts that over the next 20 years the number of airline passengers will increase by 4 percent, and air traffic will grow by 4.9 percent.

Airlines will need 38,000 airplanes, valued at $5.6 trillion, to accommodate that growth. The Boeing report predicts 38 percent of those purchases will be in Asia, followed by North America at 21 percent, Europe at 19 percent, and the Middle East at 8 percent.

In essence, the global fleet will double, Planzer said, and not all of that will be replacement aircraft. In fact, Boeing predicts 38 percent of that growth will be in new planes. The result? A strain on air traffic control. To help relieve that strain, Planzer believes there will need to be harmonization in system communications.

There are different harmonization solutions, depending on your perspective. From the airplane perspective, the horizon has to do with aircraft technology, he said. “Our current system was created in the ‘60s and ‘70s to manage dumb airplanes,” he said. “The system is fundamentally unchanged, but layered with much more capable technologies.”

The result is that today’s airplanes do some things better than ground technologies, Planzer said. The issue, then, is how to design a system that’s geared toward what airplanes do best and what ground technology does best.

“NextGen in principle is done; SESAR in principle is done. So the question is what’s next; what’s over the horizon?”

—Neil Planzer

He pointed out that in 2013-14, nearly all capacity growth was accommodated by frequencies and direct flights. That continues this year with innovations like a newly launched 787 route between Austin, Texas, and London Heathrow. “It’s what passengers want—not bigger airplanes,” he said.

Planzer closed with a question and an opinion. “What will the next vision need to be? If we don’t replace SESAR and NextGen with a next vision, a next capability, then the system will get layered and its capacity will get strained.”
11:15 a.m. - 12:30 p.m.
Global Interoperability
Maryland Ballroom C

Moderator:
Todd Donovan, Thales
Speakers:
David Batchelor, SESAR JU
Don Ward, FAA

12:15 - 2:00 p.m.
Lunch with Exhibitors
Maryland Ballroom B/D

1:45 – 3 p.m.
Where the Rubber Meets the Runway
NextGen Priority - Airports Surface Operations and Safety
Maryland Ballroom C

Moderator:
Mike O’Donnell, FAA
Speakers:
Ric Loewen, NATCA
Nino Sapone, Pittsburgh International Airport
Dean Snell, National Business Aviation Association
Terry Biggio, FAA

2 - 3:15 p.m.
Rethinking the Regulatory Paradigm
Maryland Ballroom A

Moderator:
Rick Day, CSC
Speakers:
Robbie Leftwich, HPE
Brian Wynne, Association for Unmanned Vehicle Systems International
Anthony Ferrante, FAA
Michael Quiello, United Airlines
Steve Hansen, NATCA

3:15 p.m.
Closing Remarks
Maryland Ballroom A

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Harris provides highly reliable, customized mission critical solutions for the global aviation industry. From comprehensive operations management applications to weather systems and air traffic control products—Harris delivers leading-edge innovations that improve flight safety and operations.

Harris believes that a common framework can transform the way information is shared. SWIM, the Secure Command and Control Information Exchange Manage, is a framework that connects users around the world. Today, our schedule features a broader perspective as SWIM provides a common framework that connects users around the world.

Nick Lento, FAA aerospace engineer, talks about the Collaborative Information Management project in the SWIM Connect 2015 Presentation Theater. Speakers discussed SWIM partnerships that modernize information services. Today’s schedule features a broader perspective as SWIM provides a common framework that connects users around the world.
Shuttle Bus Schedule

November 4
Departures From FAA
(with access to L’Enfant Plaza Metro)
FAA FOB10A from the C Street side of the building to Gaylord Hotel

7:30 A.M.
8:00 A.M.
8:30 A.M.
9:00 A.M.
9:30 A.M.
10:00 A.M.
10:30 A.M.
11:00 A.M.
11:30 A.M.
12:00 A.M.
12:30 P.M.
1:00 P.M.
1:30 P.M.
2:00 P.M.
2:30 P.M.
3:00 P.M.

Departures From Gaylord National Harbor
Gaylord Hotel Resort & Convention Center (*Returning to FAA FOB10A*)
Depart from: Porte-cochere off Maryland Ballroom Foyer

8:15 A.M.
8:45 A.M.
9:15 A.M.
9:45 A.M.
10:15 A.M.
10:45 A.M.
11:15 A.M.
11:45 A.M.
12:15 P.M.
12:45 P.M.
1:15 P.M.
1:45 P.M.
2:15 P.M.
2:45 P.M.
3:15 P.M.
3:45 P.M.
4:30 P.M.

Fostering the Future

Continued from page 2

Kyrandgel Rios of NATCA noted that “the aviation industry has done a great job of making pilots rock stars, and now we need to do that for people like engineers, who are the masterminds of aviation.”

Other panelists pointed out that the image overhaul needs to focus on educating young people that there are other careers in the industry besides piloting and air traffic control.

There’s a whole automation system that’s “clearly becoming the backbone” of aviation and aeronautics, Scheirer said. “How do you articulate that and demonstrate that to future generations?”

One idea is to engage STEM (science, technology, engineering, and math) teachers and students who traditionally don’t focus on the aircraft industry.

Mike Greco, manager of the Federal Aviation Administration’s (FAA) Air Transportation Research & Development Center in New Jersey, said majoring in STEM careers can mean internships in a variety of NextGen technologies not traditionally associated with the aviation industry. “We’ve got 180,000-190,000 square feet of laboratories where they can get hands-on experience,” Greco said.

NASA has a similar internship program, said George Finelli, aeronautics director at NASA’s Langley Research Center. Internships also help address another hiring issue: losing STEM majors to Silicon Valley companies that offer higher-paying, more flexible work.

It’s hard for the government to attract people who can be hired to a $250,000 programming job in their 20s, Finelli said. The government hiring process is also not as nimble as the private sector’s, so the best talent can get multiple job offers while waiting for approval of an FAA or NASA job.

But on the positive side, Finelli said Pathways interns can get experiences they can’t get anywhere else. That includes being involved in research in unmanned aerial vehicles (UAVs). “Giving people the opportunity to put their hands on things and fly them is invaluable,” he said.

At the end of the day, attracting millennials has a lot to do with non-traditional incentives, Rios said. “To quote Justin Timberlake, we’ve got to bring sexy back. Private industry does that through empowering people with the innovation process.”

Added Rocío Frej Vitalle, systems engineer at CSSI: “It’s more than pay. It’s more about being part of the change, being part of the engagement. We need to feel like we are part of the industry, part of moving NextGen to the next level.”

SWIM Connect Spotlight Series

Wednesday November 4th
International Perspective: Creating a Common Framework to Connect the Globe

9:30 – 9:50 Welcome Pamela Whitney, FAA
10:00 – 10:40 Benefits of Using Global Standards
Maureen Keagan, FAA
Terry Idol, OGC
Steve Link, Harris
Moderator: Jon Standley, FAA
11:00 – 11:20 Creating a Global Framework for Information Exchange
Thien Ngo, FAA
11:30 – 11:50 Information Sharing in Commercial Space
Kevin Halton, FAA

12:30 – 12:50 Collaboration for Global Interoperability: The Role of the Open Geospatial Consortium (OGC)
Charles Chen, Skymantics
1:00 – 1:20 SWIM’s Global Impact: Perspectives from Past and Present SWIM Program Managers
Mike Hawthorne, Noblis
Ahmad Usmani, FAA
Don Ward, FAA
Moderator: Jeri Groce, FAA

Sudoko by Myles Mellor
Medium

— see solution on page 11

Corrected Exhibitor Guide Address
Moog, Inc.
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www.moog.com
Transforming the air traffic management (ATM) system is essential for improving safety, efficiency and the environment around the globe. Boeing is fully committed and uniquely qualified to help make ATM transformation a reality. It’s the right time and Boeing is the right partner.
that by and large, these reporting executive for the FAA, said he thinks cess.
- conflict and difficulties in the pro
- dependent reporting chains within are concerned that having three in
- issues:
- FAA’s Program Management Orga
- key areas in which vendors have is
- the Federal Aviation Administra
- discussed a recent ATCA white paper

Winners Announced

Thanks to all who participated by submitting 60th ATCA Annual Conference Proceedings – submissions were of high quality and were judged using a matrix evaluating the following areas:
- Technical Merit: Does the subject matter advance the sciences?
- Impact on Aviation: What is the likelihood of creating changes and being embraced by a larger segment of the industry?
- Currency/Timeliness of Topic: Is the paper in the right position in terms of timeliness to cause change?

First Place
Learning Aircraft Behavior from Real Air Traffic
By Arcady Rantrua, Eric Maesen, Sebastien Chabrier, Marie-Pierre Gleizes

Second Place
Standards for Data Quality Assurance in ATM Modernization Initiatives
By Aleksandar Balaban, m-click, aero, and Charles Chen, Skyman
tics, LLC

Third Place
By Riverside Research, EWA Government Systems Inc., Demeter

Congratulations to our Journal of Air Traffic Control Winners!

1) Integrated Traffic Flow Management (Q1, Spring 2015) by James Hayes, CSC
2) Air Traffic Control Restructuring – The What and Why of it All (Q2 Summer 2015), David Grizzle, Dazzle Partners
3) Avoiding Clouds Associated with Core Engine icing (Q4, Winter 2014), Dr. Julie Haggerty, Project Scientist, National Center for Atmospheric Research; Jennifer Black, Associate Scientist, National Center for Atmospheric Research

“This year’s winners were selected by the ATCA Publications Committee.

Officials Break Down the Major Acquisitions Issues

During the Tuesday afternoon Acquisitions Panel, a group of government experts discussed a recent ATCA white paper that outlined industry feedback on the Federal Aviation Administration’s acquisitions process.

The paper focused on a handful of key areas in which vendors have issues with the FAA, said panel moderator Jim Eck, vice president of the FAA’s Program Management Organization.

Panelists discussed the following issues:

Leadership. Eck said vendors are concerned that having three independent reporting chains within the FAA’s acquisition office leads to conflict and difficulties in the process.

Nathan Tash, federal acquisition executive for the FAA, said he thinks that by and large, these reporting chains work together. There’s also a benefit, because each of the three areas bring different expertise to the acquisitions process.

“Issues that get out of hand between the teams are very rare,” he said. “From what I see, it seems like things are working pretty much as they should; problems are getting resolved quickly and at the right level.”

That said, “I’m always willing to hear anything more specific that anyone would like to share,” Tash said.

Training. Eck noted that vendors suggested creating an acquisition university, in which government and private sector students work together.

Cindy Rooney, the FAA’s director of acquisitions and contracting, said the FAA already leverages training from other agencies, but she would like to see more public-private training partnerships as well.

“I think it’s a great idea to offer joint-session training, and I think that’s something we can absolutely do,” she said. She’d also like to have more cross-profession training, where people from other positions

Continued on page 9
take acquisition training classes together.

**Communications.** The white paper showed a disconnect between the FAA’s technical and contracting offices and the vendor community, Eck said. There was also a desire for industry to be engaged early on in the acquisitions process.

Matthew Blum, associate manager for procurement policy in the Office of Management and Budget (OMB), said this is a very consistent theme across the vendor community, “so we took it as a challenge of how could we think about this differently.”

Blum mentioned how the new Acquisition 360 program allows contractors to provide feedback. “It’s not designed to replace customer satisfaction surveys, but it helps identify best practices by asking the people who are actually bidding,” he said. It also includes talking to unsuccessful bidders and contractors that didn’t submit a bid.

In addition, the OMB is “pushing agile software development, including more mechanisms that force greater interaction with contractors and agencies,” he said.

**Process improvement.** Eck reported that vendors said the acquisition process is too long and arduous. Vendors would also like to be included in the evaluation process, and cited problems with turnovers in contracting officers (COs).

Rooney said the FAA is aware that changes in COs are a problem, but it can be difficult for the government to retain quality people. “We try to balance CO workloads, but we do tend to rely too heavily on support contractors,” she said. “Unfortunately that’s the reality we live in with budget restraints.”

**Innovation and flexibility.** “How can we think differently from a set of articulated needs in the process?” Eck asked.

Tash said he doesn’t think the acquisition management system (AMS) language is a problem. “I think it goes back to training—are we too risk averse?” Another thing to take into account is whether one company’s innovation means another company doesn’t achieve the AMS requirements.

Anthony Palladino, administrative judge, Director of the Office of Dispute Resolution for Acquisition, said his office looks at issues like whether the AMS solicitation allows for or requires innovation, and if the solicitation was scored in a rational way.
Huerta

Continued from page 1

idea is we want to have something we can implement by the end of the year.

The current legal framework requires registration of aircraft and unmanned aircraft. So we’re looking at what the FAA may choose to exempt. The current registration process for aircraft is like buying a house—it requires financial documentation and establishing property interest. Those aren’t the same issues for a $200 aircraft. But we do want an ability to tie an individual to a particular aircraft.

So the questions are how do we make UAV registration quick and easy, how do we tie it to technology, and should we view this as an opportunity to educate UAV users? Who’s exempt from registration? Should it be dependent on size and performance, how high they fly?

Another issue is that there are very distinct cultures that characterize aviation and aerospace on the one hand, and technology and innovation on the other. Aviation has a high safety culture. Technology is characterized by getting products to market quickly and improving them from there. In essence, we’re all kind of beta testers with our cell phones, which reflects how the industry is constantly making their products better.

But the aviation industry is not interested in beta testing when requiring safe separation of aircraft. Everyone in the UAV industry realizes an accident could be the worst thing to happen in terms of setting the industry back. It’s important we each understand and respect the different cultures, and get the right balance between how we achieve safety and how we foster innovation.

Dumont: What are you thinking about FAA reform? So far your statements have been broad.

Huerta: We need more budget stability. We need to ensure there’s a match between the resources needed to support the agency and the costs. We need flexibility to establish priorities. A structure alone does not necessarily address those issues. We need to look at how are we going to be addressing larger questions like paying for the system.

It’s mostly correct that the FAA is supported by user fees, but I believe that structure is probably not sustainable over the long term. Ancillary airline charges like seat fees and baggage fees are exempt from the ticket tax. So in reality, ticket tax fees are relatively flat. The FAA also gets significant revenue from the airline fuel tax, but we’re focused on how we help users burn less fuel. So right there we have a disconnect.

Those are the kinds of discussions we need to be having—how do we align where the revenues are coming from and how we pay for the cost of the system?
Visitors to the 60th ATCA Annual Conference and Exposition can see how the FAA’s investment in NextGen is delivering significant air travel benefits.

With much of NextGen’s foundation in place this year, the agency anticipates a dramatic increase in future benefits.

For preflight and departure, use of System Wide Information Management (SWIM), the digital data delivery backbone of NextGen, will become more common. New products will be offered to share aeronautical, flight, and weather information between flight crews, airline dispatchers, and controllers. More airports will incorporate new Performance Based Navigation (PBN) procedures, such as Equivalent Lateral Spacing Operations and Established Required Navigation Performance, which improve efficiency for takeoffs and landings — saving time and money.

During en route operations, data communications will simplify sending and receiving messages between pilots and controllers during reroutes or handoffs between en route centers.

Upon arrival, new traffic flow management and time-based flow management capabilities will complement PBN to enable more fuel-saving procedures and safely yet efficiently move more aircraft through the airspace. This fits with the FAA’s goal of expanding flight planning beyond the current 3-D layout to include the element of time.

Additionally, the FAA is incorporating in its long-term planning the goals of other agencies, such as defense, space, and weather organizations that rely on an efficient airspace management.

NextGen efforts are already paying off and will accumulate in the years ahead. To date, the FAA has delivered $1.6 billion in benefits to air carriers and the traveling public from existing NextGen capabilities. During the next 15 years, these NextGen improvements will produce an estimated additional $11.4 billion in benefits.

Once all planned programs are in place, the FAA expects NextGen to deliver $134 billion in benefits to air carriers and the aviation community through 2039. This includes savings in fuel, passenger time, environmental impact, airline crew, and maintenance costs, and efficiencies realized through FAA programs such as SWIM.

The FAA will continue to execute programs to support the infrastructure of NextGen, deliver capabilities to benefit users of the National Airspace System, advance collaboration with partners in the aviation community, examine work done, and re-new goals to ensure the initiative remains in the right direction.
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- Build appropriate pre-course and post-course support tools and materials

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**Facts and Figures**

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