Families that have their income reduced generally respond by making cuts to their expenditures. But if those income reductions continue, families may have to take more drastic measures, like moving to a smaller house. The scenario isn’t much different for stakeholders in the air traffic control family, pointed out panelists during the Monday morning session “Sequestration and its Impact on the Future of Aviation in America.”

Continuing budget resolutions like the one approved by Congress last week are increasingly becoming the norm, said panel moderator Donna McLean, of Donna McLean Associates. “So let’s not be victims,” she said. “Let’s figure out how we right-size and prioritize.”

At the Federal Aviation Administration, there have been three responses to the losses caused by sequestration and budget cuts, said Chris Metts, FAA-Air Traffic Organization. First, there was denial, followed by anger. Finally, “we are where we’re supposed to be, having these healthy dialogues,” he said. “We know what’s needed to run our organization, but we have other constituents outside the FAA also telling us what’s needed,” Metts pointed out. Still, despite this complexity, “We can’t get so locked in on what we need to run the operation today that we miss the demand of mission needs for the future.”

Although funding to NextGen has been cut, Metts said the FAA truly believes it hasn’t lost its central vision for the initiative. “But [the FAA] may have to make changes along the path,” he added.

The good news for the FAA is that the current budget cap is divided into defense and non-defense spending, said Beverly Pheto, U.S. House of Representatives. Non-defense spending, which includes the FAA, is slightly below its cap for 2014, so it won’t be sequestered, she said.

Of course, that’s not good news for the Department of Defense, which had about $38 billion in cuts last year and doesn’t know how sequestration will impact it next year, said Dyke Weatherington of the DoD. Consequently, the DoD will have to prioritize only must-have NextGen capabilities for its 14,000 aircraft, he said.

“In a time when DoD is literally parking aircraft we can’t utilize, adding some margin of improvement to airspace capability will have to buy its way into [the DoD budget]. If programs can’t realize some real improvements specifically for...
Chairman’s Perspective

What are you most looking forward to at the ATCA 58th Annual?

I’m very pleased that we were able to conduct an Annual up to the standard our members expect, despite the recent challenges. The FAA and other agencies have a huge task on their hands and their first priority is to return to some sort of normalcy. Despite that, the FAA leadership has assured us that they continue to understand the importance of ATCA as an association. That’s why we have senior leaders here providing keynote presentations and participating on panel discussions throughout the week. Their presence is important to the quality of the discussions and the ability of our members to understand the current challenges and to see what opportunities are expected in 2014.

What issues are at the top of the mind of ATCA members?

The first question on everyone’s mind is about stability: how can we return to it and how soon can we expect to arrive to that point? There is a lot of mistrust based on the recent events and so all of us need to understand what opportunities we have to influence senior level policy decisions. Members want to understand what
Continued from page 2

3:45 – 5:00 p.m
Global Harmonization
Maryland A/C

Looking at the steps taken and the progress needed to harmonize NextGen, Carats, and SESAR.

Moderator:
Sandy Samuel, Lockheed Martin

Speaker: Todd Donovan, Thales
Carlo Borghini, SESAR JU
Andrew Charlton, Aviation Advocacy
Carey Fagan, Federal Aviation Administration (FAA)
Simon Hoquard, NATS
Sid Koslow, NAVCANADA

5 p.m
Exhibit Hall Closes

7:30 p.m.
Last shuttle to L’Enfant departs

What’s For Lunch?
Baby Spring Hydro Lettuce with Shaved Fennel, Oranges, Artisan Goat Cheese and Blood Orange Vinaigrette
Roasted Butternut Squash and Goat Cheese Ravioli with Champagne Cider Cream Sauce served with Rolls and Butter
Citrus Meringue Tart, Seasonal Berries

Budget
Continued from page 1

having 12,000 employees on furlough brought NextGen “virtually to a standstill.”

NextGen’s new assistant administrator, Major General Edward Bolton, was on the job for only six days before the shutdown, Whitaker said. In the future, Bolton’s engineering background and extensive experience in managing complex programs for the military “will be a huge benefit to NextGen.”

But in order for that to happen, funding needs to be consistent, Whitaker pointed out. “Major General Bolton said NextGen is a very complex systems engineering project—we can’t just turn it on and turn it off; we can’t speed it up or slow it down without sending considerable ripples through the system.”

In the last year, the FAA has devoted considerable time to budgeting and furlough planning at the expense of programs like NextGen, Whitaker noted. But despite this, he said, upgrades to current NextGen initiatives are in the final stages.

Those include:
- En Route Automation Modernization (ERAM): Currently, 17 of the 20 centers have been upgraded.
- Enroute Track Analysis Program (ETAP): Oceanic centers controlling 24 million square miles of U.S. airspace have been completed.
- Automatic Dependent Surveillance-Broadcast (ADS-B): More than 70 percent of ground receivers have been installed, with complete nationwide deployment expected by next year.

“We remain committed to NextGen in its current schedule, but we need greater fiscal certainty this year and beyond,” Whitaker said.

In response to audience questions, Whitaker said the FAA’s Contract Tower Program is funded through at least Jan. 15, but “in the current budget environment we are looking at every way to operate more efficiently, so we have considered cuts.”

Whitaker also noted that the FAA will be restarting the controller hiring process “very soon.” Although he’s not sure of the exact timetable, “we don’t have the luxury of continuing to suspend that operation,” he said.

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Exhibitor List, Floor Plan

Prince George’s Exhibition Halls C&D

Exhibit.........................Booth
1st American Systems & Services...................... 637
ADS-B Technologies......................... 740
Advanced C4 Solutions...................... 838
Aerospace Engineering and Research Associates........17
Air Traffic Control Association......... 917
Airtel ATN.................................. 108
All Weather, Inc........................... 729
ARINC...................................... 001
ATAC Corporation.......................... 441
B3 Solutions................................ 442
Barco, Inc.................................. 322
The Boeing Company........................ 411
Brasil IT++ - Softex/ Apex-Brasil.............. 827
CA Technologies............................ 230
CCBC ATC................................... 819
CGH Technologies, Inc...................... 1A
Cobec Consulting, Inc....................... 116
Cobham Antenna Systems.................... 116A
ConceptSolutions, LLC...................... 643
CSC......................................... 547
CSSI, Inc.................................... 605
Dell Software................................ 635
Diamond Antenna & Microwave Corporation...... 334
Dynamic Science, Inc....................... 833
Eaton........................................ 220
EIZO INC.................................... 708
Embry-Riddle Aeronautical University (NEAR Lab).... 132
Embry-Riddle Aeronautical University Ph.D in Aviation... 130
Engility Corporation........................ 218
Enroute Computer Solutions, Inc.............. 921
Evans Consoles................................ 114
Evans Incorporated.......................... 224
FAA Managers Association, Inc............... 839
FAA NextGen................................ 804
FAA Office of Human Resources Management....... 807
FAA System Wide Information Management (SWIM) Program... 742
Frequentis USA, Inc........................ 428
General Dynamics........................... 535
Grant Thornton LLP........................ 126
Harris Corporation........................... 511
HP/Intelligent Automation Inc..................... 128
Indigo Arc.................................... 129
Intelligent Automation Inc.................... 829
Inventive Electronics........................ 821
Iron Bow Technologies........................ 232
Jane’s Airport Review....................... 122
JMA Solutions................................ 923
Kongsberg Gallium......................... 443
L-3 Stratus................................... 549
Lester Publications, LLC..................... 822
Lockheed Martin.............................. 422
LS Technologies............................. 808
MCR, LLC...................................... 734
MetroN Aviation.......................... 208
Midwest ATC Service, Inc.................. 219
The MITRE Corporation..................... 741
Moog, Inc..................................... 121
Mosaic ATM, Inc............................ 817
Motorola Solutions.......................... 321
National Air Traffic Controllers Association........... 134
National Center for Atmospheric Research (NCAR)... 803
NATS.......................................... 444
NAVCANatm................................... 434
North Star Group......................... 925
Northrop Grumman Corporation............... 011
Pragmatic Solutions, Inc..................... 727
PT (Performance Technologies)................ 928
Raytheon..................................... 519
Russ Bassett Corporation.................... 149
RVA, Inc..................................... 723
Saab Sensis Corporation..................... 326
Scientific Research Corporation........... 223
Searidge Technologies....................... 434
SELEX Systems Integration Inc................. 619
Semtech Corporation......................... 123
Snowflake Software......................... 641
STR-SpeechTech Ltd.......................... 330
Sunhillo.................................... 705
Systems Atlanta, Inc......................... 221
Telagenix.................................... 204
Tetra Tech................................... 318
Thales Air Traffic Management U.S. .......... 541
TKO’s......................................... 228
Triumph Enterprises, Inc..................... 125
UFA, Inc...................................... 207
US DOT/RITA/Volpe National Transportation Systems Center... 826
Veracity Engineering........................ 226
Visit Madrid.............................. 915
The Washington Consulting Group, Inc........... 445
WIDE USA Corporation...................... 609
World ATM Congress......................... 913
ATC Crossword Puzzle

Across
1. Plantronics makes this controller tool-worn around the head or neck.
8. Pleasant temperature level and kind of welcome you’d want to receive.
10. Bahrain’s IATA airport code.
11. Assistant in the office, abbr.
13. Helps identify conference attendees or Exhibit Hall Visitors at ATCA.
15. Tech department.
16. Aerodynamic pull that opposes an aircraft’s motion through the air.
17. ATCA’s Lingiam “____” Odems Award for air traffic control specialists in the military.
23. San Francisco Int’l IATA airport code.
24. Nation where the “black box” and the Distance Measuring Equipment navigation tool were created.
30. Aircraft carrier’s common location.
31. The angle between the aircraft heading and the aircraft track.
33. Absorbs written information.
35. The status ___ often agreeable.
36. Descends (2 words).
38. Test period.
40. Zero.
41. Vapor ___.
43. Denzel Washington recently played a pilot in this movie.
46. __ Force One.
47. Acronym for the group of younger professionals within ATCA.
48. Founder of ATCA who also has an ATCA Award named after him (2 words).

Down
1. Central part of a propeller.
2. Weather occurrence that can seriously disrupt a plane’s engine (Captain Moody encountered this on British Airways Flight 9).
3. Auxiliary airfoil running along the edge of the wing of a plane.
4. Officially forbid.
5. Word which means alternative.
6. Several ATCA Scholarship recipients attend this aeronautical university (2 words).
7. Reminders of a needed action.
8. Humor.
12. Former U.S. Secretary of Transportation and 1996 ATCA Glen A. Gilbert winner, Norman.
18. Nickname of the President who established NASA.
21. Former FAA Administrator who will receive the Wright Brothers Memorial Trophy this year, presented by the NAA and Aero Club of Washington.
22. Boston-based band “Air Traffic ____” was formed by a former US Navy service man.
25. Land of the free: home of the brave.
26. Amy Klobuchar (D-Minn) played an important role in ending the earlier furloughs of air traffic controllers.
27. Air Route Surveillance, for short.
28. Orville and Wilbur.
29. Pre-flight boarding area.
34. Inspiration.
35. The first around-the-world passenger service was started by this airline in 1958.
37. D in the phonetic alphabet.
39. Movable airfoil, part of an aircraft’s wing.
42. Sound booster.
44. Greenwich time zone, briefly.
45. Each passenger must provide proof of this before boarding a flight.

See Wednesday’s ATCA Today for solution.
Chairman  
Continued from page 2

the future strategy and budgets will be to support ongoing efforts, as well as new initiatives, including NextGen.

As ATCA Chairman, what has the association accomplished that makes you proudest?

I am privileged to be your ATCA Chairman. I have been an ATCA member for close to 20 years and proudly served on the Board for more than half of that time. ATCA is the most relevant association in the aviation industry today. Despite the sequester, government shutdown and budget cuts, ATCA has continued to grow its membership. We have expanded our global significance and leadership as an aviation advocacy group. More than 20 countries are represented at our 58th Annual. So far we have 165 companies representing 120 countries already registered for the 2014 World ATM Congress in Madrid. I offer these as examples that we have reached a new level of global significance.

I’m also pleased that we have continued to focus on increasing the numbers of young aviation members — including our Young Aviation Professionals (YAPS), and doubling the number of student members. It is important to support our priority of succession planning because those in the younger generations have the energy and initiative to perform future leadership roles in the association. I am encouraging all of our board members to focus on opportunities to mentor each of these membership groups.

Support the Scholarship Fund: Test your arm at our Pitching Booth and buy a 50/50 raffle ticket at Booth #917.

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Tuesday Exhibit Hall Presentation Theaters at a Glance

**HP ATM Theater**
9 – 9:30 a.m.
**TARGETS, Enabling Nextgen With Advanced Procedure Design Software**
William Laberis, CSSI, INC

New procedures are required to achieve NextGen benefits, such as the OAPM arrivals that service multiple airports and provide optimized descent. TARGETS is an important tool used to achieve these beneficial designs. In this presentation, we’ll examine some of the fundamentals of TARGETS and some of the latest features that enhance the procedure design process.

10 – 10:45 a.m.
**SWIM: Transforming Application Development in the FAA**
Steve Link, Harris Corporation and Jim Robb, FAA

SWIM represents a new paradigm for information sharing for the FAA. The SWIM NEMS program is more about a new way of deploying enterprise information exchange, engineering processes and governance, than it is about technology. The panel will present the current status and directions for the SWIM NEMS program and discuss the paradigm shift that applications programs are currently going through in the way they interact, interoperate and exchange information. The panel will discuss differences from traditional development, the benefits of this development and deployment process, and the lessons learned. The panel will discuss the challenges of transitioning to a new way of doing business for the FAA and aviation stakeholders. They will also discuss how the FAA and Harris are partnering on NEMS to ensure a successful program in an environment in which priorities can adjust on a weekly basis.

11 – 11:45 a.m.
**HP Mooshot: Game Changing Innovation**
Bobby Baker, Hewlett Packard

About 18 months ago Hewlett Packard made a call. We believed the industry was undergoing a fundamental change. Instead of infrastructure continuing to be built in standalone silos that really don’t talk to each other, it was all going to converge again.

HP as the only large company that develops its own servers, its own storage, its own networks and its own management software to tie it altogether is uniquely positioning itself to drive this change. We called this the HP Converged Infrastructure.

HP has also announced Project Moonshot which targets low-energy computing through innovations targeting cost, complexity and density; Project Odyssey which focuses on mission-critical systems working with industry partners; and Project Voyager, a multi-year, multi-Generational effort to redefine the expectations and economics of data centers.

1 – 1:45 p.m.
**Bridging the Gaps: How Can Video enable automation of airfield lighting, runway incursion altering, billing, and gate management?**
Fadi Ghourani, Searidge Technologies

During this presentation we will discuss:
- NowGen solutions for consolidating information from disparate airport systems and stakeholders
- The benefits of integrating surface surveillance, airport operations and ATC data
- The industry’s outlook on airport surface optimization and virtual towers
- Active ongoing video projects with the Federal Aviation Administration (FAA) and US airports

2:15 – 2:45 p.m.
**Safety Initiatives in Flight Services**
Michael J. Glasgow and James Derr, Lockheed Martin

Lockheed Martin has been introducing new technology and capabilities into the Flight Services operational environment that improve safety and efficiency for the General Aviation (GA) community. This presentation provides an overview of five initiatives whose primary objectives are safety. They include Adverse Condition Alerting, Surveillance-Enhanced Search and Rescue, Next Generation Briefings, Flight Services Data Link, and Automated Flight Risk Assessment.

3:45 – 4:15 p.m.
**Rewrite NextGen Procedures – Main Overview**

- Mel Davis – NATCA
- OAPM – Jeff Woods, NATCA
- PBN – Dennis Kelly, NATCA
- Data Comm – Chad Geyer
- RECAT – Scott Pressley
- ERAM – Julio Henriquez
- TAMR – Mitch Herrick

3:45 – 4:15 p.m.
**Rewrite NextGen Procedures**

- Steve Hansen – NATCA
- John Gray - FAA

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**Solution to Monday’s crossword puzzle**

![Crossword Puzzles](image)

Lori Price, B3 Solutions, laughs with colleagues at the grand opening of the Exhibit Hall.
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Sequestration
Continued from page 1

DoD, we will bypass [them].” Weatherington said. “Many of [the Next-Gen] improvements probably won’t field quickly or won’t be fielded at all. The long-haul transport component of DoD will likely see benefits from NextGen, but beyond that, it’s difficult to see what other benefits it will have to DoD.”

From the air traffic controller standpoint, the recent government shutdown is devastating not only in terms of NextGen and funding, but also morale, said Patricia Gilbert, National Air Traffic Controllers Association.

“Confusion inside the FAA is really not a productive thing for our workforce,” she said. “We all remained very professional throughout, but at some point enough’s enough. Decision-makers seem to see national airspace as a political football to play off of.”

From the provider standpoint, Neil Planzer, The Boeing Company, said a key to NextGen survival is to solidify its focus. “NextGen still doesn’t have defined outcomes,” he said. “If you define the outcomes you’re looking for, the priority of the technologies will self-correct.”

Planzer said the core intent of NextGen is high-capacity increases at key airports, “but we’ve lost that. I think we have to revisit what the tactical applications fit into the strategic vision.”

Carriers make decisions based on return on investment, so the industry has to demonstrate that NextGen equipage proposed for aircraft is of value, Planzer said. “We have had a lot of false starts. Southwest put RNP (required navigation performance) on its airplanes yet saw no benefit. When things like that happen, airlines start shortening their strategic vision, holding airplanes longer and not equipping them because historically it hasn’t worked out for them.”

U.S. aircraft manufacturers also have global customers, so “when we start falling out of step, it creates international problems,” Planzer said. If, for instance, NextGen lags behind SESAR, that impacts American manufacturers’ business. “It is critical for the U.S. to have the ability to export its goods. Internationally, we have to have a level playing field. Things like furloughs tilt the field the wrong way.”
The 2013 ATCA Scholarship Program Recipients

**Kourtney Logan**

Kourtney Logan is studying Speech Language Pathology and Spanish at the University of North Texas. A top graduate from John H. Guyer High School, Logan received 19 college credits upon graduation. During high school she served as Senior Dance Captain, National Honor Society member, Key Club service member, peer mentor, and as an employee to the GHS Counseling Office. Her recent accomplishments include selection as the recipient of GHS Booster dance scholarship, recipient of Lake Cities Community scholarship for outstanding citizenship and service, and receiving membership to Kappa Delta Sorority. Logan would like to work in a speech pathology clinic specializing in autism patients with a focus on children.

**Ashley Pollard**

Ashley Pollard is currently pursuing a double major in American History and Political Science while on the pre-law track at the University of North Carolina at Chapel Hill. A member of the Fellowship of Christian Athletes, Pollard is on two intramural volleyball teams. She is also a member of the Red Cross Club and involved in many different types of community service including: cooking for the Ronald McDonald house and volunteering at blood drives. She is applying and interviewing to become a student ambassador to share with incoming students the great opportunities supplied by this university.

**Rachael N. Tracey**

Rachael N. Tracey is currently in her senior year working towards a Bachelor of Science in Air Traffic Control and minoring in Aircraft Dispatch and Business Administration. She plans to have her Dispatch certificate by the time she graduates in May 2014. She is involved in several things at Lewis University. She is the President of Theta Kappa Pi, a community service-oriented sorority on campus, the Public Relations Officer of Lewis Women in Aviation, participates in community service events through Lewis University ministry, and plays violin at weekly mass on campus. Tracey is a Personal Support Worker for her younger sister, who is autistic. Through a state-funded company she is able to work with her on a regular basis on her schoolwork, job skills, exercising, and other various things that are aimed to help prepare her for independent living.

Each day in *ATCA Today*, we will feature several ATCA Scholarship Fund recipients in conjunction with their presentations by the ATCA Scholarship Committee throughout the Annual.

**Buckingham Memorial Scholarships**

U.S. Citizens, children of air traffic control specialists, enrolled half-to-full-time in programs leading to a bachelor’s degree or higher.