

11/19/01 SMGCS Meeting  
POS at SEATAC

Attendees:

Pat Clancy, POS Mngnt  
Scott Kyles, POS Planning Mngnt

Craig Smith, POS Planning  
Brendon Inman, Elcon Associates

Jim Davis, SEA ATCT  
Brian Schimpf, SEA NATCA

Roger Sloan, SEA ATCT

Don Bringmann, ANM-530  
Jim K Greene, ANM-1R  
John Chapman, ANM-230

Meetings primary purpose was discussion of four additional Stop Bars at Twy's M, N, P and Q between Rwy 16L and Rwy 16R, and to gather preliminary info/requirements for a human factors simulation project sponsored by the RSP office and performed by Future Flight Central at NASA AMES. The human factors study of the operational control of the new stopbars was an Action Item from the September 7, 2001 SEATAC Runway Incursion Action Team (RIAT) evaluation of SEA.

Brian Schimpf stated he received several (5) calls from NATCA national reference Stop Bar issues, subsequent to the Sept. 7 RIAT minutes. He was instructed not to make any commitments/agreements, as the issue is being addressed at the national level (an MOU is being developed).

The installation of four additional Stop Bars at Twys M, N, P and Q were proposed to the POS by Jim Greene in Feb, 2001 as a preventative measure for Runway Incursions (RI), specific to the Risk "A" RI in January. The POS agreed; projected completion by Fall of 2002. \*{Rwy 16L is projected to have a Stop Bar at every twy by Fall of 2003; required for operations below 600, down to 300'.}

Brian Schimpf indicated that the operation of the additional Stop Bars would be a change to working conditions and would have to be negotiated with local Management.

Jim Greene compiled the preliminary data needed to obtain an estimate from Nasa Ames. The request will be forwarded to HQs RSP office for possible funding and for coordination with NATCA at the national level. The group estimated that 6 controllers at \$1500 / day (including call back overtime and per diem) would be required for one week to conduct this simulation. NATCA wants to be represented .... if National allows them to proceed. Best times for the facility to support this effort are the months of Jan, Feb, Mar.

Port of Seattle is enthusiastic about the possible future uses of this data base as they plan for the third runway operations ... however, they are constrained by financial realities of post 9 11.

POS advised they need input from Air Traffic on how "16C" will be used. Taxi routes for SMGCS lighting, etc. Taxiway C? What lighting requirements for proposed flows for the third runway. This info will be needed soon as they are in the planning stage of the infrastructure.