Huerta Gives Update on the Chicago Center, NextGen

As an operator, director, and policymaker, FAA Administrator Michael Huerta already has a challenging job. Last week, he added yet another role—firefighter.

In his keynote speech Monday morning, Huerta gave an update on last Friday’s fire in the En Route center in Aurora, Illinois. All employees were safely evacuated shortly after a worker set the fire as part of a suicide attempt. “The individual involved is receiving treatment for his injuries and is under guard,” Huerta said. One other employee was treated for smoke inhalation but was back to work later that day.

Since then, the FAA has steadily been increasing the amount of traffic in the Chicago airspace. As of Monday afternoon, controllers were managing 83 percent of the usual traffic at O’Hare and 94 percent of the traffic at Midway.

The FAA was able to do this by activating the Chicago center’s contingency plan. Huerta said air traffic control was transferred to the four neighboring en route centers, and some Chicago controllers were sent to staff those centers. Air traffic controllers established consistent altitudes for handoffs of 18,000 feet and above, and funneled low-level traffic to 17 different terminal radar approach control facilities (TRACON). Transcontinental flights were also sent around Chicago airspace.

The fire disrupted the ability to transmit data between Chicago and the four neighboring centers, so the day after the fire, Huerta said the FAA created direct communication lines between the four centers and Chicago. Huerta also personally spoke with airline CEOs to help them adjust their flight schedules.

The fire damaged 20 of the Chicago center’s 29 racks of systems, Huerta said. The flight test instrumentation (FTI) system was also damaged, and Harris Equipment is beginning restoration. Huerta said Oct. 13 is the target date to have all Chicago center communication capabilities rebuilt and up and running—which is a very ambitious timeline.

“I’m incredibly proud of our people in Chicago working through incredibly challenging circumstances,” Huerta said. That work will continue in a different aspect over the next 30 days, he said, when PASS, NATCA, and other partners will look at aircraft safety and system efficiency in order to formulate an even more robust contingency plan.

“I’ve asked the team to think as creatively as possible and make recommendations,” Huerta said. He’s also asking the Chicago center security team to review security policies.

“This incident in Chicago is a stark reminder of why we’re working toward an even more robust and scalable air traffic system through NextGen,” Huerta said. “While we’re able to respond to the type of incident in Chicago with our current structure, we’ll be able to respond even better under NextGen.”

With NextGen technology, the Chicago facility could have been configured to hand off control to another facility. Controllers could have reached into Chicago’s airspace to take control over all of the radios in use, Huerta said, and could have opened up additional routes in and out of the area.

Huerta finished his keynote with a NextGen update, including: The completion last spring of the Continued on page 8

CMAC Begins Today!

ATA is thrilled to host the world’s largest Civil/Military Aviation Conference, held for the first time in the U.S. Don’t miss the keynote address of Frank Brenner, Director General of EUROCONTROL—8:45 a.m. in Maryland Ballroom C. Your registration is good for both ATCA Annual and CMAC! (See today’s CMAC Schedule of Events on pages 3-4).
Unleashing the Right People at the Right Time With the Right Ideas

In his book The Tipping Point, Malcolm Gladwell wrote that when ideas and trends cross a certain threshold, they spread like wildfire. Today, the Federal Aviation Administration is at that tipping point, said FAA Chief Operating Officer Teri Bristol during the Monday afternoon keynote address. “When the right people get behind the right ideas, there can be major change,” she said. “We’re the right people at the right time with the right ideas.”

Today’s aviation world can’t afford to fall back into silos and turf wars, Bristol said, but instead needs to capitalize on the momentum of NextGen and other initiatives. Those initiatives fall into three major areas outlined in the Air Traffic Organization blueprint: safety, efficiency and business acumen.

The ATO now has a wealth of safety decision data that helps the team identify the top five hazards to concentrate on each year. Bristol said one of the major successes of 2014 has been reducing the safety risk associated with converging runway operations. The ATO has learned that there’s a higher risk when aircraft depart from non-intersecting runways, she said.

Efficiency analysis is based on metrics similar to the ones used to collect safety data. Every morning, senior ATO leaders link with managers in the field to discuss the data, Bristol said, and then once a week there’s a deeper data analysis.

Business acumen is geared toward mitigating the significant loss of leadership and corporate knowledge that is already occurring. Currently, the ATO is working to enhance managers’ non-technical skills, Bristol said.

She also gave an update on various NextGen initiatives, including:

- En Route Automation

Continued on page 8

Chairman’s Perspective

The ATCA Annual is the association’s longest running event, and with the addition of the Civil/Military Aviation Conference (CMAC), which starts today, even more international attendees are here throughout the week. What would you like them to learn or take away from the conference?

This is a very exciting year to be hosting our 59th Annual, which will bring together the traditional focus on government industry and academic collaboration. We expect FAA to be present in significant numbers, both as panel participants and interacting with exhibitors. The unique addition this year is the co-located CMAC. The civil and military airspace coordination is more critical than ever due to today’s climate and recent aviation tragedies.

This is your final year as ATCA Chairman—what were some of the highlights of your tenure serving the association?

I’ve had the privilege and benefit of working in partnership with a board of true professionals dedicated to the advancement of aviation science. For me it’s not a matter of personal achievement, but more the acknowledgement of how well ATCA has performed with its eight years of sustained financial and membership growth. Total membership has reached 3,000, with the fastest growth in our student category. We have increased the involvement of Young Aviation Professionals in every aspect of the aviation community. I’ve been an ATCA member for 20 years and was first elected to the board 10 years ago, after being encouraged by my mentors to step up and take a leadership role.

ATCA is much more global in our reach than ever before; membership has increased 16% internationally and 10% overall. We’re continuing to expand,” he added. “I’m extremely proud of the people that bring energy and great ideas to the association...that’s what gives ATCA its strength!
**CMAC Annual Schedule of Events**

**Tuesday, September 30**

**7:30 a.m. – 5:30 p.m.**
Registration Open
Convention Center Prefunction Area

**7:30 – 8:30 a.m.**
Welcome Coffee
*Sponsored by JMA Solutions*
Maryland Ballroom Foyer

**8:30 – 8:45 a.m.**
CMAC Opening Ceremony and Remarks
*Peter F. Dumont*, President and CEO, Air Traffic Control Association
*James H. Washington*, Chairman, ATCA
Maryland Ballroom C

**8:45 – 9:15 a.m.**
Keynote: Frank Brenner, Director General, EUROCONTROL
Maryland Ballroom C

**9:00 a.m. – 6 p.m.**
Exhibit Hall Open
Prince Georges Exhibit Halls D & E

**10:30 a.m. – 12:15 p.m.**
Break With Exhibitors
*Sponsored by Aireon*
Prince Georges Exhibit Halls D & E

Interested in seeing more conference action? Check out the ATCA Annual Conference Panel beginning at 11 a.m. titled: FAA Restructuring - What's the Problem? Are Corporatization and Privatization the Solutions?

**9:15 – 10:30 a.m.**
Civil/Military Network Dependency
*Moderator: Jim Ries, CSC*
*Speakers: David Almeida, Harris Corporation*
*Steven Hofmann, DOD HQE*
Representative to FAA’s NextGen Interagency Program Office
*Natesh Manikoth, FAA*
*Jan Scholz, EUROCONTROL*
Maryland Ballroom C

**12:15 – 1:45 p.m.**
Networking Lunch
Maryland Ballroom A

**2 – 3:15 p.m.**
Future Environment: What is the Effect of the Reduced Defense Budget in Regards to Military Fleet Operations
*Moderator: Betsy Schmid, AIA*
*Speakers: Col. Norman Leonard, Senior Materiel Leader,*
Maryland Ballroom C

*Continued on page 4*
Continued from page 3

**Tuesday, September 30**

**Russ Rumbaugh**, AF Lifecycle Mgmt Center, Aerospace Management Systems Division, DOD

**Col. Philip Basso**, DOD NextGen Lead Service Office, DOD

**Russ Rumbaugh**, The Stimson Center

**Bobby Nichols**, FAA

**Maryland Ballroom C**

3:15 – 4:45 p.m.

Ice Cream Break with Exhibitors

*Sponsored by Midwest ATC*

Prince Georges Exhibit Halls D & E

4:45 – 6 p.m.

Civil/Military Operations: Best Practices in Worldwide Collaboration Efforts

*Moderator: Neil Planzer*, The Boeing Company

*Speakers: Col. Juan Narvid*, DOD NextGen Lead Service Office, DOD

**Al Storm**, NATO

6 p.m.

Exhibit Hall Closes

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**Brig. Gustavo A. C. Oliveira**, Head of Operations Dept., DECEA

**Maryland Ballroom C**

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**Peter F. Dumont**, President and CEO of ATCA, greets two of the canine warriors. Visit www.warriorcanineconnection.org for more information.

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**Delivering Operational Confidence**

**CSSI’s TransMobility Solutions™** optimize transportation systems globally

CSSI’s TransMobility Solutions™ improve operations, streamline systems, increase safety and manage innovations for all sectors of the transportation industry. Leveraging deep roots in aviation, innovators at CSSI have pioneered analytics and best practices that ensure transportation systems are designed and equipped to safely and efficiently move people and materials.

**To learn more:**

Visit us at booth 312

Read our blog: www.cssiinc.com/blog
### Exhibit Hall

#### Hours
- **Monday, September 29**: 9:30 a.m. - 7:30 p.m.
- **Tuesday, September 30**: 9 a.m. - 6 p.m.
- **Wednesday, October 1**: 9 a.m. - 3 p.m.

#### Exhibit Hall Prince George's Exhibition Halls D/E

### Company Name
- 1st American Systems and Services
- Advanced ATC, Inc.
- Advanced Sciences & Technologies (AS&T)
- Airtel ATN
- Air Traffic Control Association (ATCA)
- All Weather Inc.
- Antenna Associates, Inc.
- Architecture Technology Corporation
- Association of Collegiate Training Institutions
- ATAC Corporation
- Bsg Solutions
- Barco, Inc.
- The Boeing Company
- CCI (Crown Consulting Inc.)
- CGH Technologies
- Chickasaw Nation Industries
- CP Aviation, Inc.
- Cobham Antenna Solutions
- Concept Solutions
- CSC
- CSSI
- Dell Software
- Diamond Antenna & Microwave Corp.
- DigitalBiz
- Donald M. Taylor Aeronautical Academy
- Dynamic Science, Inc.
- Easat Antennas
- EIZO INC.
- Embry-Riddle Aeronautical University (NEAR Lab)
- Embry-Riddle Aeronautical University (PhD in Aviation)
- En Novative Technologies
- Enroute Computer Solutions
- EUROCONTROL
- Evans Consoles
- Exelixis
- FAA Managers Association
- FAA Mobile Command Center
- FAA NextGen
- FAA Small Business Development Program
- Flarion Solutions
- Frequentis USA
- General Dynamics
- Grant Thornton
- Guntermann & Druenk GmbH
- Harris Corporation
- Hi-Tee Systems, Inc.
- HP
- IBM
- IDS North America
- IMTRADEX
- Indigo ARC
- Infinite Technologies, Inc. - RCS
- Jane's Airport Review
- JMA Solutions
- Kongsberg Gallium
- L-3
- Lockheed Martin
- LS Technologies
- MCR, LLC
- Metron Aviation
- Midwest ATC Service, Inc.
- The Mitre Corporation
- Moog, Inc.
- Mosaic ATM
- Motorola Solutions
- MSAG (MicroSystems Automation Group)
- National Center for Atmospheric Research (NCAR)
- NAVCANATm & Searidge Technologies
- Northrop Grumman Corporation
- OST, Inc.
- Pragmatic's
- Radome Services, LLC
- Raytheon
- Red Hat
- Rigil Corporation
- Robinson Aviation (RVA), Inc.
- Rockwell Collins ARINC
- Russ Bassett Corporation
- SAAB
- Sennheiser
- SESAR Joint Undertaking
- Sky One Federal Credit Union
- Snowflake Software, Inc.
- STR - Speech Tech
- Sunhillo Corporation
- Sunhillo Performance Technologies
- Systems Atlanta
- Talent
- Telegenix
- Telephonics
- Testing Technologies
- Tetra Tech
- Thales ATM U.S.
- Thinklogical
- TKO's
- UFA, Inc.
- US DOT/OST-R/The Volpe National Transportation Systems Center
- Veracity Engineering
- Visit Madrid/AIM Group
- WIDE USA Corp
- World ATM Congress

(List of September 29, 2014)
Easat Antennas Introduces EA5426 Shaped Reflector Radar Antenna

Easat Antennas - a high-gain, low-maintenance antenna provider located at booth #833 in the Exhibit Hall - is launching their new product, the EA5426 shaped reflector radar antenna exclusively at the ATCA 59th Annual Conference and Exhibition.

The EA5426 antenna is designed to provide local or terminal area coverage using a modified cosecant2 elevation pattern to operate in conjunction with a radar system giving constant returns from aircraft flying at constant altitude. A dual-beam receive capability is provided to enhance high angle performance and minimize short-range ground returns. Polarization switching between Linear and Circular is provided on both main and auxiliary beams; a cross-polarized output is available on both beams that is used as a receive weather channel.

Key features include:

- Low cost of ownership
- High angle of coverage, up to 40'
- Excellent beam shaping and sidelobe control
- Polarisation switching on auxiliary & main beams
- Robust build for low life cycle costs
- No radome requirement
- Transportable versions available
- Accepts LVA’s from a variety of suppliers

For more information, visit Easat Antennas at booth #833 in the Exhibit Hall or contact Paul@veridane.com.

Orioles Playoffs Tickets!

Al Khan of Crown Consulting, Inc. is donating two front row seats — including parking — to the first Orioles playoff game this Thursday, October 2 in Baltimore, Md. ATCA will auction the tickets as part of the ongoing Silent Auction, located across from the registration desk. Anyone, even those not registered for the conference, is encouraged to bid. The auction fully benefits the ATCA Scholarship Fund.

Tuskegee Airmen to Visit Exhibit Hall Today!

Three of the original Tuskegee Airmen, the first African-American military aviators in the U.S. armed forces, will be in the Exhibit Hall today from 10 a.m. - 1 p.m., on behalf of the Donald M. Taylor Aeronautical Academy - Booth 716. Be on the lookout for their red coats!

2014 - A banner year for Sunhillo!

- Winner of the FAA FDIO Terminal Server Refresh Program

And...

- Sunhillo has acquired Performance Technologies Multi-Protocol Server (MPS) division. Visit Sunhillo Performance Technologies (SPT) at booth 607 for more information.

Come Visit us → Booth 601 & 607

www.sunhillo.com
**Shuttle Bus Schedule**

**September 30 - October 1**

**Departures From FAA**
*(with access to L’Enfant Plaza Metro)*

FAA FOB10A from the C Street side of the building to Gaylord Hotel

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**Wednesday, October 1 Only:**

Last Shuttle Departs at 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

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**Wednesday, October 1 Only:**

Last Shuttle Departs at 4:30 P.M.
Huerta

Continued from page 1

installation of the baseline structure for automatic dependent surveillance-broadcast (ADS-B). The next step is equipping aircraft, Huerta said, noting that “in the past we called ADS-B a game changer, but only if we all use it. The January 2020 deadline won’t change, so we’ve got to meet the equipage mandate.”

The live launch of the Houston metroplex in May. The metroplex is expected to result in an estimated 648,000 fewer nautical miles a year, saving airlines up to 3 million gallons and $9.2 million in fuel.

Enactment of new wake separation standards in Atlanta in June, resulting in a 24 percent reduction in Delta queue delays.

Implementation of NextGen procedures in north Texas this month and in northern California next month.

For the next two years, Huerta said, NextGen is likely safe from the sequester era budget fluctuations, which will help with implementation. “NextGen is good for safety, good for efficiency, good for the traveling public and good for business,” he concluded.

Bristol

Continued from page 2

Modernization (ERAM). The hard date for finalizing all 20 ERAM centers is March 2015.

Data communications. Data Comm trials are currently under way at the Memphis and Newark airports. “They’re being used 24/7 to conduct as many as 80 operations a day,” Bristol said. In 2015, Data Comm is scheduled to be rolled out in Salt Lake City and Houston, and in 2016, 56 airports are expected to be using the system.

“With NextGen’s foundation nearly complete, we’re ready to unleash the benefits,” Bristol said. She outlined four NextGen priorities for the next three years: increasing the use of satellite-based navigation, making multiple runway operations more efficient, improving surface operations and implementing data communication.

In mid-October, the FAA is scheduled to submit a plan to Congress with specific dates and costs for delivering these four priorities, she said.
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.
Additional Exhibitor Descriptions

Easat Antennas
Booth 833 (next to the Command Center Truck)
Based out of the UK, Easat Antennas is now a global market leader in the manufacture of bespoke high-performance radar antennas.

Infinite Technologies
Booth 609
Supplies advanced composite radome products and services globally. ITI-RCS radomes are currently available in sizes ranging from 3.7m (12ft) to 23.5m (77ft) for terrestrial-mounted radomes. Their maritime radome sizes range from 1.4m (4.5ft) to 2.5m (8.2ft). They can provide other sizes for both land- and ship-based radomes upon request.

Contact: Clint Lackey
(916) 817-0998
2140 E. Bidwell Street
Folsom, CA 95630 USA
lackey@infintech.com

FAA Managers Association
Booth 702
FAAMA promotes aviation safety and efficiency, advocates for members’ interests, prepares the managers of today to be the leaders of tomorrow and supports the highest ideals of the Federal Government.

En Novative Technologies
Booth 228
En Novative Technologies was founded in 1995 when it became apparent that sampling and preservation procedures for soil Volatile Organic Compounds (VOCs) were changing to more science-based methods. Their premier product is now used routinely by a variety of large and small industrial clients as well as by state and federal government agencies.
SRA is proud to sponsor the 59th Annual ATCA Conference

We are committed to supporting the FAA through innovative IT solutions in their mission to provide the safest, most efficient aerospace system in the world.

SRA

Enduring Values. Inspired Performance.
As NextGen technology continues to roll out, mixed equipage will be a reality. But how long will equipage disparities last, and what form will they take? During the Monday morning session Mixed Equipage: Best Equipped, Best Served vs. First Come, First Serve, representatives from a variety of stakeholders—including airlines, pilots, air traffic controllers, and the Federal Aviation Administration (FAA)—gave their perspectives on that question and other equipage issues.

Capt. Sean Cassidy, Air Line Pilots Association (ALPA), said he’s flown aircraft in various states of equipage, and has found that required navigation performance (RNP)-equipped 737s have incredible efficiency. “I saw immediate and dramatic advantages from this type of equipage,” he said.

But not all aircraft can be that progressive. “We have to recognize that we will always live in a world of mixed equipage as we keep advancing our avionics and technology,” Cassidy said. “We’re never going to be able to flip a switch to a 90 percent-plus equipage world. It has nothing to do with the technology—it has to do with leadership, it has to do with policy decisions and it has to do with will.”

So how does the aviation world balance between the haves and have-nots in terms of equipage? “It’s not reality to say that everyone’s going to win and nobody’s going to lose,” Cassidy said. “Operators who meet deadlines and equip their planes should have some benefits.”

Joe Bertapelle, JetBlue, said his airline is on the leading edge of some of the automatic dependent surveillance-broadcast (ADS-B) equipage. But one of his biggest issues is trying to sell the concept of more ADS-B equipage to the JetBlue CFO. One way to do that, he said, is to bundle equipage so aircraft downtime is at a minimum.

“JetBlue’s position on the ADS-B mandate is that while there are still questions about it, we are not in favor of slipping the mandate,” Bertapelle said. “If it slides, it’s hard for us to go back to the CEO and CFO and say, ‘Sorry, we missed this one.’”

Bruce DeCleene, FAA, said stakeholders need to agree on equipage levels. For instance, he said, 93 percent of the 121 (large aircraft) fleet is equipped with area navigation (RNAV)—“enough that we can fundamentally change arrival and departure patterns.” But only about 85 percent of those aircraft are equipped with GPS, and only 55 percent have vertical navigation (VNAV) capability. In addition, only about 35 percent of the current fleet is equipped for required navigation performance authorization (RNP AR) approaches.

Lynn Ray, FAA, said she’s not

Continued on page 13
2014 Scholarship Awards Program

Supporting Higher Education for Future Aviation Professionals

Gabe A. Hartl Scholarship
Jeff Flanigan
Lewis University
BS in Air Traffic Control Management with a minor in Aircraft Dispatch, Aviation Administration, and Business

Nicholas Meyer
University of North Dakota
BS in Air Traffic Control and Aviation Management (double major)

Andrew Sellner
University of North Dakota
BS in Air Traffic Control with a minor in Air Safety

Lawrence C. Fortier Scholarship
Kelsey Coates
Metropolitan State University of Denver
BS in Aviation Management

Miguel Lopez
Kansas State University-Salina
BS in Unmanned Aircraft Systems and Technology Management (double major) with a minor in Business

Jackson Morris
University of Alabama
BS in Electrical and Computer Engineering

Neel Shah
Northeastern University
BS in Electrical and Computer Engineering

Full-Time Employed Student Scholarships
Christina Delgado
Grand Canyon University
Doctor of Education in Organizational Leadership

Thomas Romanowski
Massachusetts Institute of Technology
Master’s in Management and Operations Research

Buckingham Memorial Scholarship
Bradley Johnson
University of Illinois at Champaign-Urbana
BS in Biology

Mikaela Kilcup
Pierce College
BS in Nursing

Equipage
Continued from page 12

sure that best-equipped, best-served is even a factor in the current conversation.

“I don’t tend to think about equipage anymore; I think about capabilities,” she said. “We’re at that tipping point where we’re seeing a lot of technology come to maturity, so we can make plans around it.”

Ray agreed with DeCleene that the industry needs to prioritize how it aligns the legacy infrastructure.

“We need to stop maintaining the legacy of the past,” she said. “I would say the system today, rather than a first-come, first-served policy, really acts as a system that runs on equity.”

Jeff Woods, National Air Traffic Controllers Association (NATCA), said mixed equipage can be very difficult to manage from a controller standpoint.

“Controllers need some sort of automation tools to distinguish which aircraft can do what,” he said. “Controllers are embracing new technology, but there’s certain information they need to do their jobs. The good thing is that we’re in a very collaborative environment, and there are a lot of people putting in the time and effort to determine how we can best implement these new technologies.”

The panelists also answered questions from the audience and moderator Steve Brown of the National Business Aviation Association.

How do we analyze a critical mass equipage situation and then manage that situation?

Cassidy and Wood said it’s important to understand that new procedures can’t all be instantaneously operational.

“Accept that there is going to be some loss of capacity while we have the burn-in period,” Cassidy said. “There needs to be a little leap of faith, requiring stakeholder understanding that you’re not going to have as many widgets on day one.”

Woods said metroplex implementation has helped controllers make that adjustment. “Through metroplex, we’ve learned how to manage expectations of how controllers are going to evolve with the procedures, as well as how they deal with aircraft without the new technologies that other aircraft have.”

What kind of training is necessary to implement new procedures?

Ray said the mantra is “train globally; act locally.”

Your Next Generation Data Communications Solution Starts Here.

Harris was selected by the FAA to deliver an essential element of the FAA’s Next Generation Air Transport System—the Data Communications Integrated Services (DCIS) Program. DCIS will automate many routine ATC voice communications with specialized data messaging ensuring a safer, more reliable airspace. As a mission partner with the FAA for more than 30 years, Harris has engineered and integrated communications solutions that have transformed modern ATC. DCIS will be no different as it’s set to revolutionize aircraft and tower communications.
Attendee’s Eyewitness: Fostering the Future of Aviation

What attracts young people to aviation? Moderator Michael Hawthorne of Noblis posed this question to a group of panelists yesterday afternoon. The speakers cited a variety of reasons – location, “coolness” factor, family legacy in aviation, and military origins – but most of all, they agreed, passion is the major drive in joining the ever-evolving industry.

“How many people in this room are under 30?” Speaker Michele Merkle of the FAA asked. Only a handful raised their hands. “Those are the people who need to attend these sessions,” she added. “Outreach is very important. We need to tune in where the young people are,” said Merkle. A show such as The Voice would be a more effective outlet than NPR, she added.

“People automatically think of controllers when they think of the FAA,” said speaker Joseph Seifert of PASS. “We need to show the flexibility in the field. We have to leverage what young people are using today – social media,” said Jonathan Standley of the FAA. “We need a more aggressive social media campaign,” added Standley, a graduate of Embry-Riddle Aeronautical University. “It’s really about the public value; there are approximately 57 million jobs in aviation today, said Markus Klopf of Frequentis.

Today is ATCA’s College Aviation Day!

ATCA’s Young Aviation Professionals (YAPs) invite all current college students and recent graduates to participate in its first-ever College Aviation Day—kick-off is today at 9 a.m in Chesapeake C. The event is FREE of charge. ATCA’s College Day will expose future leaders in aviation to a broad range of aviation companies, networking sessions and panel discussions to better understand and gain access to the aviation job market. Key afternoon panel sessions include “Avenues to the Aviation Market” and “Keys to Getting a Job in Aviation.” Connections can be made with more than 100 exhibiting companies, government agencies and NGOs.

Get social with ATCA’s Twitter Fall—the new social media wall updated in real time.

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