At a time when everything seems a little shaky, the ATCA 58th Annual serves as a rock for air traffic control community — both industry and government. The time to do business is now, and three days of meetings, networking, and discussion could not have come at a better time. After what seemed like an eternity, with much of the Federal Aviation Administration (FAA) on furlough, the Federal workers to return to their jobs on Thursday. Today — a mere 5 days later — many of those workers are here, because they understand the importance of being at ATCA.

There is also a strong international contingent — less affected by the shutdown — taking part. Some came to exhibit, some to partake in the conference, and others to honor Patrick Ky, recent leader of SESAR Joint Undertaking, who has now moved on to European Aviation Safety Agency (EASA) and will be honored with the Glen A. Gilbert Memorial Award Banquet on Wednesday evening.

Fortuitously, today’s first panel, at 10:30 a.m in Maryland A/C is: “Sequestration and its Impact on the Future of Aviation in America.” Donna McLean, Donna McLean Associates, LLC, will moderate the discussion with Patricia Gilbert, National Air Traffic Controllers Association (NATCA); Chris Metts, FAA; Neil Planzer, The Boeing Company; and Dyke Weatherington, U.S. Department of Defense (DoD). It’s the platform for these key players and necessary dialogue on the pertinent topics of this year — and even this day — that ATCA continues to provide.

**Education and New Products Abound**
Technologies are surging ahead as well — the Exposition Hall has 95 exhibitors showcasing their products to help make the tough decisions facing ATC in the next year. “Offering so many exemplary organizations on the Exhibit Hall floor provides the most effective networking and business development opportunity, especially for ATCA members,” says Peter F. Dumont, President and CEO of ATCA.

One of the benefits of visiting the exhibition is the expansion of ATCA’s free education opportunities in two exhibit hall theaters: the HP ATM Theater and the ATCA Presentation Theater. Content will highlight innovation and meeting the demands of NextGen – the ongoing transformation of the National Airspace System (NAS).

**Deputy Administrator Leads the Morning**
Michael G. Whitaker, the new Deputy Administrator for the

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**Continued on page 2**
SCHEDULE OF EVENTS

MONDAY, October 21

7:30 a.m. – 6 p.m.
Registration Open
Convention Center
Pre-Function Area

7:30 – 8:30 a.m.
Welcome Coffee
Sponsored by

8:30 – 9 a.m.
Opening Ceremony and Remarks
Maryland A/C
Peter F. Dumont, President and CEO, Air Traffic Control Association (ATCA)
James H. Washington, Chairman, Air Traffic Control Association (ATCA); Chief Operating Officer, B3 Solutions

9 a.m. – 9:30 a.m.
KEYNOTE
Deputy Administrator
Michael Whitaker
Maryland A/C
Deputy Administrator, Federal Aviation Administration (FAA)

9:30 – 10:30 a.m.
Exhibit Hall Grand Opening and Networking Break with Exhibitors
Exhibit Hall C/D
Sponsored by

10:30 – 11:45 a.m.
Sequestration and its Impact on the Future of Aviation in America
Maryland A/C
Will NextGen actually transform our system or be characterized as just another FAA program? A look at industry and FAA’s efforts at implementing the future system under financial constraints.

Moderator:
Donna McLean, Donna McLean Associates LLC
Speakers:
Patricia Gilbert, National Air Traffic Controllers Association (NATCA)
Chris Metts, Federal Aviation Administration (FAA)
Beverly Pheto, U.S. House of Representatives
Neil Planzer, The Boeing Company

11:45 a.m. – 12 p.m.
Awards Luncheon
Maryland B/D
Sponsored by

12 – 2 p.m.
Elexis

2 p.m. – 2:30 p.m.
Welcome Coffee
Sponsored by

What’s For Lunch?
Baby Mixed Greens with Chiffonade Mint with Fresh Cantaloupe, Crispy Prosciutto, and Balsamic Dressing, served with Rolls and Butter
Pan Seared Chicken Breast with Mediterranean Sauce, Saffron Mashed and Slow Roasted Tomatoes
Seasonal Shortcake Cheesecake with Vanilla Cream

The ATCA Board of Directors met on Sunday morning to discuss the state of the association.
2 – 3:15 p.m
Alternatives for the Funding of the US Air Traffic System: An Age of Rapidly Changing Technology and Financial Constraint
Maryland A/C

Examining potential funding, along with structural and operational ownership options available in the U.S. and abroad for the NAS and NextGen.

Moderator:
Robert Poole, The Reason Foundation

Speakers:
John Crichton, NAV CANADA
Brian Oakley, Scully Capital
Paul Rinaldi, National Air Traffic Controllers Association (NATCA)
Sharon Pinkerton, Airlines for America (A4A)
Martin Rolfe, NATS

3:15 – 4:15 p.m
Networking Break with Exhibitors
Exhibit Hall C/D

4:15 – 5:30 p.m
New Framework for NextGen
Maryland A/C

As the ten year anniversary of NextGen approaches; reflection on the initial vision of the system, and how best to internalize these lessons so as not to repeat them.

Moderator:
Peter Challan, Harris Corporation

Speakers:
Mel Davis, National Air Traffic Controllers Association (NATCA)
Steve Pennington, Department of Defense (DoD)
Paul McGraw, Airlines for America (A4A)
Lillian Ryals, MITRE
Rich Swayze, United States Senate

5:30 – 7 p.m
Welcome Reception With Exhibitors
Exhibit Hall C/D
Sponsored by

7:30 p.m.
Last shuttle to L’Enfant departs
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.
The 2013 ATCA Scholarship Program Recipients

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.

Winners in the Full-Time Employed Student Category

Full-time employees enrolled in advanced study programs to improve their skills in air traffic control or an aviation discipline.

Wahab Alshahin
Wahab Alshahin is currently working full time at NASA’s Johnson Space Center (JSC) in Houston, TX in the Integrated Guidance, Navigation, and Control Systems Branch within the Aeroscience and Flight Mechanics Division. Prior to beginning his full time career at JSC, he previously worked in robotic systems design, power and thermal control systems, as well as researching high efficiency jet engines with an emphasis on environmentally friendly technologies and noise reduction. He is currently pursuing a Master’s Degree in Aerospace Engineering (Aerospace Design) from the University of Southern California. He received his bachelor’s degree in Aerospace Engineering from the University of Illinois at Urbana-Champaign.

Ryan Kalinowski
Ryan Kalinowski currently attends Texas State Technical College in Waco Texas, enrolled in the Air Traffic Control Collegiate Training Initiative program. His studies are center on Air Traffic Control and commercial pilot training. He will complete associate degree programs in both in the spring and will then work towards dual Bachelor’s degrees from Baylor University. He has been an Army air traffic controller for close to 10 years. As a pilot, he has received his private certificate and will be getting his commercial certificate this year. Ryan has a tremendous passion for everything aviation related, so he is much appreciative for his scholarship. He has maintained a 4.0 GPA.

Tom Romanowski
Tom Romanowski is studying Predictive Analytics at Northwestern University working towards the goal of improving aviation efficiency. He currently is the Manager of Alliance/Joint Venture Analysis at United Airlines, responsible for conducting simulations and analyses to determine the most effective methods to expand our international reach by structuring worldwide partner relationships. He is formerly revenue management analyst where he helped engineer and implement enhancements to United’s inventory systems, databases, and statistical models for maximizing revenue through forecasting no-shows, cancellations, and upgrades. Outside of work and school Tom serves as a marathon coach for underserved high school students in Chicago.
### SHUTTLE BUS SCHEDULE

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

<table>
<thead>
<tr>
<th>Time</th>
<th>Departure Location</th>
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<tbody>
<tr>
<td>7:30 A.M.</td>
<td>FAA FOB10A from the C Street side of the building</td>
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<td>8:00 A.M.</td>
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<td>8:30 A.M.</td>
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**Wednesday Only:**
Last Shuttle Departs at 3:30 PM

#### Departures from Gaylord National Harbor
*(Garage Entrance at Maryland Ballroom Foyer)*

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<thead>
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<tbody>
<tr>
<td>8:15 A.M.</td>
<td>FAA FOB10A near L’Enfant Metro</td>
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<td>8:45 A.M.</td>
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<td>7:30 P.M.</td>
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<tr>
<td>1:45 P.M.</td>
<td>Wednesday Only: Last Shuttle Departs at 3:45 PM</td>
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*Travel times are approximately 35 minutes each way depending on traffic conditions.*

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Monday Exhibit Hall Presentation Theaters at a Glance

**HP ATM Theater**

9:45 – 10:30 a.m.
**Making RNAV/RNP Work for Everyone**
Brandon Gullett, Jeppeesen, The Boeing Company

Hear updates on required navigation performance (RNP) procedures, the benefits, history, success stories, updates and more. Also, get information on performance-based navigation (PBN) in general, including airlines, airport, air traffic control and how it affects the environment.

**The Tower Theater**

9:30 – 10:30 a.m.
**Change in ATM as viewed by the Next Generation of Leaders**
Ariel Scheirer, Selex Integration Systems
Nicole Morrow, Evans Inc.

As stakeholders strive to meet future air traffic system demands in the face of budgetary shortfalls and schedule delays, government and industry are presented with the challenge of developing a leaner and more efficient model for implementing NextGen. The increasing strain on governmental and industry resources and stakeholder interaction necessitates a clear strategy for the next decade, not just the next year. Those at the start of their careers have the opportunity to envision the air traffic management system they desire to work in now and for the foreseeable future. If now is the time for change to achieve near and long-term goals, what will be the tipping point to get us there? Is it an idea, a strategy, an event, or simply patience? What will make our NAS more efficient, less costly, and more flexible to change?

2:45 – 3:15 p.m.
**FAA Data Comm Tower Trials: A Partnership Between Air and Ground**
Chris Collings, Harris

Airlines are critical partners in optimizing our National Airspace System’s safety and efficiency. The airlines need timely, reliable access to safety critical and other essential aeronautical information (AI). Airline industry-specific Service Oriented Architecture (SOA)-based solutions can optimally align system performance by integrating data from disparate operational and business sources to reduce costs, improve airline efficiencies and to safely and more cost-effectively move greater numbers of aircraft and passengers through our skies.

**Platform Delivering NextGen Benefits**
Kevin Hightower, Lockheed Martin

NextGen is not a single system, not a single switch to flip. It takes a lot of components built on top of a solid platform to achieve the next generation of air travel. That platform is set with the operational capacity of ERAM, ATOP, and TBFM. This presentation will discuss some of the benefits already being seen, and how the platforms are built to give the benefits of the future.

2:45 – 3:45 p.m.
**Mitigation of Spectrum Congestion in the NextGen Environment**
Kevin Sivits, Selex Integration Systems

Managing the radio spectrum has become increasingly challenging with the advent of new television, radar, cellular, and satellite-based services. For air traffic management, multiple surveillance systems including ADS-B, TCAS, and Mode-S share the same 1030/1090 MHz spectrum, which will become congested should these systems be used in an uncoordinated manner. Congestion in the surveillance bands is recognized as a significant risk to legacy and NextGen surveillance, and SELEX Systems Integration Inc. and the Federal Aviation Administration have started a research initiative to examine challenges and mitigations to spectrum congestion. This presentation will provide an overview of that ongoing research, anticipated/observed outcomes of test trials, and a discussion of next steps to address a sustainable surveillance infrastructure.

4 – 5 p.m.
**Research Moving NextGen Forward**
Brad Culberston, Lockheed Martin

Research plays a vital role in the design, development, integration, evaluation and demonstration of NextGen concepts, procedures, and technologies. The FAA, Embry Riddle Aeronautical University (ERAU) and industry partners have been working together at the Florida test bed to try out new ways of operating collaboratively and evaluating operational impacts. During this session, you will hear about several research activities currently underway that focus on the acceleration of NextGen Operational Improvements. The activities include: exchange of standardized flight data and a demonstration that focuses on this activity called Mini Global, trajectory based operations, aircraft access to SWIM, and the oceanic conflict advisory trial. Stakeholders participating in the research include international ANSPs and airlines.

**Monday, October 21, 2013**

**58th ATCA Annual Conference & Exposition**

Packard made a call.
**ATC Crossword Puzzle**

**Across**
1. International conference and exhibition in its sophomore year; takes place in Madrid
5. Japan’s version of NextGen
10. ATC communication medium
11. Automatic government cuts that caused government entities and control towers to furlough their employees earlier this year
12. Sponsor of today’s Exhibit Hall Grand Opening and Networking Break with Exhibitors
13. President of NATCA, Paul ____
15. Abbreviation for the loudspeaker system at an airport
18. Before, prefix
20. Sponsors of tomorrow’s “Welcome Coffee” at 8:00am
21. ____ approach
24. Abbreviation used for Chicago’s Air Route Traffic Control Center
26. The H in HF
27. Plunges steeply
32. Yes, in Madrid
33. Audio-visual (abbr.)
35. Regulatory action taken by the FAA when restricting air travel in an area, abbr.
36. Takes advantage of
38. ____ to land approach
40. Unit of electrical current (abbr.)
41. State where Sky Harbor International Airport is located
42. World’s largest fly-in airshow (takes place in Wisconsin)
43. ____ leg: flight path parallel to the landing runway in the direction of landing
49. Start for Vegas or Palmas
50. Distress call letters
52. Innovative
53. Classic movie where “Maverick” and “Iceman” triumph (2 words)
54. Discrete ____ , as used in ATCRBS

**Down**
1. Alert
2. Color usually associated with danger
3. Unmanned aerial vehicles
4. Trial
6. Event venue
7. Took steps
8. The Coast Guard are often used in this type of mission, abbr.
9. “Mixed ____” environment
12. Tree juice
14. Pilot landing at HNL might get this as a welcome gift
16. Fly smoothly at a steady altitude
17. Gained altitude
19. Word for “Transmission received”
21. Right ____! (ASAP)
22. Fly smoothly at a steady altitude
23. Political stalemate in Washington led to this in the past several weeks
25. Business promotion
28. Travel document required for some international destinations
29. Strategic Air Command, for short
30. President and CEO of ATCA, Peter F.
31. President of NATCA, Paul ____
34. Analyzes carefully
35. Regulatory action taken by the FAA when restricting air travel in an area, abbr.
36. Takes advantage of
38. ____ to land approach
40. State where Sky Harbor International Airport is located
42. World’s largest fly-in airshow (takes place in Wisconsin)
43. ____ leg: flight path parallel to the landing runway in the direction of landing
44. The Z in ICAO’s spelling alphabet
45. “____ do you read me?”
46. Slang word for a short flight
47. Criticize harshly
48. Department vitally concerned with efficient air traffic control, (abbr.)
50. Distance measurement, for short
51. Compass direction, opposite of northwest

See Tuesday’s ATCA Today for solution
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ISIS 4th generation

The new ISIS 2Kx2K main display for air traffic control has everything you wanted, and more. Based on discussions with major stakeholders in air traffic control, we’ve turned ISIS into something that truly catches your eye.

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And guide aircraft safely through today’s crowded airspace - at a price never seen before.
Join us at ATCA and learn how the power of partnership is helping the FAA and Harris implement NextGen visions—today.

Check us out all week for Data Comm, NVS, and SWIM demonstrations at booth #511.

Harris Thought Leaders Discuss NextGen and the Power of Partnership

Change in ATM as viewed by the Next Generation of Leaders
Monday, October 21, 9:30–10:30 a.m.
The panel will discuss what the next-generation views as major challenges impacting our nation’s standing in global ATM and their thoughts on how to face these challenges.

FAA Data Comm Tower Trials: A Partnership Between Air and Ground
Monday, October 21, 2:45–3:15 p.m.
Learn how a partnership between the FAA and industry resulted in the success of the Data Comm Program’s Departure Clearance (DCL) Trials. The panel will also take the audience through a typical Departure Clearance.

New Framework for NextGen
Monday, October 21, 4:15–5:30 p.m.
The panel will reflect on NextGen, its initial vision, setbacks met along the way and lessons learned.

SWIM: Transforming Application Development in the FAA
Tuesday, October 22, 10:00–10:30 a.m.
Learn about how a partnership between the FAA and Harris is transitioning how business is conducted for the FAA and aviation stakeholders. The panel will present the direction for the SWIM NEMS program and discuss the shift that applications programs are currently going through in the way they interact and exchange information.

Harris Thought Leaders Discuss NextGen and the Power of Partnership

UAS Day
Renaissance Arlington Capital View Hotel
November 1, 2013
www.atca.org/UAS

Flightglobal: Safety in Air Traffic Control (co-chaired by ATCA)
London Heathrow Marriott Hotel
London, England
December 2-3, 2013
www.flightglobalevents.com/safetyATC2013

ATCA Holiday Party
1101 King Street, Suite 300
December 2013

World ATM Congress 2014
IFEMA
Madrid, Spain
March 4-6, 2014

ATCA Technical Symposium
Resorts Hotel, Atlantic City, NJ
May 13-15, 2014

59th ATCA Annual
National Harbor
September 28-October 1, 2014

For a complete calendar and more information, visit www.atca.org/Calendar

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